STATION	
TAIL NO.	
DATE	1

WORK AREA



BOEING CARD NO.

28-AWL-01

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL CTR WING NOTE 99XXX 002 AUG 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

CHECK/INSP EXTERNAL WIRES OVER CTR FUEL TANK

ALL ALL

ZONES ACCESS PANELS

RELATED TASK

131 132

SKILL

MECH INSP MPD ITEM NUMBER

INSPECT (DETAILED) THE WIRE BUNDLES OVER CENTER FUEL TANK.

28-11-00-6A

INTERVAL NOTE: THIS TASK SATISFIES THE REQUIREMENTS OF ALI 28-AWL-O1 WITH AN INTERVAL OF 12 YRS.

## 1. External Wires Over the Auxiliary Tank Inspection

#### A. General

(1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on airworthiness limitation instructions (ALIs).

### B. References

- (1) AMM 24-22-00/201, Control (Supply Power)
- (2) AMM 25-25-01/201, Passenger Seats
- (3) AMM 25-24-04/401, Partitions
- (4) AMM 25-27-01/401, Floor Covering
- (5) AMM 25-27-09/401, Passenger Seat Raceways
- (6) AMM 53-01-01/401, Floor Panel
- (7) SWPM 20-10-11, Wiring Assembly and Installation
- C. Access

CHECK/INSP EXTERNAL WIRES OVER CTR FUEL TANK

28-11-00-6A 28-AWL-01 PAGE 1 OF 3 APR 22/09

AIRLINE CARD NO.

SAS



28-AWL-01

MECH	INSP								
		(1)	Location	Zones					
			131	Area	above	Wing	Center	Section	(Left)
			132	Area	above	Wing	Center	Section	(Right)

- D. Prepare for the Inspection
  - (1) To get access to the top the center auxiliary tank from Station 785.9 to Station 955.1, do these steps:
    - (a) Remove the seats (AMM 25-25-01/201).
    - (b) If applicable, remove the partitions (AMM 25-24-04/401).
    - (c) Remove the floor covering (AMM 25-27-01/401).
    - (d) If applicable, remove the passenger seat raceways (AMM 25-27-09/401).
    - (e) Remove the floor panels (AMM 53-01-01/401).
- E. External Wires Over the Auxiliary Tank Inspection
  - (1) Do a detailed inspection of the wire bundles routed on the main deck over the auxiliary fuel tank and under the floor beams between Station 785.9 and Station 955.1.
    - (a) Look for these items:
      - 1) Damaged clamps,
      - 2) Wire chafing,
      - Wire bundles that are in contact with the surface of the auxiliary fuel tank.
  - (2) If you found a problem, do these steps:
    - (a) Remove electrical power from the airplane (AMM 24-22-00/201).
    - (b) Do the applicable repair (SWPM 20-10-11).
- F. Put the Airplane Back to Its Usual Condition
  - (1) Install the floor panels (AMM 53-01-01/401).

CHECK/INSP EXTERNAL WIRES OVER CTR FUEL TANK

28-11-00-6A 28-AWL-01 PAGE 2 OF 3 AUG 22/09

28-AWL-01

AIRLINE CARD NO.

	TASK CARD
H INSP	<u>'</u>
	(2) If applicable, install the passenger seat raceways (AMM 25-27-09/401).
	(3) Install the floor covering (AMM 25-27-01/401).
	(4) If applicable, install the partitions (AMM 25-24-04/401).
	(5) Install the seats (AMM 25-25-01/201).
	(6) Supply electrical power if it is necessary (AMM 24-22-00/201).

EFFECTIVITY

STATION	
TAIL NO.	
DATE	┪



BOEING CARD NO. 28-AWL-05-1

MPD

AIRLINE CARD NO.

TASK CARD

WORK AREA RELATED TASK INTERVAL SKILL PHASE REVISION REV NOTE 24896 AUG 22/09 ELECT | LH MAIN TK APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE **FUNCTIONAL** HYDRAULIC LINE FUEL TANK PENETRATION ALL ALL ZONES ACCESS PANELS 532

5001 532BB

MECH INSP

FUNCTIONALLY CHECK THE BONDING RESISTANCE OF THE LH HEAT EXCHANGER HYDRAULIC LINES AT THE FUEL TANK PENETRATION (SFAR 88).

29-11-27-6A

MPD ITEM NUMBER

INTERVAL NOTE: THIS ALI TASK COVERS 28-AWL-05 AND HAS AN INTERVAL OF 6 YRS OR 25000 FH, WHICHEVER COMES FIRST.

- Bonding Resistance Check of the Heat Exchanger Lines (Fig. 601)
  - General Α.
    - (1) ALI Refer to the task: Airworthiness Limitations Precautions (AMM 29-00-00/201), for important information airworthiness limitation instructions (ALIs).
  - B. References
    - (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and **Panels**
    - (2) AMM 28-11-00/201, Fuel Tanks
    - (3) AMM 28-11-01/401, Main Tank Access Door
    - (4) AMM 28-26-00/201, Defueling
    - (5) SWPM 20-20-00, Electrical Bonds and Grounds
  - C. Equipment
    - (1) Bonding Meter Use one of these:
      - Bonding Meter Model T477W Avtron Manufacturing, Inc. Cleveland, Ohio

**EFFECTIVITY** FUNCTIONAL HYDRAULIC LINE FUEL TANK PENETRATION 29-11-27-6A 28-AWL-05-1 PAGE 1 OF 5 DEC 22/08 SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH INSP

(b) Bonding Meter - Model M1 (Serial Number A0000112 and subsequent) BCD Electronics Ltd. Vancouver, Canada

- D. Access
  - (1) Location Zones

532 Main Tank (Inboard of Rib No. 10) (Left) 632 Main Tank (Inboard of Rib No. 10) (Right) 651 Rear Spar to MLG Support Beam (Right)

(2) Access Panels

Main Tank Access Door (Left) 532BB 632BB Main Tank Access Door (Right) 532AZ Fuel Tank Baffle (Left) Fuel Tank Baffle (Right) 632AZ

- Bonding Resistance Check in the Main Fuel Tanks
  - (1) Defuel the main fuel tanks (AMM 28-26-00/201).
  - Remove the access door, 532BB (632BB), for the left (right) main fuel tank (AMM 28-11-01/401).
  - AIRPLANES WITH FUEL TANK BAFFLE AT RIB 5; Remove the fuel tank baffle panel, 532AZ (632AZ), at rib 5 in the left (right) main fuel tank.

CAREFULLY DO ALL OF THE SAFETY PROCEDURES IN THE PURGING AND WARNING: ENTRY PROCEDURE FOR THE FUEL TANK. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Do this procedure: Purging and Fuel Tank Entry (AMM 28-11-00/201).

WARNING: MAKE SURE THE BONDING RESISTANCE IS LESS THAN THE LIMITS. THE RESISTANCE OF THE ELECTRICAL BOND IS VERY IMPORTANT IF LIGHTNING HITS THE AIRPLANE. AN EXPLOSION CAN OCCUR IF THE BONDING RESISTANCE IS NOT IN THE LIMITS DURING AN LIGHTNING STRIKE.

**EFFECTIVITY** 

HYDRAULIC LINE FUEL TANK PENETRATION FUNCTIONAL

29-11-27-6A

28-AWL-05-1 PAGE 2 OF 5 APR 22/09

28-AWL-05-1

TASK CARD

AIRLINE CARD NO.

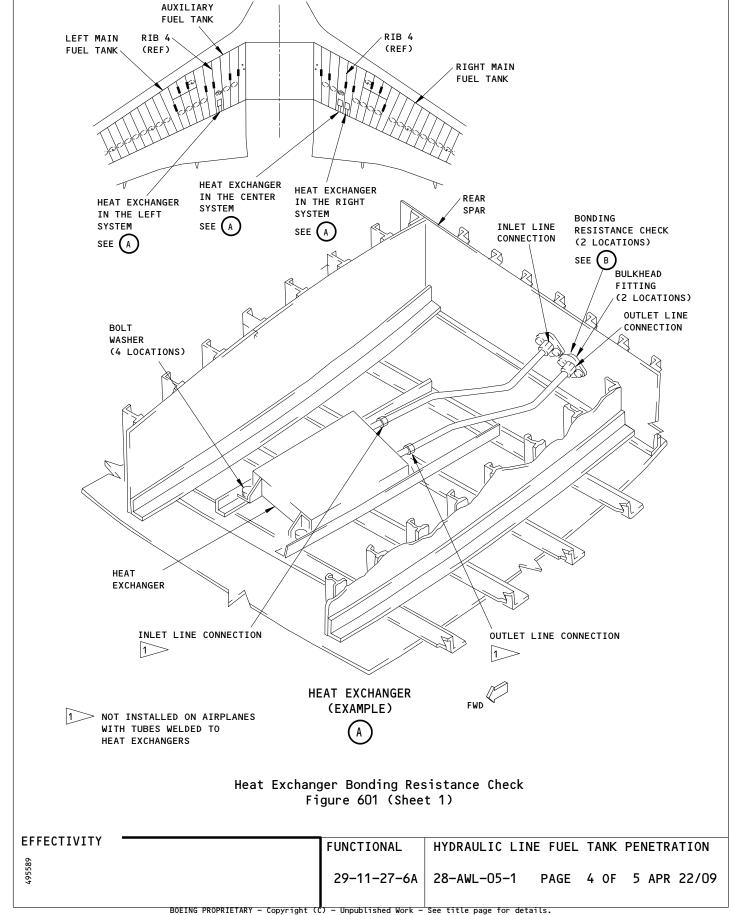
			TASK CARD
MECH	INSP		
		(5)	Use a bonding meter to do the checks of the bonding resistance in the main tanks for each heat exchanger as follows (SWPM 20-20-00):
			(a) Make sure the resistance between the bulkhead fitting and the rear spar for the inlet line is 0.005 ohms (5 milliohms) or less.
			NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
			<u>NOTE</u> : This is applicable to Airworthiness Limitation 28-AWL-05.
			(b) Make sure the resistance between the bulkhead fitting and the rear spar for the outlet line is 0.005 ohms (5 milliohms) or less.
			NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
			<u>NOTE</u> : This is applicable to Airworthiness Limitation 28-AWL-05.
		(6)	If the bonding resistance is more than 0.005 ohms (5 milliohms), rework the bonding surface to a value of 0.001 ohm (1 milliohm) or less (SWPM 20-20-00).
			NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
			NOTE: This is applicable to Airworthiness Limitation 28-AWL-05.
		(7)	AIRPLANES WITH FUEL TANK BAFFLE AT RIB 5; Install the fuel tank baffle panel, 532AZ (632AZ), at rib 5 in the left (right) main fuel tank.
		(8)	Install the access door, 532BB or 632BB, for the main fuel tank (AMM 28-11-01/401).
EFF	ECTIVITY		FUNCTIONAL HYDRAULIC LINE FUEL TANK PENETRATION

28-AWL-05-1

AIRLINE CARD NO.

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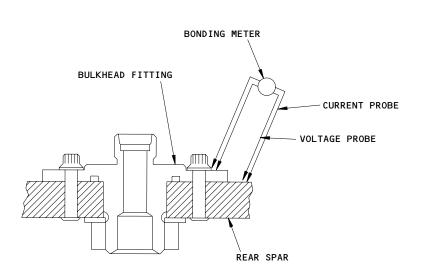


AIRLINE CARD NO.

28-AWL-05-1

SAS

767 TASK CARD



# **BONDING RESISTANCE CHECK** (EXAMPLE)



Heat Exchanger Bonding Resistance Check Figure 601 (Sheet 2)

**EFFECTIVITY** FUNCTIONAL HYDRAULIC LINE FUEL TANK PENETRATION 29-11-27-6A 28-AWL-05-1 PAGE 5 OF 5 APR 22/09

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STATION	
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**FUNCTIONAL** 



BOEING CARD NO.

28-AWL-05-2

AIRLINE CARD NO.

ALL

SKILL WORK AREA RELATED TASK INTERVAL PHASE MPD REV REVISION

LECT RH MAIN TK NOTE 24896 AUG 22/0

ELECT RH MAIN TK NOTE 24896 AUG 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

ZONES ACCESS PANELS

HYDRAULIC LINE FUEL TANK PENETRATION

632 651 6001 632BB 651TB

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK THE BONDING RESISTANCE OF THE CENTER AND R/H SYSTEMS HEAT EXCHANGER HYDRAULIC LINES AT THE FUEL TANK PENETRATIONS (SFAR 88).

29-11-27-6A

ALL

INTERVAL NOTE: THIS ALI TASK COVERS 28-AWL-05 AND HAS AN INTERVAL OF 6 YRS OR 25000 FH, WHICHEVER COMES FIRST.

- 1. <u>Bonding Resistance Check of the Heat Exchanger Lines</u> (Fig. 601)
  - A. General
    - (1) ALI Refer to the task: Airworthiness Limitations Precautions (AMM 29-00-00/201), for important information airworthiness limitation instructions (ALIs).
  - B. References
    - (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
    - (2) AMM 28-11-00/201, Fuel Tanks
    - (3) AMM 28-11-01/401, Main Tank Access Door
    - (4) AMM 28-26-00/201, Defueling
    - (5) SWPM 20-20-00, Electrical Bonds and Grounds
  - C. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter Model T477W Avtron Manufacturing, Inc. Cleveland, Ohio

FUNCTIONAL HYDRAULIC LINE FUEL TANK PENETRATION

29-11-27-6A 28-AWL-05-2 PAGE 1 OF 5 DEC 22/08

28-AWL-05-2

AIRLINE CARD NO.

SAS BOEING TASK CARD

(b) Bonding Meter - Model M1 (Serial Number A0000112 and subsequent) BCD Electronics Ltd. Vancouver, Canada

- D. Access
  - (1) Location Zones

532 Main Tank (Inboard of Rib No. 10) (Left) 632 Main Tank (Inboard of Rib No. 10) (Right) 651 Rear Spar to MLG Support Beam (Right)

(2) Access Panels

Main Tank Access Door (Left) 532BB 632BB Main Tank Access Door (Right) Fuel Tank Baffle (Left) 532AZ Fuel Tank Baffle (Right) 632AZ

- Bonding Resistance Check in the Main Fuel Tanks
  - (1) Defuel the main fuel tanks (AMM 28-26-00/201).
  - Remove the access door, 532BB (632BB), for the left (right) main fuel tank (AMM 28-11-01/401).
  - AIRPLANES WITH FUEL TANK BAFFLE AT RIB 5; Remove the fuel tank baffle panel, 532AZ (632AZ), at rib 5 in the left (right) main fuel tank.

CAREFULLY DO ALL OF THE SAFETY PROCEDURES IN THE PURGING AND WARNING: ENTRY PROCEDURE FOR THE FUEL TANK. INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(4) Do this procedure: Purging and Fuel Tank Entry (AMM 28-11-00/201).

WARNING: MAKE SURE THE BONDING RESISTANCE IS LESS THAN THE LIMITS. THE RESISTANCE OF THE ELECTRICAL BOND IS VERY IMPORTANT IF LIGHTNING HITS THE AIRPLANE. AN EXPLOSION CAN OCCUR IF THE BONDING RESISTANCE IS NOT IN THE LIMITS DURING AN LIGHTNING STRIKE.

**EFFECTIVITY** 

FUNCTIONAL

HYDRAULIC LINE FUEL TANK PENETRATION

29-11-27-6A 28-AWL-05-2 PAGE 2 OF 5 APR 22/09

28-AWL-05-2

TASK CARD

AIRLINE CARD NO.

MECH	INSP	
		(5) Use a bonding meter to do the checks of the bonding resistance in the main tanks for each heat exchanger as follows (SWPM 20-20-00):
		(a) Make sure the resistance between the bulkhead fitting and the rear spar for the inlet line is 0.005 ohms (5 milliohms) or less.
		NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
		NOTE: This is applicable to Airworthiness Limitation 28-AWL-05.
		(b) Make sure the resistance between the bulkhead fitting and the rear spar for the outlet line is 0.005 ohms (5 milliohms) or less.
		NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
		NOTE: This is applicable to Airworthiness Limitation 28-AWL-05.
		(6) If the bonding resistance is more than 0.005 ohms (5 milliohms), rework the bonding surface to a value of 0.001 ohm (1 milliohm) or less (SWPM 20-20-00).
		NOTE: CDCCL- Refer to the task: Airworthiness Limitation Precautions (AMM 29-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
		NOTE: This is applicable to Airworthiness Limitation 28-AWL-05.
		(7) AIRPLANES WITH FUEL TANK BAFFLE AT RIB 5; Install the fuel tank baffle panel, 532AZ (632AZ), at rib 5 in the left (right) main fuel tank.
		(8) Install the access door, 532BB or 632BB, for the main fuel tank (AMM 28-11-01/401).

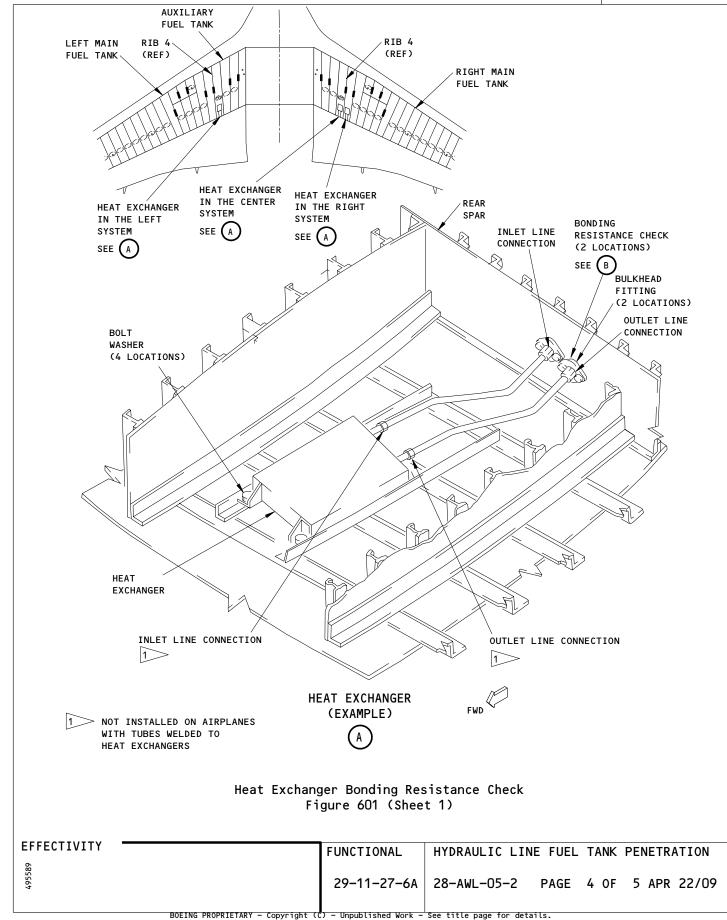
EFFECTIVITY

AIRLINE CARD NO.

28-AWL-05-2

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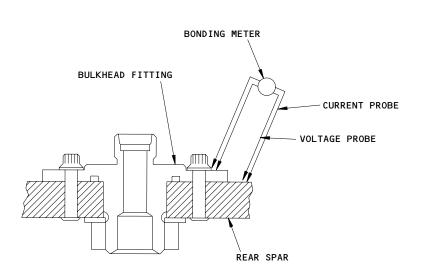


28-AWL-05-2

AIRLINE CARD NO.

SAS





# **BONDING RESISTANCE CHECK** (EXAMPLE)



Heat Exchanger Bonding Resistance Check Figure 601 (Sheet 2)

**EFFECTIVITY** 

FUNCTIONAL

HYDRAULIC LINE FUEL TANK PENETRATION

29-11-27-6A

28-AWL-05-2 PAGE 5 OF 5 APR 22/09

2

ST	ATION						BOI	EING CARD NO.
TAIL NO.				BOE	ing		28-A	\WL-18-1
	DATE		SAS &	767			AIR	RLINE CARD NO.
				TASK (	CARD			_
SKILL	WORK AR	EA	RELATED TASK	IN	TERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL		IG	TITLE	38	NOTE STRUCTURAL ILLUST	248XX	A	AUG 22/0
FUNC	TIONAL	FQIS	WIRING AND BOND	ING			AIRPLAI	
	ZONES				ACCESS PANELS		ALL	_ ALL
510			511DB 511	1FB				
MECH INS	P							MPD ITEM NUMBER
neen insi	<u>'                                    </u>							
			Y CHECK (RESISTAN			ANK	20-5	55-54-6A
	(SFAR		G LIGHTNING SHIELD	D TO GROUND T	ERMINATION BOND			
	NOTE -	TUTC	TACK CATICETES TO	IE DECLIEDEMEN	TC OF 29 ALL 19			
	NOTE:		TASK SATISFIES TH TASK 28-AWL-18 INT					
	1. FQ]	'S Win	ing and Bonding -	- Inspection				
	1. 101	. <u></u>	mg and bonding	Inspection				
	Α.	Gene	eral					
		(1)	ALI - Refer to t (AMM 20-00-00/20 limitation instr	O1), for impo	rtant informatio			
		(2)	Do this task to	do the requi	rements of 28-AW	L-18 and 28-	-AWL-2	26.
	В.	Refe	erences					
		(1)	AMM 20-56-02/201	l, Loop Resis	tance Measuremen	t		
		(2)	AMM 20-56-03/201	l, Joint Resi	stance Measureme	nt		
		(3)	AMM 06-44-00/201	l, Finding an	Access Door or	Panel on the	e Wing	js
		(4)	AMM 28-41-00/501 - Operational Ch		ity Indicating S	ystem (FQIS)	) Tank	Units
		(5)	AMM 32-00-20/201	l, Landing Ge	ar Downlocks - M	laintenance F	racti	ces.
		(6)	SWPM Chapter 20,	, Standard Wi	ring Practices M	lanual.		

FUNCTIONAL FQIS WIRING AND BONDING

20-55-54-6A 28-AWL-18-1 PAGE 1 OF 38 AUG 22/09

(1) 906-10246-2 or 906-10246-3 - Loop Resistance Tester (LRT)

28-AWL-18-1

20-AWL-10-

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP

- D. Prepare for the Procedure
  - (1) To inspect the FQIS out-tank wire bundle shieldings at the fuel tank spar penetrations, a man-lift or ladder and safety equipment is necessary.
  - (2) Send copies of all data recorded while doing this procedure to the Boeing Company for engineering analysis. Send the data to this address:

Boeing Commercial Airplane Group

P.O. Box 3707

Seattle, WA 98124-2207, USA

Attention: Manager, ELECTROMAGNETICS EFFECTS, MC OL-67.

Or this email address:

"EME AMM Task Card Data Group EMEAMMTaskCardData@boeing.com."

- (3) Make copies of the applicable data sheet (Fig. 602).
- (4) Do this task: Install the Downlocks on the Landing Gear.
- (5) Open the applicable panels for the applicable FQIS wire bundle: 552HB, Left Inboard Wing Trailing Edge Panel 652HB, Right Inboard Wing Trailing Edge Panel
- E. Fuel Tank FQIS Connector Bonding Check
  - (1) Measure the loop resistance of a wire bundle using the LRT.

<u>NOTE</u>: Typical LRT connections for the FQIS wire bundles are shown on Fig. 601.

- (a) Do this task: Loop Resistance Measurement (AMM 20-56-02/201) on each FQIS wire bundle listed in the applicable FQIS WIRE BUNDLE LOOP RESISTANCE table below:
  - Record the measured loop resistance value on the data sheet.
  - 2) If the measured loop resistance value is within the MIN-MAX limits listed in the data sheet, go to the next wire bundle in the table.
  - 3) If the values are out of the MIN-MAX limits, do the FQIS Wiring and Bonding Fault Isolation.

EFFECTIVITY

FUNCTIONAL

FQIS WIRING AND BONDING

20-55-54-6A

28-AWL-18-1 PAGE 2 OF 38 AUG 22/09

28-AWL-18-1

AIRLINE CARD NO.

SAS BOEING

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		TASK CARD
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		4) After you measure the resistance, do a check of the connector and backshell for the wire bundle at the point of measurement and make sure that they are hand-tight. NOTE: A loose connector or backshell can cause an
		out-of-limits resistance reading.
		5) If a loose connector or backshell is found and tightened, do the Loop Resistance Measurement (AMM 20-56-02/201) on this wire bundle again.
		(2) After you measure all wire bundles resistances, do this inspection check:
		(a) AIRPLANE WITH BF GOODRICH FQPU; For the connector backshell, look for corrosion in the area where the lightning shield connects to the backshell.
		(b) For the ground jumper, look for corrosion and worn or broken strands.
		(c) If a problem is found, repair in accordance to (SWPM 20-20-00).
		(d) After any repair, do the Loop Resistance Measurement (AMM 20-56-02/2 01) on that wire bundle again.
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EFFECTIVITY

28-AWL-18-1

AIRLINE CARD NO.

TASK CARD

MECH INSP

FQIS WIRE BUNDLE LOOP RESISTANCE 767-200 BF GOODRICH FQPU								
Location	Part # Boeing S283T025- CN1156-	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank	-126 or -926	M1947	18-44	GD4148-S	28-41-21			
Left Main Dens. Tank	-122 or -922	M1945	11-40	GD5980-S	28-41-21			
Left Aux Tank	-127 or -927	M1948	9–40	GD4132-S	28-41-23			
Right Main Tank	-136 or -936	M1957	18-43	GD4156-S	28-41-22			
Right Main Dens. Tank	-132 or -932	M1950	10-40	GD5978-S	28-41-22			
Right Aux Tank	-137 or -937	M1958	11-47	GD5974-S	28-41-23			
Right Aux Dens. Tank	-135 or -935	M1952	11-40	GD5976-S	28-41-23			

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AIRLINE CARD NO.

28-AWL-18-1

TASK CARD

MECH	INSP

FQIS WIRE BUNDLE LOOP RESISTANCE 767-300 BF GOODRICH FQPU								
Location	Part # Boeing S283T025- CN1156-	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank	-121 or -921	M1944	18-44	GD4148-S	28-41-21			
Left Main Dens. Tank	-122 or -922	M1945	11-40	GD5980-S	28-41-21			
Left Aux Tank	-123 or -923	M1946	9-40	GD4132-S	28-41-23			
Right Main Tank	-131 or -931	M1949	18-43	GD4156-S	28-41-22			
Right Main Dens. Tank	-132 or -932	M1950	10-40	GD5978-S	28-41-22			
Right Aux Tank	-134 or -934	M1951	11-47	GD5974-S	28-41-23			
Right Aux Dens. Tank	-135 or -935	M1952	11-40	GD5976-S	28-41-23			

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AIRLINE CARD NO.

MECH INSP

FQIS WIRE BUNDLE LOOP RESISTANCE 767-200,300 BOEING BUNDLE-HONEYWELL FQPU								
Location	Boeing Part #	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank Lo-Z	286Т0446	D01582	51–121	GD4148-S	28-41-21			
Left Main Tank Hi-Z	286T0446	D01552	172-284	GD4148-S	28-41-21			
Left Aux Tank Lo-Z	286T0454	D02816	45-150	GD4132-S	28-41-23			
Left Aux Tank Hi-Z	286T0454	D02812	105–175	GD4132-S	28-41-23			
Right Main Tank Lo-Z	286T0448	D01584	51-122	GD4156-S	28-41-22			
Right Main Tank Hi-Z	286T0448	D01560	172-284	GD4156-S	28-41-22			
Right Aux Tank Lo-Z	286T0448	D02818	51–152	GD4142-S	28-41-23			
Right Aux Tank Hi-Z	286Т0448	D02814	111–184	GD4142-S	28-41-23			

- F. Put the Airplane Back to its Usual Condition
  - (1) If any FQIS wire bundles were disturbed during the accomplishment of this procedure, do this task: Operational Check Fuel Quantity Indicating System (FQIS) (AMM 28-41-00/501).
  - (2) Close these access panels:
  - (3) Do this task: Remove the Downlocks on the Landing Gear.
- 2. FQIS Wiring and Bonding Fault Isolation

EFFECTIVITY

FUNCTIONAL FQIS WIRING AND BONDING

20-55-54-6A

28-AWL-18-1 PAGE 6 OF 38 AUG 22/09

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP

### A. References

- (1) AMM 20-56-01/201, LRT Lid Standard Measurement
- (2) AMM 20-56-02/201, Loop Resistance Measurement
- (3) AMM 20-56-03/201, Joint Resistance Measurement
- (4) AMM 32-00-40/201, Landing Gear Ground Door Release System Operation (Open the Doors)
- (5) SWPM Chapter 20, Standard Wiring Practices Manual

#### B. Access

- (1) Location Zones
  - 732 Main Landing Gear Door Left
  - 742 Main Landing Gear Door Right
  - 552 Inboard Wing Trailing Edge Left Wing
  - 652 Inboard Wing Trailing Edge Right Wing

## C. Procedure

- (1) If the wire bundle loop resistance is less than the MIN value shown in data sheet (Fig. 602), then check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement (AMM 20-56-01/201).
  - (a) If no problem is found with the LRT, check the test setup: check the LRT coupler connections to the wire bundle and attempt another loop measurement. The couplers should only be clamped around the wire bundle being measured and mustbe closed properly.

**EFFECTIVITY** 

FUNCTIONAL

FQIS WIRING AND BONDING

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(b) If no problem is found with the LRT and the test setup, do a inspection on the wire bundle around the connector being measured. Look for any physical damage, corrrosion for the connector, corrrosion, worn or broken strand for the ground jumper, and any sign of damage or degrade for the wire bundle. Repair or replace in accordance to (SWPM Chapter 20).

NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.

- 1) If a problem was found and repaired, do the Loop Resistance Measurement (AMM 20-56-02/201) on this bundle.
- 2) If no defects are found with the wire bundle, then record the below-minimum resistance reading. Contact Boeing for support.
- (2) If the wire bundle loop resistance is greater than the MAX value resistance, do these steps:
  - (a) AIRPLANE WITH BF GOODRICH FQPU;

    Measure the joint resistance (AMM 20-56-03/201) from the FQIS backshell to primary structure at the spar penetration for connectors in applicable tables below:
    - 1) If the joint value measured is more than the maximum value in the applicable table, do the joint resistance test on that connector breakdown according to Table. 601 (AMM 20-56-03/201).
      - a) If a joint value measured is more than the maximum value, repair in accordance to (SWPM Chapter 20).
  - (b) AIRPLANE WITH BOEING HONEYWELL FQPU;

Measure the joint resistance (AMM 20-56-03/201) from the ground terminal to primary structure at the spar penetration for connectors in applicable tables below:

1) If the joint value measured is more than the maximum value in the applicable table, do these tasks:

EFFECTIVITY

FUNCTIONAL

FQIS WIRING AND BONDING

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		<ul> <li>a) Measure the joint resistance from the grour to bracket. Make sure the joint value is r than 1.0 milliohms.</li> </ul>	
		b) Measure the joint resistance from the brack structure. Make sure the joint value is no than 0.5 milliohms.	
		c) If a joint value measured is greater than t value, repair in accordance to (SWPM Chapte	
EFF	ECTI	VITY FUNCTIONAL FOIS WIRING AND BONDIN	NC .
	<b>-</b>	TONCTIONAL TRIS WIKING AND BONDIN	
		20-55-54-6A 28-AWL-18-1 PAGE 9	OF 38 AUG 22/09

AIRLINE CARD NO.

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FQIS WIRE BUNDLE JOINT RESISTANCE 767-200 BF GOODRICH FQPU								
Location	Part # Boeing S283T025- CN1156-	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank	-126 or -926	M1947	0-5.5	GD4148-S	28-41-21			
Left Main Dens. Tank	-122 or -922	M1945	0-5.5	GD5980-S	28-41-21			
Left Aux Tank	-127 or -927	M1948	0-5.5	GD4132-S	28-41-23			
Right Main Tank	-136 or -936	M1957	0-5.5	GD4156-S	28-41-22			
Right Main Dens. Tank	-132 or -932	M1950	0-5.5	GD5978-S	28-41-22			
Right Aux Tank	-137 or -937	M1958	0-5.5	GD5974-S	28-41-23			
Right Aux Dens. Tank	-135 or -935	M1952	0-5.5	GD5976-S	28-41-23			

EFFECTIVITY
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28-AWL-18-1 AIRLINE CARD NO.



FQIS WIRE BUNDLE JOINT RESISTANCE 767-300 BF GOODRICH FQPU								
Location	Part # Boeing \$283T025- CN1156-	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank	-121 or -921	M1944	0-5.5	GD4148-S	28-41-21			
Left Main Dens. Tank	-122 or -922	M1945	0-5.5	GD5980-S	28-41-21			
Left Aux Tank	-123 or -923	M1946	0-5.5	GD4132-S	28-41-23			
Right Main Tank	-131 or -931	M1949	0-5.5	GD4156-S	28-41-22			
Right Main Dens. Tank	-132 or -932	M1950	0-5.5	GD5978-S	28-41-22			
Right Aux Tank	-134 or -934	M1951	0-5.5	GD5974-S	28-41-23			
Right Aux Dens. Tank	-135 or -935	M1952	0-5.5	GD5976-S	28-41-23			

EFFECTIVITY
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28-AWL-18-1



AIRLINE CARD NO.

FQIS WIRE BUNDLE JOINT RESISTANCE 767-200,300 BOEING BUNDLE-HONEYWELL FQPU								
Location	Boeing Part #	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank Lo-Z	286T0446	D01582	0-1.5	GD4148-S	28-41-21			
Left Main Tank Hi-Z	286T0446	D01552	0-1.5	GD4148-S	28-41-21			
Left Aux Tank Lo-Z	286Т0454	D02816	0-1.5	GD4132-S	28-41-23			
Left Aux Tank Hi-Z	286Т0454	D02812	0-1.5	GD4132-S	28-41-23			
Right Main Tank Lo-Z	286Т0448	D01584	0-1.5	GD4156-S	28-41-22			
Right Main Tank Hi-Z	286T0448	D01560	0-1.5	GD4156-S	28-41-22			
Right Aux Tank Lo-Z	286T0448	D02818	0-1.5	GD4142-S	28-41-23			
Right Aux Tank Hi-Z	286T0448	D02814	0-1.5	GD4142-S	28-41-23			

- (3) If the joint resistance at the spar penetration was within limits, and the loop resistance value is still greater than the maximum, move to the inboard end of the wire bundle at the wheel well.
  - Do this task: Joint Resistance Measurement (AMM 20-56-03/201) from the FQIS ground terminal to primary structure according to tables below:
    - 1) If the joint value measured is more than the maximum value in the tables, repair in accordance to (SWPM Chapter 20).

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BOEING 28-AWL-18-1 AIRLINE CARD NO. 767 TASK CARD MECH INSP (4) If repair is required and completed, return to the FQIS Wiring and Bonding - Check. (a) If you found and corrected the problem, record that on the data sheet in the Comments column. (5) If the joint resistance values at both ends of the wire bundle are OK, and the loop resistance stays greater than the maximum permitted resistance, then the problem is in the wire bundle. (a) Repair or replace the wire bundle in accordance to (SWPM Chapter 20). 1) If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.

EFFECTIVITY

FUNCTIONAL

FQIS WIRING AND BONDING

20-55-54-6A

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AIRLINE CARD NO.

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TASK CARD

	FQIS WIRE BUNDLE JOINT RESISTANCE AT INBOARD END							
Location	Model	Boeing Part Number \$283TO25- (Cinch CN1156)	Wheel Well Ground	Max Joint Resistance Terminal to Bracket (milliohms)	Structure	Wiring Diagrams		
Left Main Tank	300	-126 (-926) -121 (-921) -321 (-971)	GD5926-S, GD5928-S	1.0	0.5	28-41-21		
Left Main Dens Tank	200 300 300f	-122 (-922)	GD4034-S, GD4134-S	1.0	0.5	28-41-21		
Left Aux Tank	300	-127 (-927) -123 (-923) -323 (-973)	GD5926-S, GD5928-S	1.0	0.5	28-41-23		
Right Main Tank	300	-136 (-936) -131 (-931) -331 (-981)	GD5922-S, GD5924-S	1.0	0.5	28-41-22		
Right Main Dens Tank		-132 (-932)	GD3946-S, GD4140-S	1.0	0.5	28-41-22		
Right Aux Tank	300	-137 (-937) -134 (-934) -334 (-984)	GD5922-S, GD5924-S	1.0	0.5	28-41-23		
Right Aux Dens Tank	200 300 300f	-135 (-935)	GD3946-S, GD4098-S	1.0	0.5	28-41-23		

EFFECTIVITY	FUNCTIONAL	FQIS WIRING	AND BONDING		
	20-55-54-6A	28-AWL-18-1	PAGE 14 OF	38 AUG	22/09

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AIRLINE CARD NO.



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FQIS WIRE BUNDLE JOINT RESISTANCE AT INBOARD END							
Location	Boeing Part Number	Rear Spar Ground	Max Joint Resistance Terminal to Bracket (milliohms)	Max Joint Resistance Bracket to Structure (milliohms)	Wiring Diagrams		
Left Main Tank Lo-Z	286T0446-101	GD4148-S	1.0	0.5	28-41-21		
Left Main Tank Hi-Z	286T0446-101	GD4148-S	1.0	0.5	28-41-21		
Left Aux Tank Lo-Z	286Т0454-005	GD4132-S	1.0	0.5	28-41-23		
Left Aux Tank Hi-Z	286T0454-005	GD4132-S	1.0	0.5	28-41-23		
Right Main Tank Lo-Z	286T0448-101	GD4156-S	1.0	0.5	28-41-22		
Right Main Tank Hi-Z	286Т0448-101	GD4156-S	1.0	0.5	28-41-22		
Right Aux Tank Lo-Z	286Т0448-101	GD4142-S	1.0	0.5	28-41-23		
Right Aux Tank Hi-Z	286Т0448-101	GD4142-S	1.0	0.5	28-41-23		

FUNCTIONAL FQIS WIRING AND BONDING

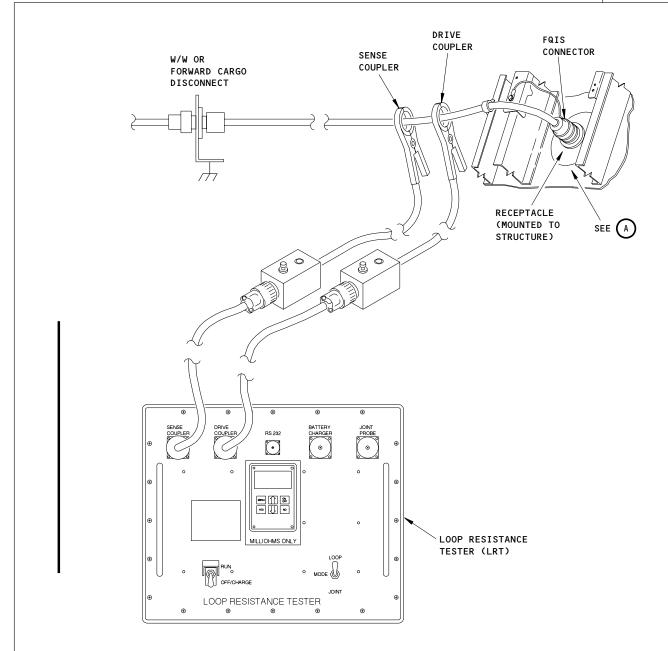
20-55-54-6A 28-AWL-18-1 PAGE 15 OF 38 AUG 22/09

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AIRLINE CARD NO.

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### FQIS TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Inspection (Fuel Quantity Indicating System Bundles) Figure 601 (Sheet 1)

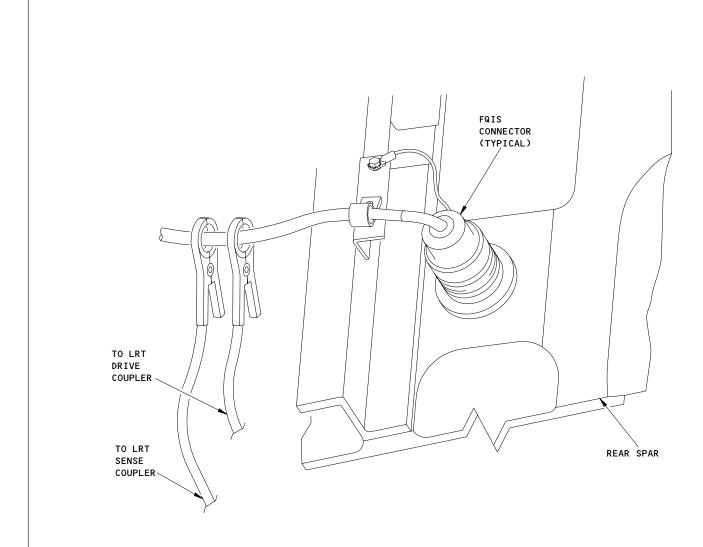
**EFFECTIVITY FUNCTIONAL** FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-1 PAGE 16 OF 38 AUG 22/09

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AIRLINE CARD NO.

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LOOP TEST CONNECTIONS



High Intensity Radiated Fields (HIRF) Inspection (Test Connections) Figure 601 (Sheet 2)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

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AIRLINE CARD NO.

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PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND	COMMENTS
M1944		18-44	GD4148-S	
M1945		11-40	GD5980-S	
M1946		9-40	GD4132-S	
M1949		18-43	GD4156-S	
M1950		10-40	GD5978-S	
M1951		11-47	GD5974-S	
M1952		11-40	GD5976-S	

767-300/300F FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Inspection (Data Sheet) Figure 602 (Sheet 1)

EFFECTIVITY □	FUNCTIONAL	FQIS WIRING AND BONDING
175818	20-55-54-6A	28-AWL-18-1 PAGE 18 OF 38 AUG 22/09

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AIRLINE CARD NO.

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				171010	71110	
	PLANE: DATE: TECHNICIAN:					
	REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND		COMMENTS
	D01582		51–121	GD4148-S		
	D01552		172-284	GD4148-S		
I	D02816		45–150	GD4132-S		
	D02812		105-175	GD4132-S		
	D01584		51-122	GD4156-S		
	D01560		172-284	GD4156-S		
I	D02818		51–152	GD4142-S		
	D02814		111–184	GD4142-S		

767-200, -300 FQIS CONNECTORS (BOEING BUNDLE - HONEYWELL FQPU)

High Intensity Radiated Fields (HIRF) Inspection (Data Sheet) Figure 602 (Sheet 2)

EFFECTIVITY □	FUNCTIONAL	FQIS WIRING AND BONDING
143861	20-55-54-6A	28-AWL-18-1 PAGE 19 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-1

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PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND	COMMENTS
M1947		18-44	GD4148-S	
M1945		11-40	GD5980-S	
M1948		9-40	GD4132-S	
M1957		18-43	GD4156-S	
M1950		10-40	GD5978-S	,
M1958		11-47	GD5974-S	
M1952		11-40	GD5976-S	

767-200 FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Inspection
(Data Sheet)
Figure 602 (Sheet 3)

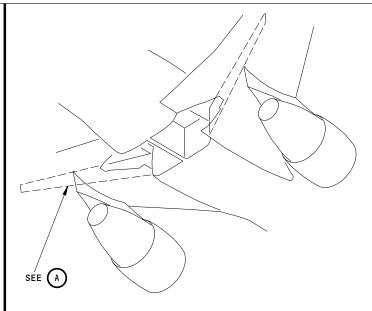
EFFECTIVITY 2	FUNCTIONAL	FQIS WIRING A	ND BONDING
16997	20-55-54-6A	28-AWL-18-1	PAGE 20 OF 38 AUG 22/09

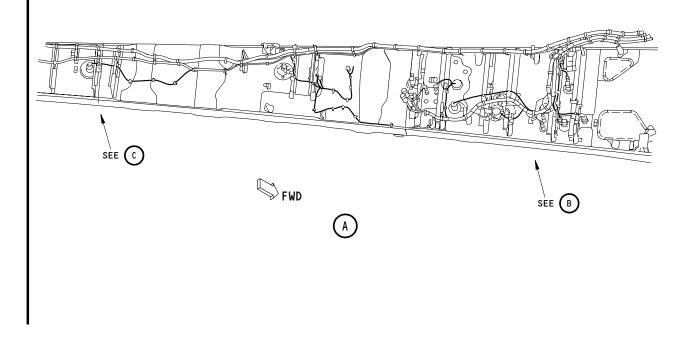
AIRLINE CARD NO.

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200 BF Goodrich FQPU) Figure 603 (Sheet 1)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

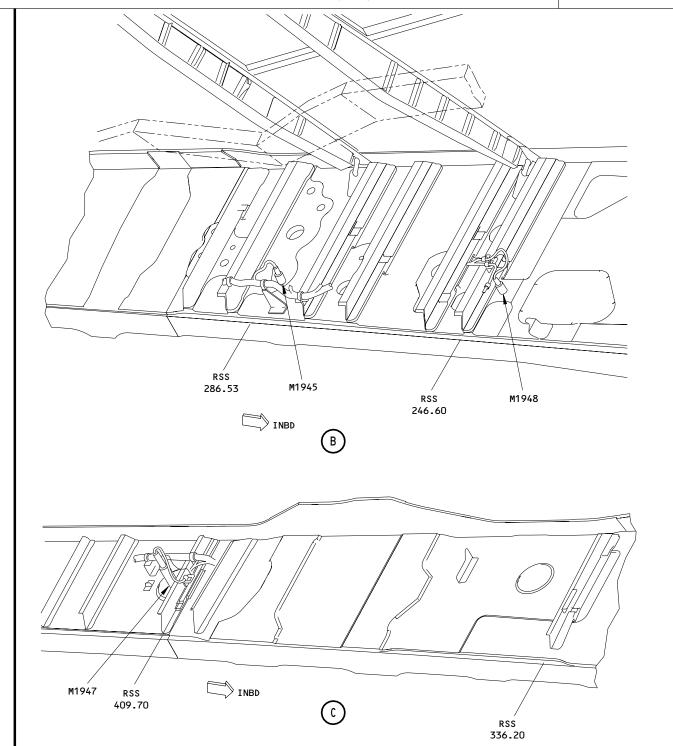
28-AWL-18-1 PAGE 21 OF 38 AUG 22/09

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AIRLINE CARD NO.

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200 BF Goodrich FQPU) Figure 603 (Sheet 2)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

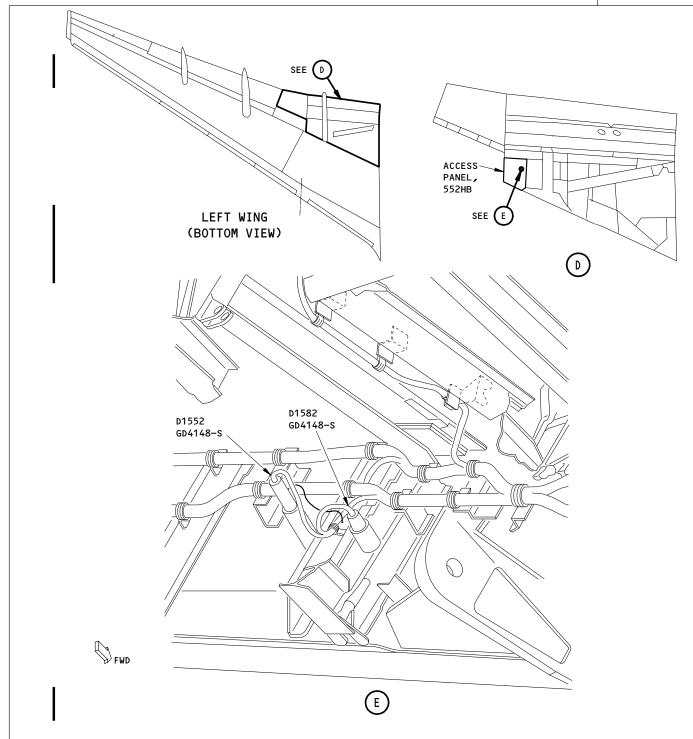
28-AWL-18-1 PAGE 22 OF 38 AUG 22/09

AIRLINE CARD NO.

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU)
Figure 603 (Sheet 3)

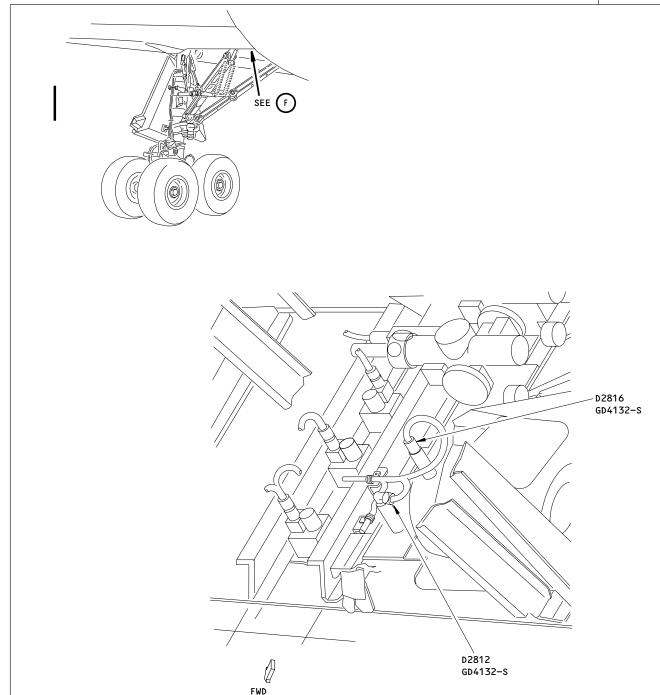
EFFECTIVITY =	FUNCTIONAL	FQIS WIRING AND BONDING	
17019	20-55-54-6A	28-AWL-18-1 PAGE 23 OF 38 AUG 22/09	7

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU) Figure 603 (Sheet 4)

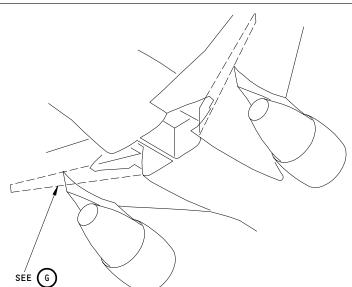
**EFFECTIVITY FUNCTIONAL** FQIS WIRING AND BONDING 1701913 20-55-54-6A 28-AWL-18-1 PAGE 24 OF 38 AUG 22/09

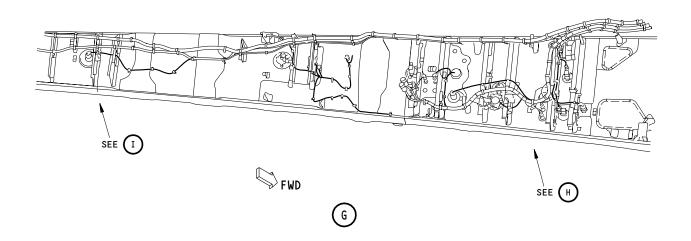
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AIRLINE CARD NO.

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU) Figure 603 (Sheet 5)

**EFFECTIVITY** 

FUNCTIONAL

FQIS WIRING AND BONDING

20-55-54-6A

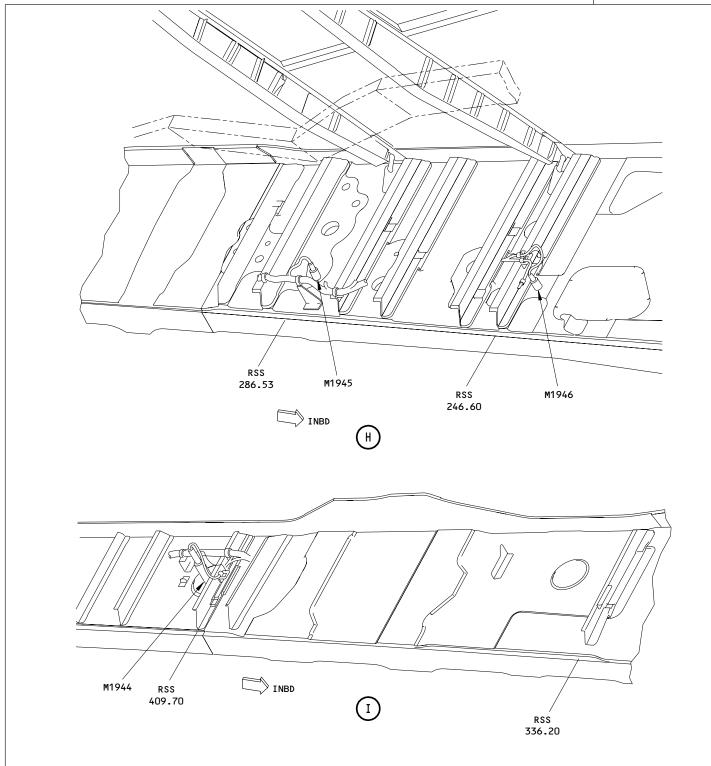
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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU)
Figure 603 (Sheet 6)

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FUNCTIONAL 20-55-54-6A FQIS WIRING AND BONDING

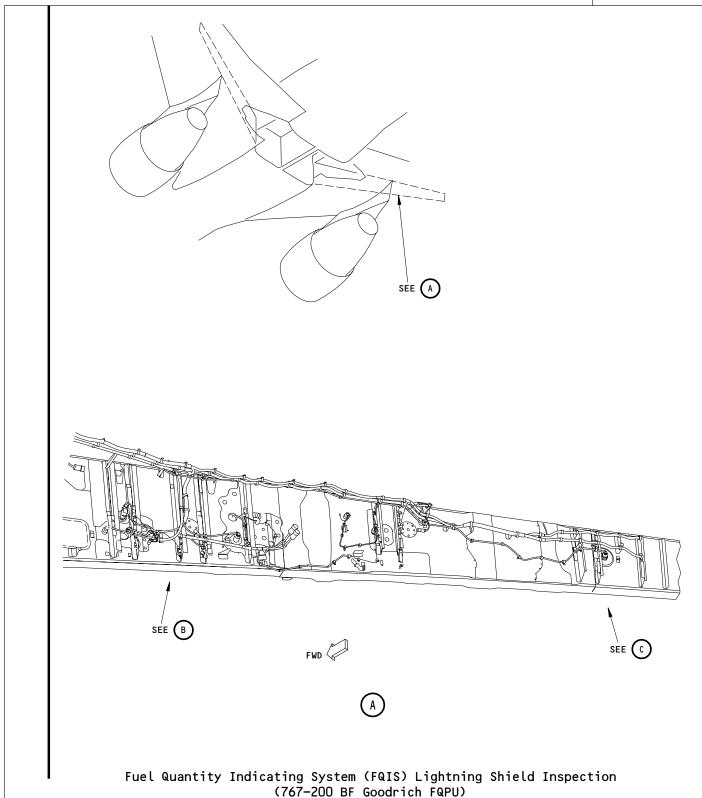
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**EFFECTIVITY** 

**FUNCTIONAL** 

20-55-54-6A

Figure 604 (Sheet 1)

FQIS WIRING AND BONDING

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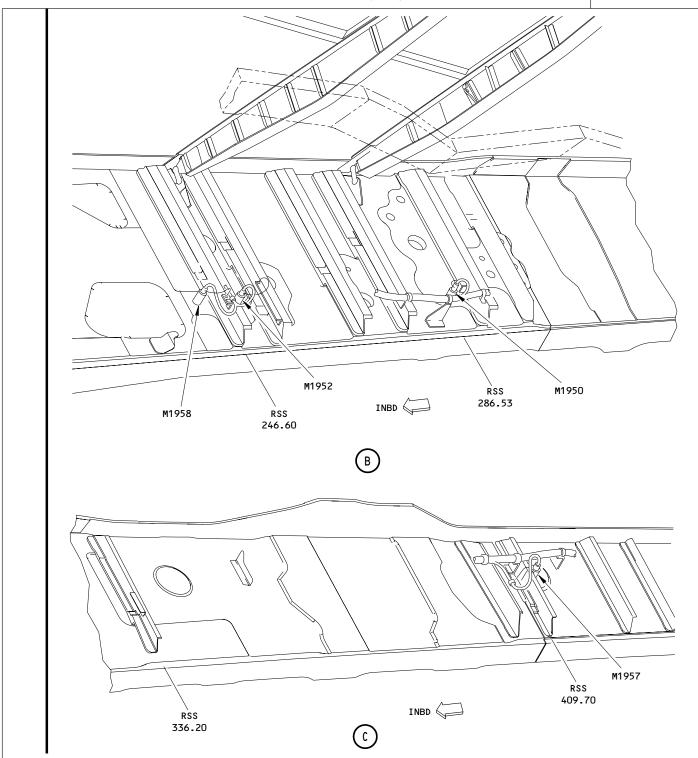
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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200 BF Goodrich FQPU) Figure 604 (Sheet 2)

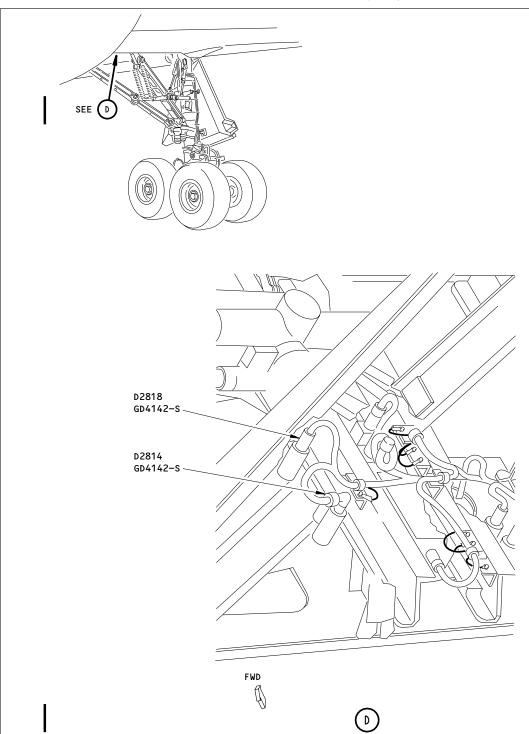
**EFFECTIVITY** FQIS WIRING AND BONDING **FUNCTIONAL** 20-55-54-6A 28-AWL-18-1 PAGE 28 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-1

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BOEING 767 TASK CARD



Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU) Figure 604 (Sheet 3)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

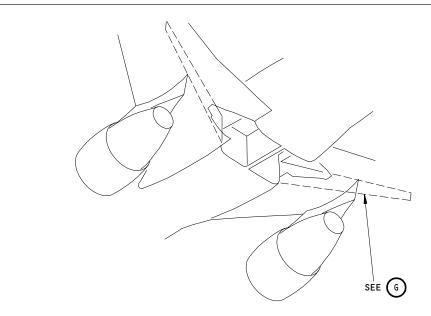
28-AWL-18-1 PAGE 29 OF 38 AUG 22/09

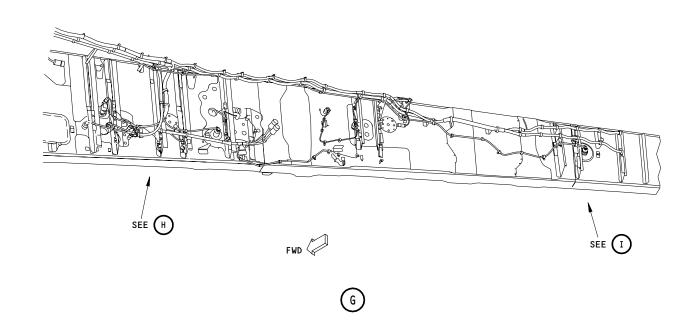
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AIRLINE CARD NO.

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU) Figure 604 (Sheet 5)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

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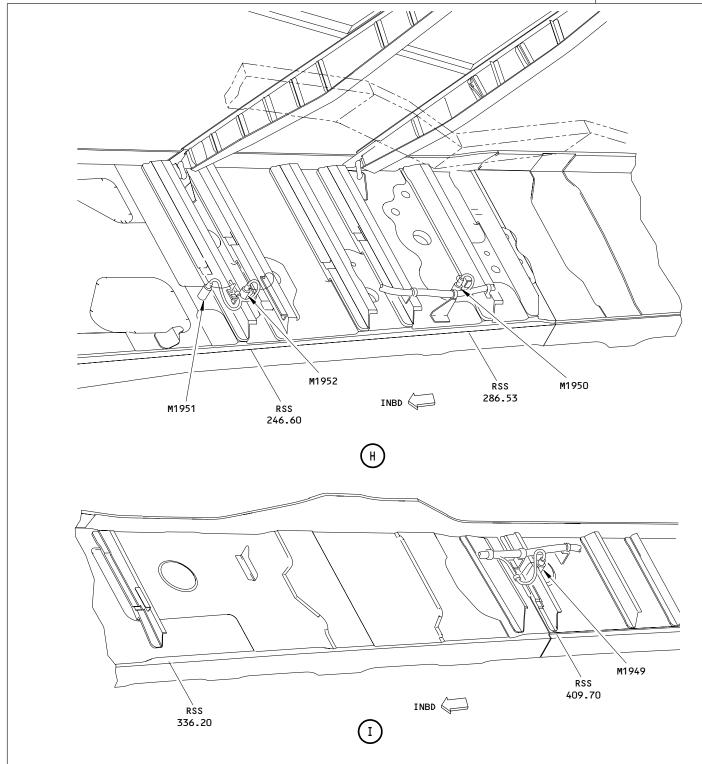
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767 TASK CARD

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU)
Figure 604 (Sheet 6)

FUNCTIONAL FQIS WIRING AND BONDING

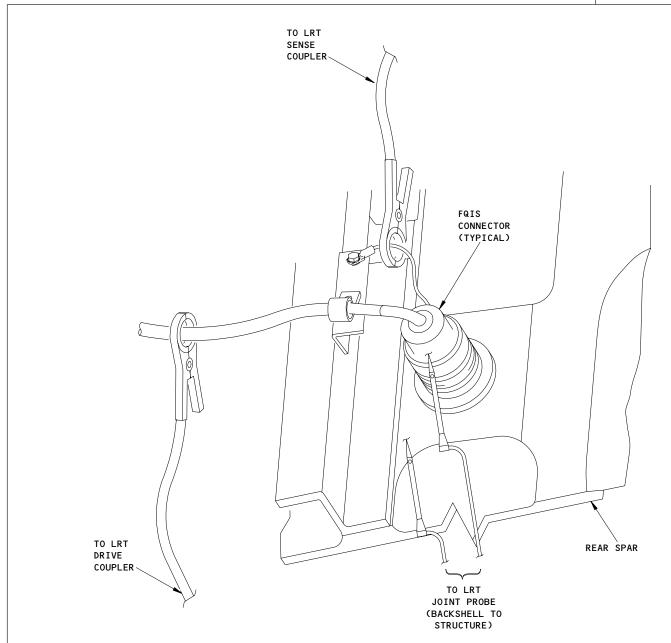
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AIRLINE CARD NO.

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JOINT TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Fault Isolation (BF Goodrich FQPU Test Connections) Figure 605

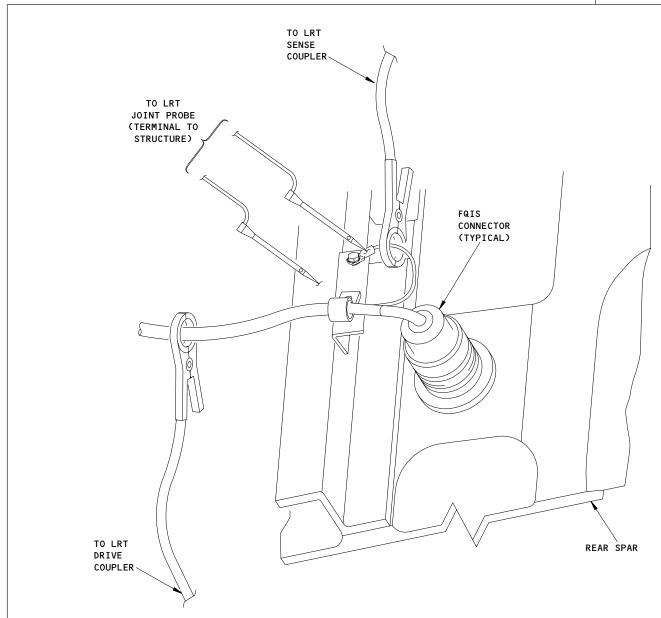
**EFFECTIVITY** FUNCTIONAL FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-1 PAGE 32 OF 38 AUG 22/09

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AIRLINE CARD NO.

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JOINT TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Fault Isolation (Honeywell FQPU Test Connections) Figure 606

**EFFECTIVITY FUNCTIONAL** FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-1 PAGE 33 OF 38 AUG 22/09

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AIRL	INE	CARD	NO.

PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS
M1944	GD4148-S			
M1945	GD5980-S			
M1946	GD4132-S			
M1959	GD4156-S		5.5	
M1950	GD5978-S			,
M1951	GD5974-S			
M1952	GD5976-S			

767-300/300F FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation (Data Sheet)
Figure 607 (Sheet 1)

	FUNCTIONAL	FQIS WIRING A	AND BONDING
170198	20-55-54-6A	28-AWL-18-1	PAGE 34 OF 38 AUG 22/09

AIRLINE CARD NO.

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767 TASK CARD

PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS
D01582	GD4148-S			
D01552	GD4148-S			
D02816	GD4132-S			
D02812	GD4132-S		1.5	
D01584	GD4156-S		1.2	,
D01560	GD4156-S			
DO2818	GD4142-S			
DO2814	GD4142-S			

767-200, -300 FQIS CONNECTORS (BOEING BUNDLE - HONEYWELL FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation
(Data Sheet)
Figure 607 (Sheet 2)

EFFECTIVITY =	FUNCTIONAL	FQIS WIRING AND BONDING
17019	20-55-54-6A	28-AWL-18-1 PAGE 35 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-1

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767 TASK CARD

PLANE:			]	
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS
M1947	GD4148-S			
M1945	GD5980-S			
M1948	GD4132-S			
M1957	GD4156-S		5.5	
M1950	GD5978-S			,
M1958	GD5974-S			
M1952	GD5976-S			

767-200 FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation
(Data Sheet)
Figure 607 (Sheet 3)

EFFECTIVITY SEE	FUNCTIONAL	FQIS WIRING A	AND BONDING
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AIRLINE CARD NO.

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LOCATION	MODEL	PART # BOEING \$283T025- (CINCH CN1156-)	WHEEL WELL GROUND	MAX JOINT RESISTANCE TERMINAL TO BRACKET (milliohms)	MAX JOINT RESISTANCE BRACKET TO STRUCTURE (milliohms)	W/D
LEET MATN	767-200	-126 (-926)	GD5926-S,	1	0.5	28-41-21
LEFT MAIN	767-300	-121 (-921)	GD5928-S			
TANK	767-300F	-321 (-971)				
LEFT MAIN	767-200	-122 (-922)	GD4034-S,	1		
DENS TANK	767-300		GD4134-S			
DENS TANK	767-300F					
LEFT AUX	767-200	-127 (-927)	GD5926-S,	1		28-41-23
	767-300	-123 (-923)	GD5928-S			
TANK	767-300F	-323 (-973)				
RIGHT	767-200	-136 (-936)	GD5922-S,	1		28-41-22
MAIN TANK	767-300	-131 (-931)	GD5924-S			
HAIN TANK	767-300F	-331 (-981)				
RIGHT MAIN	767-200	-132 (-932)	GD3946-S,	1		
DENS TANK	767-300		GD4140-S			
DENS TAIN	767-300F					
DICHT ALLY	767–200	-137 (-937)	GD5922-S,	1		28-41-23
RIGHT AUX	767-300	-134 (-934)	GD5924-S			
TANK	767-300F	-334 (-984)				
DICUT AUY	767-200	-135 (-935)	GD3946-S,	1		
RIGHT AUX	767–300		GD4098-S			
DENS TANK	767-300F					

767-200, -300, -300F, CINCH (BF GOODRICH FQPU ONLY)

High Intensity Radiated Fields (HIRF) Joint Resistance Values Figure 608 (Sheet 1)

EFFECTIVITY	FUNCTIONAL	FQIS WIRING AND BONDING
U37010	20-55-54-6A	28-AWL-18-1 PAGE 37 OF 38 AUG 22/09

AIRLINE CARD NO.

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SAS



LOCATION	BOEING PART NUMBER	REAR SPAR GROUND	MAX JOINT RESISTANCE TERMINAL TO BRACKET (MILLIOHMS)	MAX JOINT RESISTANCE BRACKET TO STRUCTURE (MILLIOHMS)	WIRING DIAGRAM
LEFT MAIN TANK LO-Z	286T0446-101	GD4148-S	1	0.5	28-41-21
LEFT MAIN TANK HI-Z		GD4148-S			
LEFT AUX TANK LO-Z	286T0454-005	GD4132-S			28-41-23
LEFT AUX TANK HI-Z		GD4132-S			
RIGHT MAIN TANK LO-Z	286T0448-101	GD4156-S			28-41-22
RIGHT MAIN TANK HI-Z		GD4156-S			
RIGHT AUX TANK LO-Z		GD4142-S			28-41-23
RIGHT AUX TANK HI-Z		GD4142-S			

767-200, 300 BOEING BUNDLE

High Intensity Radiated Fields (HIRF) Joint Resistance Values Figure 608 (Sheet 2)

EFFECTIVITY ~~~~	FUNCTIONAL	FQIS WIRING	AND BONDIN	G		
15637	20-55-54-6A	28-AWL-18-1	PAGE 38	OF 38	AUG	22/09

	STAT	TION						BOE	ING CARD NO.
	TAIL	. NO.			Ø AA	EING		28-A	WL-18-2
				SAS	<b>Y</b> >	<sup>2</sup> 67		AIRI	LINE CARD NO.
	D.A	ATE		0/10	-	CARD			
SKII	.L	WORK AF	EΑ	RELATED TASK	17.01	INTERVAL	PHASE	MPD	TASK CARD
	<u>.</u>	D /// //T			0.0	NOTE	2/8//	REV	REVISION
AIR	PL   Task	R/H WII	NG	TIT	LE 8C	NOTE STRUCTURAL ILLU	248XX STRATION REFERENCE		AUG 22/09 PPLICABILITY
FU	NCT	IONAL	FQIS	WIRING AND B	ONDING			AIRPLAN	E ENGINE
								ALL	ALL
	_	ZONES				ACCESS PANELS			
61	0			611DB	611FB				
MECH	INSP							ı	MPD ITEM NUMBER
			- •			MENT) THE OUT OF		20-5	5-54-6A
				LIGHTNING SH	IELD TO GROUND	TERMINATION BOND	•		
		(SFAR	88).						
		NOTE -	TUTO	TACK CATTOFIE	C THE DECLIDEM	IENTO OF 30 ALL 40	•		
		NOIE:				ENTS OF 28-AWL-18 VERY 12 YEARS.	<b>5 .</b>		
			ALI I	ASK ZO-AWL-10	INTERVAL 13 E	VERT IZ TEARS.			
		1. <u>FQ</u>	IS Wir	ing and Bondi	ng – Inspectio	<u>n</u>			
		Α.	Gene	aral					
			denie	a a c					
			(1)			Airworthiness Lim			
						portant informati	on on airwort	thines	S
				timitation in	nstructions (A	LIS).			
			(2)	Do this task	to do the req	uirements of 28-A	.WL-18 and 28-	-AWL-2	6.
		В.	Refe	erences					
			(1)	AMM 20-56-02	/201, Loop Res	istance Measureme	ent		
			(2)	AMM 20-56-03	/201, Joint Re	sistance Measurem	nent		
			(3)	AMM 06-44-00	/201, Finding	an Access Door or	· Panel on the	e Wing	S
			(4)	AMM 28-41-00. - Operationa		ntity Indicating	System (FQIS)	) Tank	Units
			(5)	ΔΜΜ 32-NN-2N	/201 Landing	Gear Downlocks -	Maintenance F	Practi	CAS

C. Equipment

(1) 906-10246-2 or 906-10246-3 - Loop Resistance Tester (LRT)

(6) SWPM Chapter 20, Standard Wiring Practices Manual.

FUNCTIONAL FQIS WIRING AND BONDING

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TASK CARD

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- D. Prepare for the Procedure
  - (1) To inspect the FQIS out-tank wire bundle shieldings at the fuel tank spar penetrations, a man-lift or ladder and safety equipment is necessary.
  - (2) Send copies of all data recorded while doing this procedure to the Boeing Company for engineering analysis. Send the data to this address:

Boeing Commercial Airplane Group

P.O. Box 3707

Seattle, WA 98124-2207, USA

Attention: Manager, ELECTROMAGNETICS EFFECTS, MC OL-67.

Or this email address:

"EME AMM Task Card Data Group EMEAMMTaskCardData@boeing.com."

- (3) Make copies of the applicable data sheet (Fig. 602).
- (4) Do this task: Install the Downlocks on the Landing Gear.
- (5) Open the applicable panels for the applicable FQIS wire bundle: 552HB, Left Inboard Wing Trailing Edge Panel 652HB, Right Inboard Wing Trailing Edge Panel
- E. Fuel Tank FQIS Connector Bonding Check
  - (1) Measure the loop resistance of a wire bundle using the LRT.

<u>NOTE</u>: Typical LRT connections for the FQIS wire bundles are shown on Fig. 601.

- (a) Do this task: Loop Resistance Measurement (AMM 20-56-02/201) on each FQIS wire bundle listed in the applicable FQIS WIRE BUNDLE LOOP RESISTANCE table below:
  - Record the measured loop resistance value on the data sheet.
  - 2) If the measured loop resistance value is within the MIN-MAX limits listed in the data sheet, go to the next wire bundle in the table.
  - 3) If the values are out of the MIN-MAX limits, do the FQIS Wiring and Bonding Fault Isolation.

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		4) After you measure the resistance, do a check of the connector and backshell for the wire bundle at the point of measurement and make sure that they are hand-tight.
		NOTE: A loose connector or backshell can cause an out-of-limits resistance reading.
		5) If a loose connector or backshell is found and tightened, do the Loop Resistance Measurement (AMM 20-56-02/201) on this wire bundle again.
		ter you measure all wire bundles resistances, do this inspection eck:
	(а	AIRPLANE WITH BF GOODRICH FQPU; For the connector backshell, look for corrosion in the area where the lightning shield connects to the backshell.
	(b	) For the ground jumper, look for corrosion and worn or broken strands.
	(с	) If a problem is found, repair in accordance to (SWPM 20-20-00).
	(d	After any repair, do the Loop Resistance Measurement (AMM 20-56-02/2 01) on that wire bundle again.

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AIRLINE CARD NO.

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FQIS WIRE BUNDLE LOOP RESISTANCE 767-200 BF GOODRICH FQPU							
Location	Part # Boeing \$283T025- CN1156-	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D		
Left Main Tank	-126 or -926	M1947	18-44	GD4148-S	28-41-21		
Left Main Dens. Tank	-122 or -922	M1945	11-40	GD5980-S	28-41-21		
Left Aux Tank	-127 or -927	M1948	9-40	GD4132-S	28-41-23		
Right Main Tank	-136 or -936	M1957	18-43	GD4156-S	28-41-22		
Right Main Dens. Tank	-132 or -932	M1950	10-40	GD5978-S	28-41-22		
Right Aux Tank	-137 or -937	M1958	11-47	GD5974-S	28-41-23		
Right Aux Dens. Tank	-135 or -935	M1952	11-40	GD5976-S	28-41-23		

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AIRLINE CARD NO.

TASK CARD

FQIS WIRE BUNDLE LOOP RESISTANCE 767-300 BF GOODRICH FQPU							
Location	Part # Boeing \$283T025- CN1156-	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D		
Left Main Tank	-121 or -921	M1944	18-44	GD4148-S	28-41-21		
Left Main Dens. Tank	-122 or -922	M1945	11-40	GD5980-S	28-41-21		
Left Aux Tank	-123 or -923	M1946	9-40	GD4132-S	28-41-23		
Right Main Tank	-131 or -931	M1949	18-43	GD4156-S	28-41-22		
Right Main Dens. Tank	-132 or -932	M1950	10-40	GD5978-S	28-41-22		
Right Aux Tank	-134 or -934	M1951	11-47	GD5974-S	28-41-23		
Right Aux Dens. Tank	-135 or -935	M1952	11-40	GD5976-S	28-41-23		

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AIRLINE CARD NO.

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FQIS WIRE BUNDLE LOOP RESISTANCE 767-200,300 BOEING BUNDLE-HONEYWELL FQPU							
Location	Boeing Part #	Rear Spar Connector	Loop Resistance Min-Max (mOhms)	Rear Spar Ground	W/D		
Left Main Tank Lo-Z	286Т0446	D01582	51–121	GD4148-S	28-41-21		
Left Main Tank Hi-Z	286T0446	D01552	172-284	GD4148-S	28-41-21		
Left Aux Tank Lo-Z	286T0454	D02816	45-150	GD4132-S	28-41-23		
Left Aux Tank Hi-Z	286T0454	D02812	105–175	GD4132-S	28-41-23		
Right Main Tank Lo-Z	286T0448	D01584	51-122	GD4156-S	28-41-22		
Right Main Tank Hi-Z	286T0448	D01560	172-284	GD4156-S	28-41-22		
Right Aux Tank Lo-Z	286T0448	D02818	51-152	GD4142-S	28-41-23		
Right Aux Tank Hi-Z	286Т0448	D02814	111–184	GD4142-S	28-41-23		

- F. Put the Airplane Back to its Usual Condition
  - (1) If any FQIS wire bundles were disturbed during the accomplishment of this procedure, do this task: Operational Check - Fuel Quantity Indicating System (FQIS) (AMM 28-41-00/501).
  - (2) Close these access panels:
  - (3) Do this task: Remove the Downlocks on the Landing Gear.
- FQIS Wiring and Bonding Fault Isolation

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## References Α.

- (1) AMM 20-56-01/201, LRT Lid Standard Measurement
- (2) AMM 20-56-02/201, Loop Resistance Measurement
- (3) AMM 20-56-03/201, Joint Resistance Measurement
- (4) AMM 32-00-40/201, Landing Gear Ground Door Release System Operation (Open the Doors)
- (5) SWPM Chapter 20, Standard Wiring Practices Manual

## Access В.

- (1) Location Zones
  - Main Landing Gear Door Left 732
  - 742 Main Landing Gear Door - Right
  - 552 Inboard Wing Trailing Edge - Left Wing
  - Inboard Wing Trailing Edge Right Wing 652

## C. Procedure

- (1) If the wire bundle loop resistance is less than the MIN value shown in data sheet (Fig. 602), then check the operation of the LRT. To check the LRT operation, do this task: LRT Lid Standard Measurement (AMM 20-56-01/201).
  - If no problem is found with the LRT, check the test setup: check the LRT coupler connections to the wire bundle and attempt another loop measurement. The couplers should only be clamped around the wire bundle being measured and mustbe closed properly.

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(b) If no problem is found with the LRT and the test setup, do a inspection on the wire bundle around the connector being measured. Look for any physical damage, corrrosion for the connector, corrrosion, worn or broken strand for the ground jumper, and any sign of damage or degrade for the wire bundle. Repair or replace in accordance to (SWPM Chapter 20).

NOTE: An example might be an area where bundle insulation has degraded and a portion of the shield is exposed and making contact with structure at an intermediate point in the bundle length. Another might be some metallic object penetrating the insulation and making contact between the shield and structure.

- 1) If a problem was found and repaired, do the Loop Resistance Measurement (AMM 20-56-02/201) on this bundle.
- If no defects are found with the wire bundle, then record the below-minimum resistance reading. Contact Boeing for support.
- (2) If the wire bundle loop resistance is greater than the MAX value resistance, do these steps:
  - AIRPLANE WITH BF GOODRICH FQPU; Measure the joint resistance (AMM 20-56-03/201) from the FQIS backshell to primary structure at the spar penetration for connectors in applicable tables below:
    - If the joint value measured is more than the maximum value in the applicable table, do the joint resistance test on that connector breakdown according to Table. 601 (AMM 20-56-03/201).
      - a) If a joint value measured is more than the maximum value, repair in accordance to (SWPM Chapter 20).
  - (b) AIRPLANE WITH BOEING HONEYWELL FQPU;

Measure the joint resistance (AMM 20-56-03/201) from the ground terminal to primary structure at the spar penetration for connectors in applicable tables below:

1) If the joint value measured is more than the maximum value in the applicable table, do these tasks:

**EFFECTIVITY** 

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		<ul> <li>a) Measure the joint resistance from the ground terminal to bracket. Make sure the joint value is not greater than 1.0 milliohms.</li> </ul>
		b) Measure the joint resistance from the bracket to structure. Make sure the joint value is not greater than 0.5 milliohms.
		c) If a joint value measured is greater than the maximum value, repair in accordance to (SWPM Chapter 20).
EFF	ECTI	VITY FUNCTIONAL FQIS WIRING AND BONDING
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AIRLINE CARD NO.



FQIS WIRE BUNDLE JOINT RESISTANCE 767-200 BF GOODRICH FQPU								
Location	Part # Boeing \$283T025- CN1156-	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank	-126 or -926	M1947	0-5.5	GD4148-S	28-41-21			
Left Main Dens. Tank	-122 or -922	M1945	0-5.5	GD5980-S	28-41-21			
Left Aux Tank	-127 or -927	M1948	0-5.5	GD4132-S	28-41-23			
Right Main Tank	-136 or -936	M1957	0-5.5	GD4156-S	28-41-22			
Right Main Dens. Tank	-132 or -932	M1950	0-5.5	GD5978-S	28-41-22			
Right Aux Tank	-137 or -937	M1958	0-5.5	GD5974-S	28-41-23			
Right Aux Dens. Tank	-135 or -935	M1952	0-5.5	GD5976-S	28-41-23			

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AIRLINE CARD NO.

TASK CARD

	FQIS WIRE BUNDLE JOINT RESISTANCE 767-300 BF GOODRICH FQPU									
Location	Part # Boeing S283T025- CN1156-	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D					
Left Main Tank	-121 or -921	M1944	0-5.5	GD4148-S	28-41-21					
Left Main Dens. Tank	-122 or -922	M1945	0-5.5	GD5980-S	28-41-21					
Left Aux Tank	-123 or -923	M1946	0-5.5	GD4132-S	28-41-23					
Right Main Tank	-131 or -931	M1949	0-5.5	GD4156-S	28-41-22					
Right Main Dens. Tank	-132 or -932	M1950	0-5.5	GD5978-S	28-41-22					
Right Aux Tank	-134 or -934	M1951	0-5.5	GD5974-S	28-41-23					
Right Aux Dens. Tank	-135 or -935	M1952	0-5.5	GD5976-S	28-41-23					

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AIRLINE CARD NO.



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FQIS WIRE BUNDLE JOINT RESISTANCE 767-200,300 BOEING BUNDLE-HONEYWELL FQPU								
Location	Boeing Part #	Rear Spar Connector	Joint Resistance Min-Max (mOhms)	Rear Spar Ground	W/D			
Left Main Tank Lo-Z	286T0446	D01582	0-1.5	GD4148-S	28-41-21			
Left Main Tank Hi-Z	286T0446	D01552	0-1.5	GD4148-S	28-41-21			
Left Aux Tank Lo-Z	286T0454	D02816	0-1.5	GD4132-S	28-41-23			
Left Aux Tank Hi-Z	286T0454	D02812	0-1.5	GD4132-S	28-41-23			
Right Main Tank Lo-Z	286T0448	D01584	0-1.5	GD4156-S	28-41-22			
Right Main Tank Hi-Z	286T0448	D01560	0-1.5	GD4156-S	28-41-22			
Right Aux Tank Lo-Z	286T0448	D02818	0-1.5	GD4142-S	28-41-23			
Right Aux Tank Hi-Z	286T0448	D02814	0-1.5	GD4142-S	28-41-23			

- (3) If the joint resistance at the spar penetration was within limits, and the loop resistance value is still greater than the maximum, move to the inboard end of the wire bundle at the wheel well.
  - Do this task: Joint Resistance Measurement (AMM 20-56-03/201) from the FQIS ground terminal to primary structure according to tables below:
    - 1) If the joint value measured is more than the maximum value in the tables, repair in accordance to (SWPM Chapter 20).

**EFFECTIVITY** 

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767
TASK CARD

<ul> <li>(4) If repair is required and completed, return to the FQIS Wiring and Bonding - Check.</li> <li>(a) If you found and corrected the problem, record that on the data sheet in the Comments column.</li> <li>(5) If the joint resistance values at both ends of the wire bundle are OK, and the loop resistance stays greater than the maximum permitted resistance, then the problem is in the wire bundle.</li> <li>(a) Repair or replace the wire bundle in accordance to (SWPM Chapter 20).</li> </ul>				TASK CARD
Bonding - Check.  (a) If you found and corrected the problem, record that on the data sheet in the Comments column.  (5) If the joint resistance values at both ends of the wire bundle are OK, and the loop resistance stays greater than the maximum permitted resistance, then the problem is in the wire bundle.  (a) Repair or replace the wire bundle in accordance to (SWPM Chapter 2D).  1) If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.	MECH	INSP		
sheet in the Comments column.  (5) If the joint resistance values at both ends of the wire bundle are OK, and the loop resistance stays greater than the maximum permitted resistance, then the problem is in the wire bundle.  (a) Repair or replace the wire bundle in accordance to (SWPM Chapter 20).  1) If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.			(4)	
OK, and the loop resistance stays greater than the maximum permitted resistance, then the problem is in the wire bundle.  (a) Repair or replace the wire bundle in accordance to (SWPM Chapter 20).  1) If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.				
(SWPM Chapter 20).  1) If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.			(5)	OK, and the loop resistance stays greater than the maximum permitted
Bonding - Check to re-test this wire bundle.				(a) Repair or replace the wire bundle in accordance to (SWPM Chapter 20).
EFFECTIVITY FUNCTIONAL FQIS WIRING AND BONDING				<ol> <li>If repair is required and completed, do the FQIS Wiring and Bonding - Check to re-test this wire bundle.</li> </ol>
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AIRLINE CARD NO.

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TASK CARD

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	FQIS WIRE BUNDLE JOINT RESISTANCE AT INBOARD END								
Location	Model	Boeing Part Number \$283TO25- (Cinch CN1156)	Wheel Well Ground	Max Joint Resistance Terminal to Bracket (milliohms)	Structure	Wiring Diagrams			
Left Main Tank	300	-126 (-926) -121 (-921) -321 (-971)	GD5926-S, GD5928-S	1.0	0.5	28-41-21			
Left Main Dens Tank	200 300 300f	-122 (-922)	GD4034-S, GD4134-S	1.0	0.5	28-41-21			
Left Aux Tank	300	-127 (-927) -123 (-923) -323 (-973)	GD5926-S, GD5928-S	1.0	0.5	28-41-23			
Right Main Tank	300	-136 (-936) -131 (-931) -331 (-981)	GD5922-S, GD5924-S	1.0	0.5	28-41-22			
Right Main Dens Tank		-132 (-932)	GD3946-S, GD4140-S	1.0	0.5	28-41-22			
Right Aux Tank	300	-137 (-937) -134 (-934) -334 (-984)	GD5922-S, GD5924-S	1.0	0.5	28-41-23			
Right Aux Dens Tank	200 300 300f	-135 (-935)	GD3946-S, GD4098-S	1.0	0.5	28-41-23			

EFFECTIVITY -	FUNCTIONAL	FQIS WIRING	AND BONDING			
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AIRLINE CARD NO.

TASK CARD

FQ	FQIS WIRE BUNDLE JOINT RESISTANCE AT INBOARD END								
Location	Boeing Part Number	Rear Spar Ground	Max Joint Resistance Terminal to Bracket (milliohms)	Structure	Wiring Diagrams				
Left Main Tank Lo-Z	286T0446-101	GD4148-S	1.0	0.5	28-41-21				
Left Main Tank Hi-Z	286T0446-101	GD4148-S	1.0	0.5	28-41-21				
Left Aux Tank Lo-Z	286Т0454-005	GD4132-S	1.0	0.5	28-41-23				
Left Aux Tank Hi-Z	286Т0454-005	GD4132-S	1.0	0.5	28-41-23				
Right Main Tank Lo-Z	286Т0448-101	GD4156-S	1.0	0.5	28-41-22				
Right Main Tank Hi-Z	286Т0448-101	GD4156-S	1.0	0.5	28-41-22				
Right Aux Tank Lo-Z	286Т0448-101	GD4142-S	1.0	0.5	28-41-23				
Right Aux Tank Hi-Z	286T0448-101	GD4142-S	1.0	0.5	28-41-23				

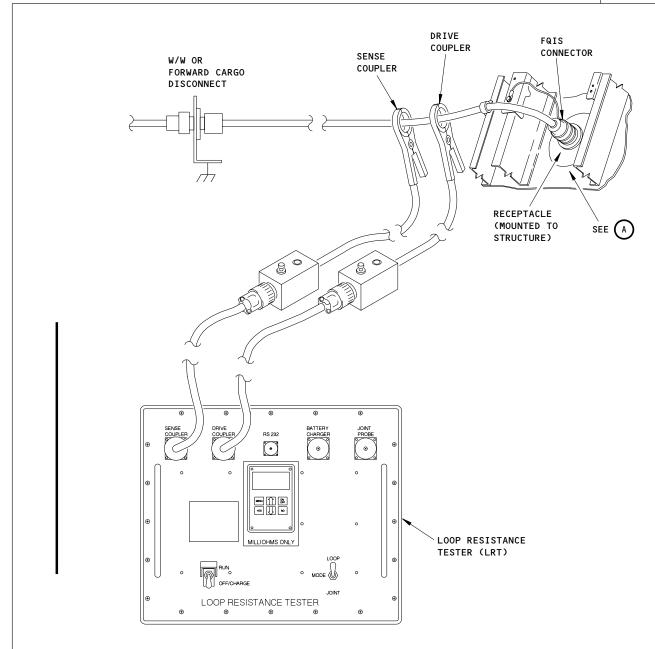
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AIRLINE CARD NO.

28-AWL-18-2

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FQIS TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Inspection (Fuel Quantity Indicating System Bundles) Figure 601 (Sheet 1)

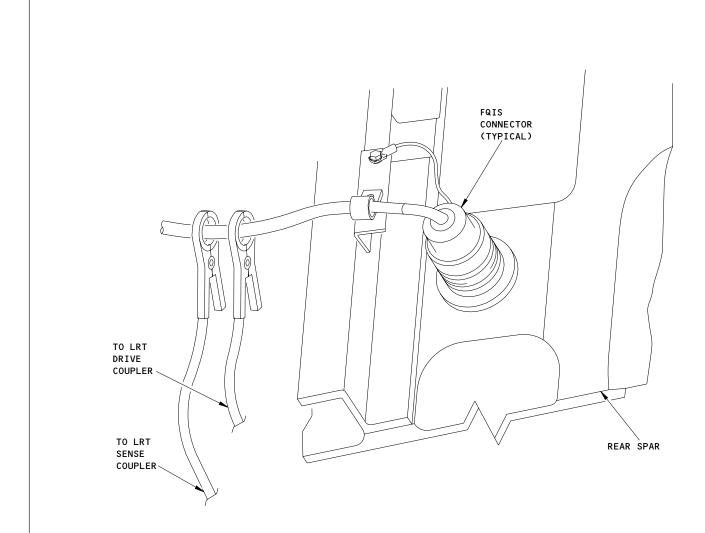
**EFFECTIVITY FUNCTIONAL** FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-2 PAGE 16 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-2

SAS





LOOP TEST CONNECTIONS



High Intensity Radiated Fields (HIRF) Inspection (Test Connections)
Figure 601 (Sheet 2)

EFFECTIVITY

FUNCTIONAL

FQIS WIRING AND BONDING

20-55-54-6A

28-AWL-18-2 PAGE 17 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-2

SAS



PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND	COMMENTS
M1944		18-44	GD4148-S	
M1945		11-40	GD5980-S	
M1946		9–40	GD4132-S	
M1949		18-43	GD4156-S	
M1950		10-40	GD5978-S	
M1951		11-47	GD5974-S	
M1952		11-40	GD5976-S	

767-300/300F FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Inspection (Data Sheet) Figure 602 (Sheet 1)

EFFECTIVITY	FUNCTIONAL	FQIS WIRING A	ND BONDING
17581.	20-55-54-6A	28-AWL-18-2	PAGE 18 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

767

SAS

TASK CARD

	PLANE:				
	DATE:				
	TECHNICIAN:				
	REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND	COMMENTS
	D01582		51-121	GD4148-S	
	D01552		172-284	GD4148-S	
I	D02816		45–150	GD4132-S	
	D02812		105-175	GD4132-S	
	D01584		51–122	GD4156-S	
	D01560		172-284	GD4156-S	
	D02818		51-152	GD4142-S	
	D02814		111-184	GD4142-S	

767-200, -300 FQIS CONNECTORS (BOEING BUNDLE - HONEYWELL FQPU)

High Intensity Radiated Fields (HIRF) Inspection (Data Sheet) Figure 602 (Sheet 2)

EFFECTIVITY ====================================	FUNCTIONAL	FQIS WIRING A	ND BONDING
14386	20-55-54-6A	28-AWL-18-2	PAGE 19 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

SAS

767 TASK CARD

PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	MEASURED LOOP RESISTANCE	LOOP RESISTANCE MIN-MAX (milliohms)	REAR SPAR GROUND	COMMENTS
M1947		18-44	GD4148-S	
M1945		11-40	GD5980-S	
M1948		9-40	GD4132-S	
M1957		18-43	GD4156-S	
M1950		10-40	GD5978-S	
M1958		11-47	GD5974-S	
M1952		11-40	GD5976-S	

767-200 FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Inspection (Data Sheet) Figure 602 (Sheet 3)

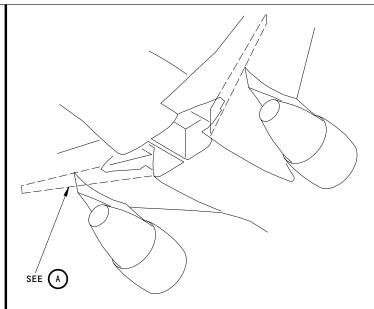
EFFECTIVITY 2	FUNCTIONAL	FQIS WIRING AND BONDING	
16997.	20-55-54-6A	28-AWL-18-2	PAGE 20 OF 38 AUG 22/09

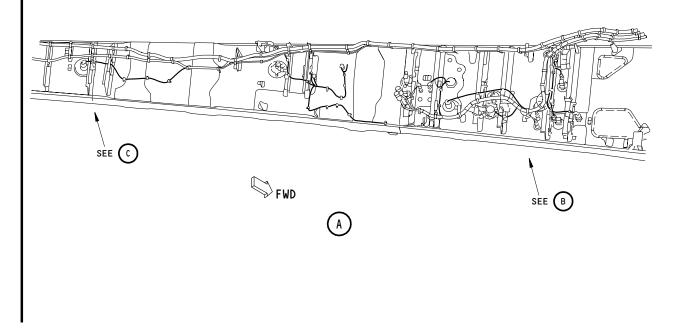
28-AWL-18-2

AIRLINE CARD NO.

SAS







Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200 BF Goodrich FQPU) Figure 603 (Sheet 1)

**EFFECTIVITY** 

**FUNCTIONAL** 20-55-54-6A FQIS WIRING AND BONDING

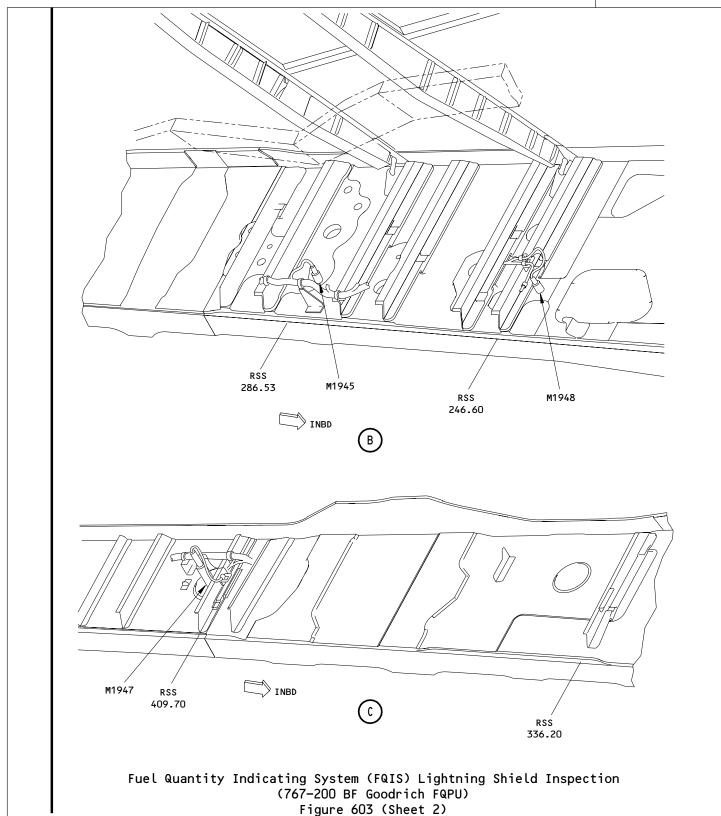
28-AWL-18-2 PAGE 21 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

SAS

767 TASK CARD



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EFFECTIVITY FUNCTIONAL 20-55-54-6A

FQIS WIRING AND BONDING

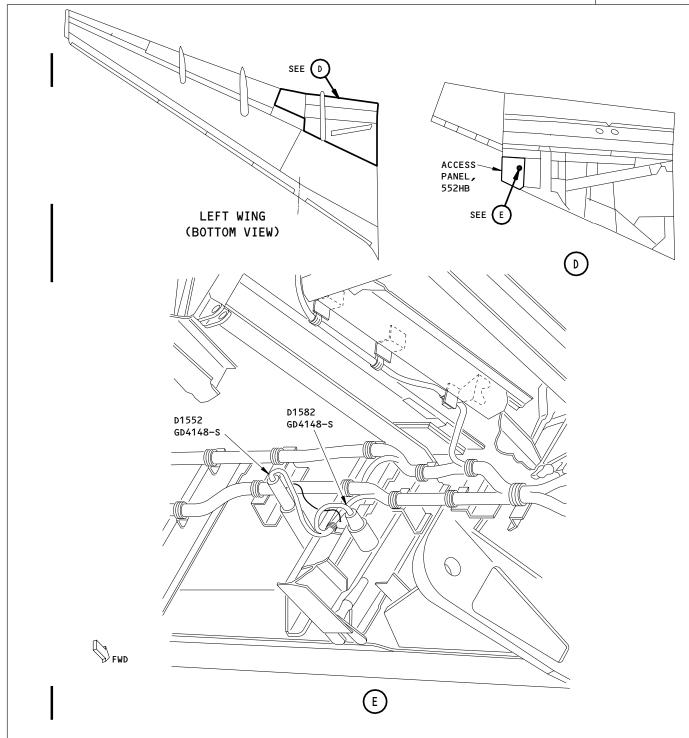
28-AWL-18-2 PAGE 22 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

SAS





Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU) Figure 603 (Sheet 3)

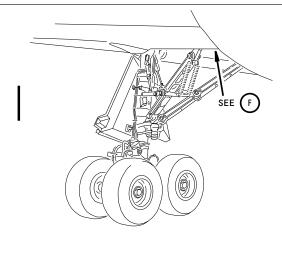
11	FUNCTIONAL	FQIS WIRING AND BONDING
91019	20-55-54-6A	28-AWL-18-2 PAGE 23 OF 38 AUG 22/09

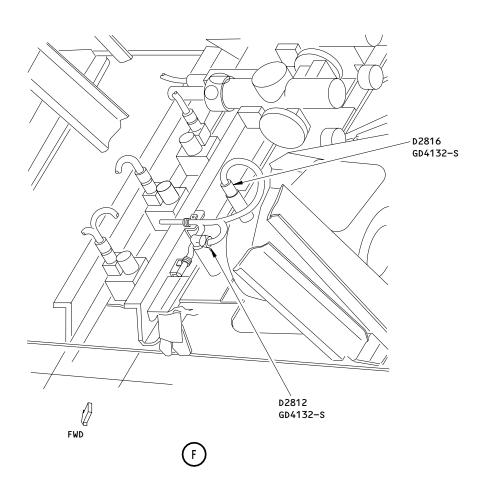
AIRLINE CARD NO.

28-AWL-18-2

SAS







Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU) Figure 603 (Sheet 4)

**EFFECTIVITY** 1701913

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

28-AWL-18-2 PAGE 24 OF 38 AUG 22/09

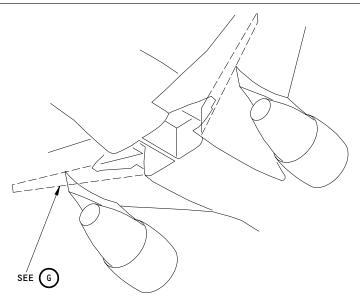
2

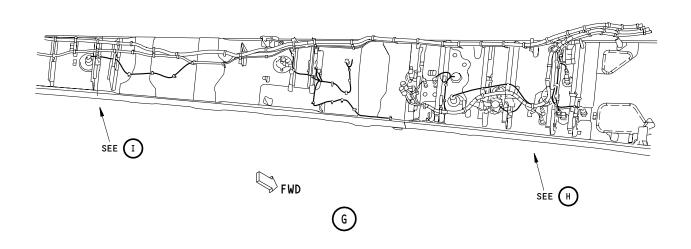
AIRLINE CARD NO.

28-AWL-18-2

SAS







Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU) Figure 603 (Sheet 5)

**EFFECTIVITY** 

FUNCTIONAL

FQIS WIRING AND BONDING

20-55-54-6A

28-AWL-18-2 PAGE 25 OF 38 AUG 22/09

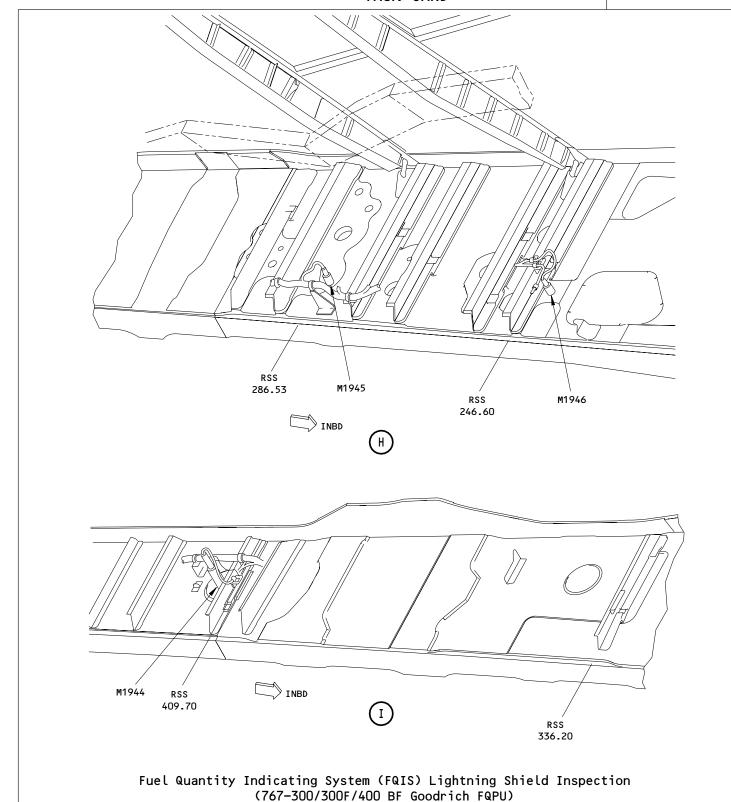
BOEING 767

TASK CARD

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28-AWL-18-2

AIRLINE CARD NO.



**EFFECTIVITY** 

**FUNCTIONAL** 

Figure 603 (Sheet 6)

20-55-54-6A

FQIS WIRING AND BONDING

PAGE 26 OF 38 AUG 22/09

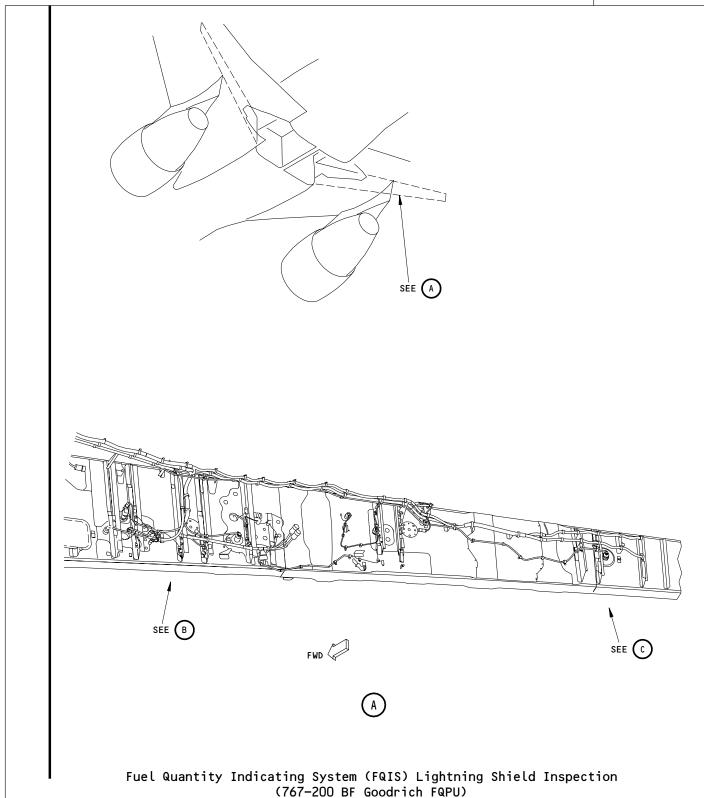
28-AWL-18-2

AIRLINE CARD NO.

28-AWL-18-2

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**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

Figure 604 (Sheet 1)

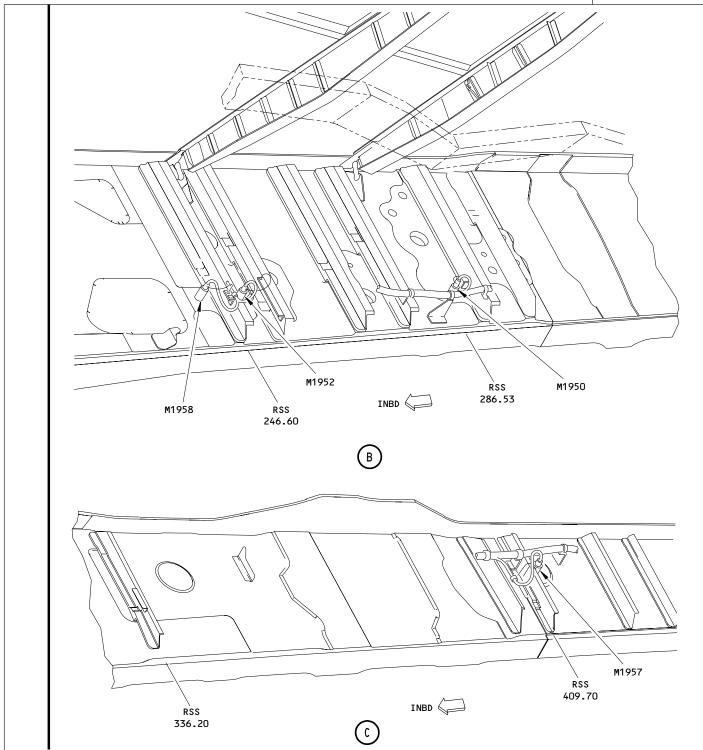
28-AWL-18-2 PAGE 27 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

SAS





Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200 BF Goodrich FQPU)
Figure 604 (Sheet 2)

FUNCTIONAL FQIS WIRING AND BONDING

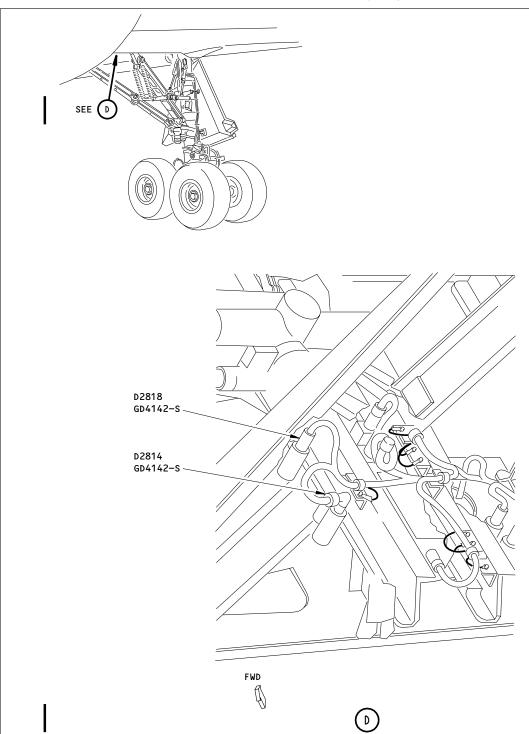
20-55-54-6A 28-AWL-18-2 PAGE 28 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-2

SAS

BOEING 767 TASK CARD



Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-200/300 Honeywell FQPU) Figure 604 (Sheet 3)

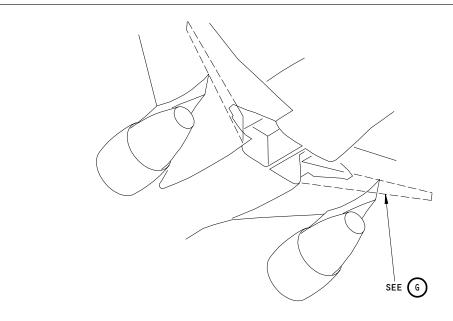
**EFFECTIVITY FUNCTIONAL** FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-2 PAGE 29 OF 38 AUG 22/09

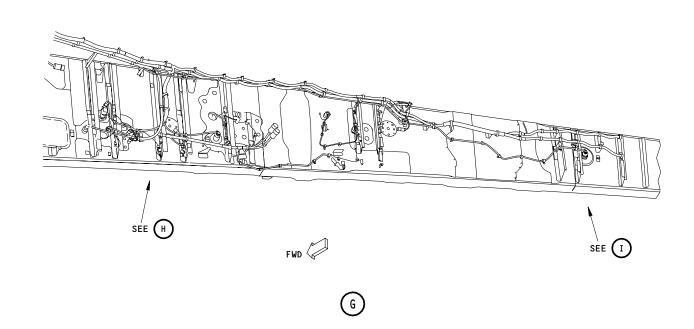
AIRLINE CARD NO.

28-AWL-18-2

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Fuel Quantity Indicating System (FQIS) Lightning Shield Inspection (767-300/300F/400 BF Goodrich FQPU) Figure 604 (Sheet 5)

**EFFECTIVITY** 

**FUNCTIONAL** 

FQIS WIRING AND BONDING

20-55-54-6A

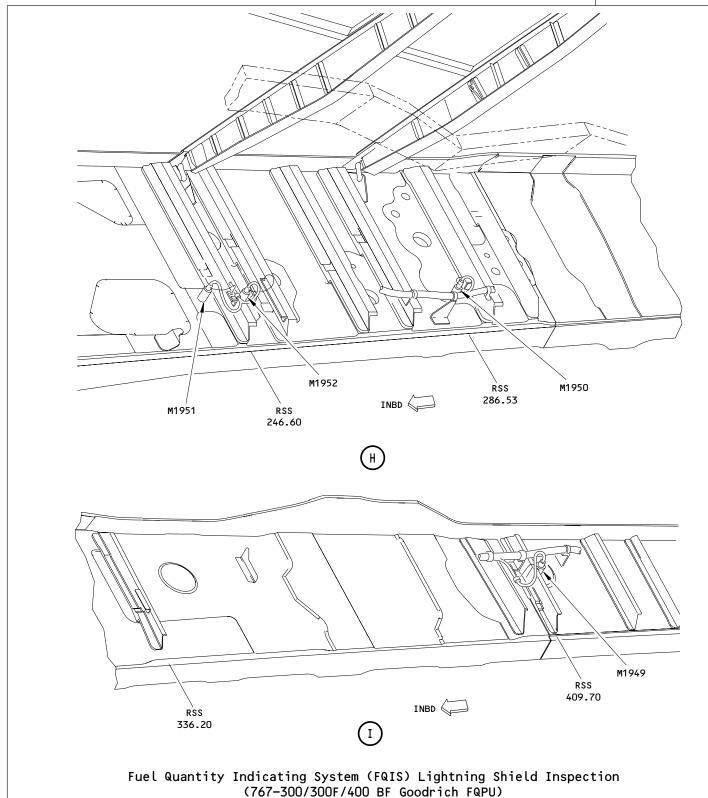
28-AWL-18-2 PAGE 30 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

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**EFFECTIVITY** 

**FUNCTIONAL** 

20-55-54-6A

Figure 604 (Sheet 6)

FQIS WIRING AND BONDING

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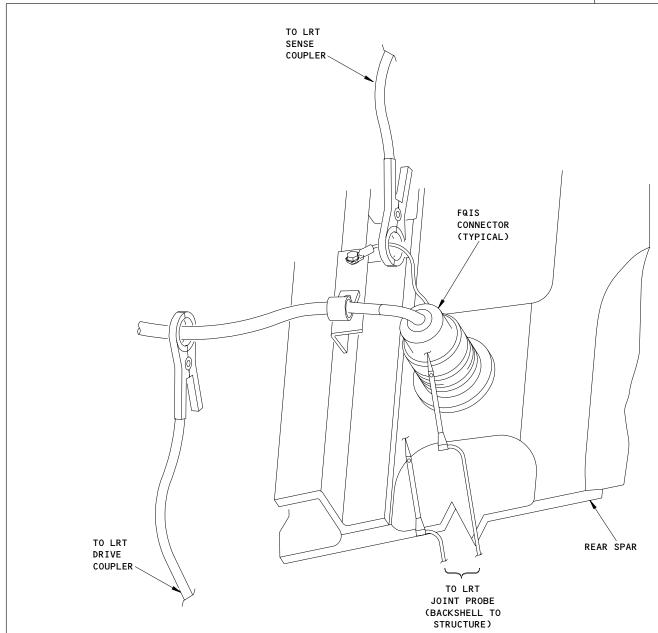
28-AWL-18-2

AIRLINE CARD NO.

28-AWL-18-2

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JOINT TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Fault Isolation (BF Goodrich FQPU Test Connections) Figure 605

**EFFECTIVITY** FUNCTIONAL FQIS WIRING AND BONDING 20-55-54-6A 28-AWL-18-2 PAGE 32 OF 38 AUG 22/09

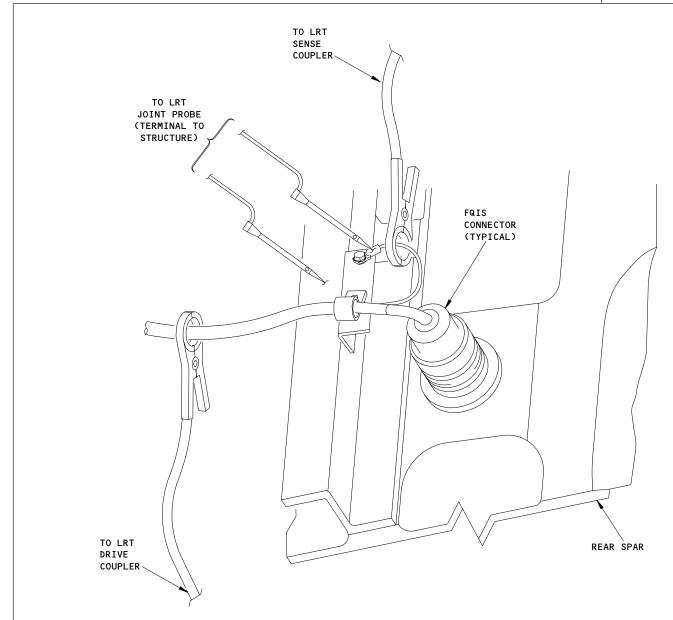
28-AWL-18-2

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AIRLINE CARD NO.



JOINT TEST CONNECTIONS

High Intensity Radiated Fields (HIRF) Fault Isolation (Honeywell FQPU Test Connections)
Figure 606

FUNCTIONAL FQIS WIRING AND BONDING

20-55-54-6A 28-AWL-18-2 PAGE 33 OF 38 AUG 22/09

28-AWL-18-2

SAS



AIRLINE CARD NO.

PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS
M1944	GD4148-S			
M1945	GD5980-S			
M1946	GD4132-S			
M1959	GD4156-S		5.5	
M1950	GD5978-S			
M1951	GD5974-S			
M1952	GD5976-S			

767-300/300F FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation
(Data Sheet)
Figure 607 (Sheet 1)

EFFECTIVITY	FUNCTIONAL	FQIS WIRING A	AND BONDING
91071	20-55-54-6A	28-AWL-18-2	PAGE 34 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

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767 TASK CARD

PLANE:				
DATE:				
TECHNICIAN:				
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS
D01582	GD4148-S			
D01552	GD4148-S			
D02816	GD4132-S			
D02812	GD4132-S		1.5	
D01584	GD4156-S		1.5	,
D01560	GD4156-S			,
D02818	GD4142-S			
D02814	GD4142-S			

767-200, -300 FQIS CONNECTORS (BOEING BUNDLE - HONEYWELL FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation (Data Sheet) Figure 607 (Sheet 2)

EFFECTIVITY 666	FUNCTIONAL	FQIS WIRING AND BONDING
	20-55-54-6A	28-AWL-18-2 PAGE 35 OF 38 AUG 22/09

28-AWL-18-2

AIRLINE CARD NO.

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0	BOEING 767
	TASK CARD

			171010 071		
PLANE: DATE: TECHNICIAN:			]		
REAR SPAR CONNECTOR	REAR SPAR GROUND	MEASURED JOINT RESISTANCE (milliohms)	MAX JOINT RESISTANCE (milliohms)	COMMENTS	
M1947	GD4148-S				
M1945	GD5980-S		1		
M1948	GD4132-S		1		
M1957	GD4156-S		5.5		
M1950	GD5978-S		•		
M1958	GD5974-S		•	,	
M1952	GD5976-S		<u> </u>		

767-200 FQIS CONNECTORS (BF GOODRICH FQPU)

High Intensity Radiated Fields (HIRF) Fault Isolation (Data Sheet) Figure 607 (Sheet 3)

EFFECTIVITY	FUNCTIONAL	FQIS WIRING	AND BONDING
	20-55-54-6A	28-AWL-18-2	PAGE 36 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-2

SAS

LOCATION	MODEL	PART # BOEING \$283TO25- (CINCH CN1156-)	WHEEL WELL GROUND	MAX JOINT RESISTANCE TERMINAL TO BRACKET (milliohms)	MAX JOINT RESISTANCE BRACKET TO STRUCTURE (milliohms)	W/D
LEET MATN	767-200	-126 (-926)	GD5926-S,	1	0.5	28-41-21
LEFT MAIN	767-300	-121 (-921)	GD5928-S			
TANK	767-300F	-321 (-971)				
LEFT MAIN	767-200	-122 (-922)	GD4034-S,	1		
DENS TANK	767-300		GD4134-S			
DENO TANK	767-300F					
LEFT AUX	767-200	-127 (-927)	GD5926-S,	1		28-41-23
TANK	767-300	-123 (-923)	GD5928-S			
TAINK	767-300F	-323 (-973)				
RIGHT	767-200	-136 (-936)	GD5922-S,	1		28-41-22
MAIN TANK	767-300	-131 (-931)	GD5924-S			
11/1214 1/1141	767-300F	-331 (-981)				
RIGHT MAIN	767-200	-132 (-932)	GD3946-S,	1		
DENS TANK	767-300		GD4140-S			
DENS TANK	767-300F					
DICHT ALLY	767-200	-137 (-937)	GD5922-S,	1		28-41-23
RIGHT AUX	767–300	-134 (-934)	GD5924-S			
TANK	767-300F	-334 (-984)				
DICUT AUV	767-200	-135 (-935)	GD3946-S,	1		
RIGHT AUX	767-300		GD4098-S			
DENS TANK	767-300F					

767-200, -300, -300F, CINCH (BF GOODRICH FQPU ONLY)

High Intensity Radiated Fields (HIRF) Joint Resistance Values Figure 608 (Sheet 1)

**EFFECTIVITY** FUNCTIONAL FQIS WIRING AND BONDING 20-55-54-6A | 28-AWL-18-2 PAGE 37 OF 38 AUG 22/09

AIRLINE CARD NO.

28-AWL-18-2

SAS



LOCATION	BOEING PART NUMBER	REAR SPAR GROUND	MAX JOINT RESISTANCE TERMINAL TO BRACKET (MILLIOHMS)	MAX JOINT RESISTANCE BRACKET TO STRUCTURE (MILLIOHMS)	WIRING DIAGRAM
LEFT MAIN TANK LO-Z	286T0446-101	GD4148-S	1	0.5	28-41-21
LEFT MAIN TANK HI-Z		GD4148-S			
LEFT AUX TANK LO-Z	286T0454-005	GD4132-S			28-41-23
LEFT AUX TANK HI-Z		GD4132-S			
RIGHT MAIN TANK LO-Z	286T0448-101	GD4156-S			28-41-22
RIGHT MAIN TANK HI-Z		GD4156-S			
RIGHT AUX TANK LO-Z		GD4142-S			28-41-23
RIGHT AUX TANK HI-Z		GD4142-S			

767-200, 300 BOEING BUNDLE

High Intensity Radiated Fields (HIRF) Joint Resistance Values Figure 608 (Sheet 2)

EFFECTIVITY	FUNCTIONAL	FQIS WIRING	AND BONDING
	20-55-54-6A	28-AWL-18-2	PAGE 38 OF 38 AUG 22/09

STATION	
TAIL NO.	1
DATE	4



BOEING CARD NO. 28-AWL-20-1

AIRLINE CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK PHASE REV REVISION 00001 YRS 004 AUG 22/09 ELECT | MAIN EE CTR 10808 STRUCTURAL ILLUSTRATION REFERENCE

**FUNCTIONAL** CTR AUX TANK FUEL PUMP AUTO SHUTOFF

APPLICABILITY
ANE ENGINE AIRPLANE

MPD ITEM NUMBER

TASK CARD

ALL

NOTE

ZONES

119 621 631

211 212 521 531 119AL 521QB 531AB 621QB 631AB NOTE

ACCESS PANELS

MECH INSP

FUNCTIONALLY CHECK THE AUTO SHUTOFF SYSTEM FOR THE CENTER AUXILIARY TANK OVERRIDE / JETTISON FUEL PUMPS.

28-22-00-5F

AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 922 AND ON WITH INSTALLED AND ACTIVATED AUTO SHUTOFF SYSTEM. APPLICABLE TO AIRPLANES THAT HAVE INCORPORATED SERVICE BULLETIN 767-28A0083 OR 767-28A0084. THIS TASK SATISFIES THE REQUIREMENTS OF ALI 28-AWL-20.

ACCESS NOTE: ACCESS 621QB AND ZONE 621 ARE APPLICABLE ONLY TO AIRPLANES WITH THE OPTIONAL RIGHT WING FUELING STATION.

AIRPLANES WITH OVERRIDE PUMP AUTOMATIC SHUTOFF; Override Pump Auto Shutoff Functional Test

# A. General

(1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on airworthiness limitation instructions (ALIs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-20.

#### References В.

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- (2) AMM 12-11-01/301, Fuel Tank Pressure Fueling
- (3) AMM 24-22-00/201, Electrical Power Control
- (4) AMM 28-26-00/201, Defueling
- (5) AMM 32-00-15/201, Landing Gear Door Locks

**EFFECTIVITY** FUNCTIONAL CTR AUX TANK FUEL PUMP AUTO SHUTOFF 28-22-00-5F 28-AWL-20-1 PAGE 1 OF 7 AUG 22/09 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(6) AMM 32-00-20/201, Landing Gear Downlocks
		c.	Equipment
			(1) Stopwatch - commercially available
		D.	Access
			(1) Location Zones  119 Main Equipment Center (Left and Right)  211 Control Cabin - Section 41 (Left)  212 Control Cabin - Section 41 (Right)  521 Leading Edge to Front Spar (Left)  531 Center Auxiliary Tank (Left)  631 Center Auxiliary Tank (Right)
			(2) Access Panel 119AL Electronics Access Door 521QB Fueling Station Door (Left) 531AB Access Cover (Left) 631AB Access Cover (Right)
		Ε.	Prepare to Do the Functional Test
			(1) Make sure the down locks are installed on the nose and main landing gear (AMM 32-00-20/201).
			WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
			(3) Supply electrical power (AMM 24-22-00/201).
			(4) Refuel or transfer fuel into the auxiliary fuel tank to make sure there is this minimum quantity of fuel in the auxiliary fuel tank (AMM 12-11-01/301, AMM 28-26-00/201):
			(a) 21,700 pounds (9900 kilograms)
			(5) Make sure these circuit breakers are closed:

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TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(a)	On the main power distribution panel, P6:
				1) 6F15, L FUEL OVRD PUMP
				2) 6F21, R FUEL OVRD PUMP
			(b)	On the overhead circuit breaker panel, P11:
				1) 11D23, ENG SPEED SENS L1
				2) 11D24, ENG SPEED SENS R1
				3) 11M15, L CTR FUEL PUMPS
				4) 11M24, R CTR FUEL PUMPS
				5) 11M13, L FUEL JTSN CONT (if installed)
				6) 11M22, R FUEL JTSN CONT (if installed)
			(c)	On the APU external power panel, P34:
				1) 34L3, FUELING POWER
				2) 34L5, FUELING VALVE
			(d)	AIRPLANES WITH FUEL JETTISON SYSTEM; On the left miscellaneous electrical equipment panel, P36:
				1) 36F4 or 36G7, L FUEL JETT PUMP
			(e)	AIRPLANES WITH FUEL JETTISON SYSTEM; On the right miscellaneous electrical equipment panel, P37:
				1) 37F4 or 37G4, R FUEL JETT PUMP
		(6)		sure the APU master control switch on the overhead panel, P5, n the OFF position.

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AIRLINE CARD NO.

SAS FOEING
767
TASK CARD

MECH INSP

(7) Make sure these switch-lights of the fuel management panel on the P5 panel are in the position shown.

SWITCH-LIGHT	POSITION
AFT L PUMP	OFF
AFT R PUMP	OFF
FWD L PUMP	OFF
FWD R PUMP	OFF
LEFT C PUMP	OFF
RIGHT C PUMP	OFF

- F. Functional Test Left Override Pump Auto Shutoff Circuit
  - (1) Open the fueling station door, 521QB (AMM 06-44-00/201).

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (2) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - (a) Immediately push the applicable fuel pump switch to the off position if the low PRESS light comes on and stays on.
- (3) Push the LEFT C PUMP switch-light of the fuel management panel on the P5 panel to the ON position.

NOTE: The PRESS light will come on and then go off which shows the left override pump has pressure.

**EFFECTIVITY** 

FUNCTIONAL CTR AUX TANK FUEL PUMP AUTO SHUTOFF

28-22-00-5F

28-AWL-20-1 PAGE 4 OF 7 AUG 22/09

AIRLINE CARD NO.

			TASK CARD	
MECH	INSP			
		(4)	Listen for a minimum of 20 seconds at the left override pump to sure it operates.	make
			NOTE: The left override pump is behind access cover 531AB on th left wing (AMM 06-44-00/201).	e
		(5)	Push the LEFT C PUMP switch-light to the off position.	
		(6)	Close the fueling station door, 521QB (AMM 06-44-00/201).	
		(7)	Move the CH-1 toggle switch of the L N2 Engine Speed Card, M1093 the P50 panel to the TEST position.	, on
		(8)	Get access to the left override pump pressure switch on the rear spar.	
		(9)	Disconnect the electrical connector from the pressure switch.	
		(10)	Install a jumper on the left override pump pressure switch connector, D2806, between pins 2 and 3 (WDM 28-42-12).	
		(11)	Push the LEFT C PUMP switch-light on the P5 panel to the ON position.	
		(12)	Make sure the LEFT C PUMP PRESS light comes on and stays on.	
			<u>NOTE</u> : This shows the left override pump has low pressure.	
		(13)	Listen for 15 seconds at the left override pump to make sure it operates then stops.	
		(14)	Push the LEFT C PUMP switch-light to the off position.	
		(15)	Remove the jumper from the left override pump pressure switch connector, D2806 (WDM 28-42-12).	
		(16)	Connect the electrical connector to the pressure switch.	
		(17)	Move the CH-1 toggle switch of the L N2 Engine Speed Card, M1093 the P50 panel to the NORMAL position.	, on
		(18)	For the left override pump, do this procedure: Test of the Over Pumps and Pressure Switches in the Auxiliary Fuel Tank (AMM 28-22-00/501).	ride

EFFECTIVITY

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

- Functional Test Right Override Pump Auto Shutoff Circuit
  - (1) Open the fueling station door, 521QB (AMM 06-44-00/201).

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (2) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - Immediately push the applicable fuel pump switch to the off position if the low PRESS light comes on and stays on.
- (3) Push the RIGHT C PUMP switch-light of the fuel management panel on the P5 panel to the ON position.

NOTE: The PRESS light will come on and then go off which shows the right override pump has pressure.

(4) Listen for a minimum of 20 seconds at the right override pump to make sure it operates.

The right override pump is behind access cover 631AB on the NOTE: right wing (AMM 06-44-00/201).

- (5) Push the RIGHT C PUMP switch-light to the off position.
- (6) Close the fueling station door, 521QB (AMM 06-44-00/201).
- Move the CH-1 toggle switch of the R N2 Engine Speed Card, M1092, on (7) the P50 panel to the TEST position.
- (8) Get access to the right override pump pressure switch on the rear spar.
- (9) Disconnect the electrical connector from the pressure switch.
- (10) Install a jumper on the right override pump pressure switch connector, D2808, between pins 2 and 3 (WDM 28-42-12).

**EFFECTIVITY** 

FUNCTIONAL

CTR AUX TANK FUEL PUMP AUTO SHUTOFF

28-22-00-5F

28-AWL-20-1 PAGE 6 OF 7 AUG 22/09

AIRLINE CARD NO.

			3A3 6 767
			TASK CARD
MECH	INSP		
		(11)	Push the RIGHT C PUMP switch-light on the P5 panel to the ON position.
		(12)	Make sure the RIGHT C PUMP PRESS light comes on and stays on.
			NOTE: This shows the right override pump has low pressure.
		(13)	Listen for 15 seconds at the right override pump to make sure it operates then stops.
		(14)	Push the RIGHT C PUMP switch-light to the off position.
		(15)	Remove the jumper from the right override pump pressure switch connector, D2808 (WDM 28-42-12).
		(16)	Connect the electrical connector to the pressure switch.
		(17)	Move the CH-1 toggle switch of the R N2 Engine Speed Card, M1092, on the P50 panel to the NORMAL position.
		(18)	For the right override pump, do this procedure: Test of the Override Pumps and Pressure Switches in the Auxiliary Fuel Tank (AMM 28-22-00/501).
		H. Put	the Airplane Back to Its Usual Condition
		WARN	IING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
		(1)	Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
		(2)	Remove electrical power if it is not necessary for other tasks (AMM 24-22-00/201).

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STATION
TAIL NO.
DATE



BOEING CARD NO.

28-AWL-27-1

AIRLINE CARD NO.

SKILL WORK AREA RELATED TASK INTERVAL PHASE MPD REV REVISION

AIRPL FUEL TANK 00012 MOS 10808 AUG 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

OPERATIONAL BOOST/OVERRIDE-JETTISON PUMP GFI

ZONES ACCESS PANELS

119 211 212 531 532 119AL 631 632

MECH INSP

MPD ITEM NUMBER

ALL

OPERATIONALLY CHECK THE FUEL BOOST/OVERRIDE-JETTISON PUMP GFI CONTROL RELAYS BY USING THE BITE TEST.

28-22-00-5H

NOTE

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH GFI INSTALLED. THIS TASK SATISFIES THE REQUIREMENTS OF AWL 28-AWL-27.

AIRPLANES WITH GROUND FAULT INTERRUPTER (GFI);
 Ground Fault Interrupter (GFI) - Operational Test and Auxiliary Tank
 Override/Jettison Pump Uncommanded-On - Functional Test

### A. General

(1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on airworthiness limitation instructions (ALIs).

NOTE: This is applicable to Airworthiness Limitations 28-AWL-27 and 28-AWL-28.

## B. References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 28-31-00/501, Fuel Jettison System
- C. Access

OPERATIONAL BOOST/OVERRIDE-JETTISON PUMP GFI

28-22-00-5H 28-AWL-27-1 PAGE 1 OF 5 AUG 22/09

AIRLINE CARD NO.

SAS BOEING TASK CARD

_				TASK CARD
MECH	INSP			·
			(1)	Location Zone 119 Main Equipment Center (Left and Right) 211 Control Cabin (Left) 212 Control Cabin (Right) 531 Center Auxiliary Tank (Left) 532 Main Tank - Inboard of Rib No. 10 (Left) 631 Center Auxiliary Tank (Right) 632 Main Tank - Inboard of Rib No. 10 (Right)
			(2)	Access Panel 119AL Electronic Access Door
		D.	Prep	pare for Test
			(1)	Do this procedure: Phase Check of the Fuel Pump Wiring for the applicable fuel boost or override pump (AMM 28-22-00/501) or Phase Check of the Jettison Pump Wiring for the applicable jettison pump (AMM 28-31-00/501).
			(2)	Do this procedure: Operational Test - Engine Fuel-Feed System for the applicable fuel boost pump (AMM 28-22-00/501).
			(3)	Make sure these circuit breakers are closed:
				(a) Main Power Distribution Panel, P6:
				1) 6F15, L FUEL OVRD PUMP
				2) 6F21, R FUEL OVRD PUMP
				3) 6G15, L AFT FUEL BOOST PUMP
				4) 6G18, R FWD FUEL BOOST PUMP
				5) 6G21, R AFT FUEL BOOST PUMP
				6) 6G24, L FWD FUEL BOOST PUMP
				(b) Overhead Circuit Breaker Panel, P11:
				1) 11M13, L FUEL JTSN CONT (if installed)
				2) 11M15, L CTR FUEL PUMPS
				3) 11M16, FUEL PUMPS R FWD/L AFT

EFFECTIVITY

28-AWL-27-1

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 4) 11M22, R FUEL JTSN CONT (if installed)
- 5) 11M24, R CTR FUEL PUMPS
- 6) 11M25, FUEL PUMPS L FWD/R AFT
- (c) AIRPLANES WITH FUEL JETTISON SYSTEM; On the left miscellaneous electrical equipment panel, P36:
  - 1) 36F4 or 36G7, L FUEL JETT PUMP
- (d) AIRPLANES WITH FUEL JETTISON SYSTEM; On the right miscellaneous electrical equipment panel, P37:
  - 1) 37F4 or 37G4, R FUEL JETT PUMP
- (4) Supply electrical power (AMM 24-22-00/201).
- (5) Make sure these switch-lights of the fuel management panel on the P5 panel are in the position shown.

SWITCH-LIGHT	POSITION
AFT L PUMP	OFF
AFT R PUMP	OFF
FWD L PUMP	OFF
FWD R PUMP	OFF
LEFT C PUMP	OFF
RIGHT C PUMP	OFF

- (6) Open the fueling station door, 521QB (AMM 06-44-00/201).
- E. Ground Fault Interrupter (GFI) Relay Operational Test

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON

AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A

FIRE OR EXPLOSION.

EFFECTIVITY

OPERATIONAL | BOOST/OVERRIDE-JETTISON PUMP GFI

28-22-00-5H

28-AWL-27-1 PAGE 3 OF 5 AUG 22/08

28-AWL-27-1

TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(1)	To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
			(a) Immediately set the applicable fuel pump switch to the off position if the low PRESS light comes on and stays on.
		(2)	Push the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the ON position.
		(3)	Listen and make sure the applicable fuel pump operates.
		(4)	Make sure the applicable low PRESS light on the P5 overhead panel goes off.
		(5)	Push the applicable ground fault interrupter (GFI) relay TEST button on either the P140 or P141 panel.
			(a) For the right center override fuel pump, the relay is K10696, found on the P141 panel.
			(b) For the left center override fuel pump, the relay is K10697, found on the P140 panel.
			(c) For the right override/jettison fuel pump, the relay is K10698, found on the P141 panel.
			(d) For the left override/jettison fuel pump, the relay is K10699, found on the P140 panel.
			(e) For the right aft fuel boost pump, the relay is K10702, found on the P141 panel.
			(f) For the left forward fuel boost pump, the relay is K10703, found on the P140 panel.
			(g) For the right forward fuel boost pump, the relay is K10704, found on the P141 panel.
			(h) For the left aft fuel boost pump, the relay is K10705, found on the P140 panel.

28-AWL-27-1

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SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP
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(6) Make sure the RESET button on the applicable GFI relay has moved up, showing a white band.

NOTE: The RESET button located at the top edge of the GFI relay moves up, to expose a narrow white band when the GFI circuit turns off the relay due to a ground fault, or results when you push the TEST button located at the top surface of the relay.

- (7) Listen and make sure the applicable fuel pump does not operate.
- (8) Put the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the off position.
- (9) To make sure the applicable fuel pump does not operate when the GFI circuit turns off the relay, do the subsequent steps:
  - (a) Put the applicable fuel pump switch on the fuel management control panel on the P5 overhead panel to the ON position.
  - (b) Listen and make sure the applicable fuel pump does not operate.
  - (c) Put the applicable fuel pump switch on the fuel management control panel on the P5 overhead panel, to the off position.
- (10) Push the RESET button on the applicable GFI relay in.
  - (a) Make sure the RESET button does not pop back out and the white band is not visible.
- (11) Push the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the ON position.
- (12) Listen and make sure the applicable fuel pump operates.
- (13) Put the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the off position.
- (14) Close the fueling station door, 521QB (AMM 06-44-00/201).
- (15) Remove electrical power if it is not necessary (AMM 24-22-00/201).

**EFFECTIVITY** 

OPERATIONAL

BOOST/OVERRIDE-JETTISON PUMP GFI

28-22-00-5H

28-AWL-27-1 PAGE 5 OF 5 DEC 22/08

STA	TION
TAT	
IAI	L NO.
D	ATE
SKILL	WORK AREA



BOEING CARD NO. 28-AWL-28-1

AIRLINE CARD NO.

TASK CARD

ALL

MPD

NOTE

RELATED TASK INTERVAL SKILL PHASE REV REVISION 00012 Mos 10808 AUG 22/09 AIRPL CTR AUX TK

APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE **FUNCTIONAL** CENTER TANK FUEL PUMP UNCOMMANDED-ON

ZONES ACCESS PANELS

119 211 212 531 532 119AL

631 632

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK THE CENTER AUXILIARY TANK FUEL BOOST PUMP UNCOMMANDED-ON SYSTEM.

28-22-00-5H

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH BOOST PUMP UNCOMMANDED-ON SYSTEM INSTALLED.

THIS TASK SATISFIES THE REQUIREMENTS OF AWL

28-AWL-28.

AIRPLANES WITH GROUND FAULT INTERRUPTER (GFI); Ground Fault Interrupter (GFI) - Operational Test and Auxiliary Tank <u>Override/Jettison Pump Uncommanded-On - Functional Test</u>

#### General

(1) ALI - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on airworthiness limitation instructions (ALIs).

This is applicable to Airworthiness Limitations 28-AWL-27 and 28-AWL-28.

## References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and **Panels**
- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 28-31-00/501, Fuel Jettison System
- C. Access

**EFFECTIVITY** FUNCTIONAL CENTER TANK FUEL PUMP UNCOMMANDED-ON 28-22-00-5H 28-AWL-28-1 PAGE 1 OF 5 AUG 22/09

28-AWL-28-1

TASK CARD

AIRLINE CARD NO.

				TASK CARD		
MECH	INSP					
			(1)	Location Zone 119 Main Equipment Center (Left and Right) 211 Control Cabin (Left) 212 Control Cabin (Right) 531 Center Auxiliary Tank (Left) 532 Main Tank - Inboard of Rib No. 10 (Left) 631 Center Auxiliary Tank (Right) 632 Main Tank - Inboard of Rib No. 10 (Right)		
			(2)	Access Panel 119AL Electronic Access Door		
		D. Prepare for Test				
			(1)	Do this procedure: Phase Check of the Fuel Pump Wiring for the applicable fuel boost or override pump (AMM 28-22-00/501) or Phase Check of the Jettison Pump Wiring for the applicable jettison pump (AMM 28-31-00/501).		
			(2)	Do this procedure: Operational Test - Engine Fuel-Feed System for the applicable fuel boost pump (AMM 28-22-00/501).		
			(3)	Make sure these circuit breakers are closed:		
				(a) Main Power Distribution Panel, P6:		
				1) 6F15, L FUEL OVRD PUMP		
				2) 6F21, R FUEL OVRD PUMP		
				3) 6G15, L AFT FUEL BOOST PUMP		
				4) 6G18, R FWD FUEL BOOST PUMP		
				5) 6G21, R AFT FUEL BOOST PUMP		
				6) 6G24, L FWD FUEL BOOST PUMP		
				(b) Overhead Circuit Breaker Panel, P11:		
				1) 11M13, L FUEL JTSN CONT (if installed)		
				2) 11M15, L CTR FUEL PUMPS		
				3) 11M16, FUEL PUMPS R FWD/L AFT		
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EFFECTIVITY

28-AWL-28-1

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 4) 11M22, R FUEL JTSN CONT (if installed)
- 5) 11M24, R CTR FUEL PUMPS
- 6) 11M25, FUEL PUMPS L FWD/R AFT
- (c) AIRPLANES WITH FUEL JETTISON SYSTEM; On the left miscellaneous electrical equipment panel, P36:
  - 1) 36F4 or 36G7, L FUEL JETT PUMP
- (d) AIRPLANES WITH FUEL JETTISON SYSTEM;
   On the right miscellaneous electrical equipment panel, P37:
  - 1) 37F4 or 37G4, R FUEL JETT PUMP
- (4) Supply electrical power (AMM 24-22-00/201).
- (5) Make sure these switch-lights of the fuel management panel on the P5 panel are in the position shown.

SWITCH-LIGHT	POSITION
AFT L PUMP	OFF
AFT R PUMP	OFF
FWD L PUMP	OFF
FWD R PUMP	OFF
LEFT C PUMP	OFF
RIGHT C PUMP	OFF

- (6) Open the fueling station door, 521QB (AMM 06-44-00/201).
- E. Ground Fault Interrupter (GFI) Relay Operational Test

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A

FIRE OR EXPLOSION.

EFFECTIVITY FUNCTIONAL

CENTER TANK FUEL PUMP UNCOMMANDED-ON

28-22-00-5H

28-AWL-28-1 PAGE 3 OF 5 AUG 22/08

28-AWL-28-1

AIRLINE CARD NO.

			TASK CARD		
MECH	INSP				
		(1)	To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.		
			(a) Immediately set the applicable fuel pump switch to the off position if the low PRESS light comes on and stays on.		
		(2)	Push the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the ON position.		
		(3)	Listen and make sure the applicable fuel pump operates.		
		(4)	Make sure the applicable low PRESS light on the P5 overhead panel goes off.		
		(5)	Push the applicable ground fault interrupter (GFI) relay TEST button on either the P140 or P141 panel.		
			(a) For the right center override fuel pump, the relay is K10696, found on the P141 panel.		
			(b) For the left center override fuel pump, the relay is K10697, found on the P140 panel.		
			(c) For the right override/jettison fuel pump, the relay is K10698, found on the P141 panel.		
			(d) For the left override/jettison fuel pump, the relay is K10699, found on the P140 panel.		
			(e) For the right aft fuel boost pump, the relay is K10702, found on the P141 panel.		
			(f) For the left forward fuel boost pump, the relay is K10703, found on the P140 panel.		
			(g) For the right forward fuel boost pump, the relay is K10704, found on the P141 panel.		
			(h) For the left aft fuel boost pump, the relay is K10705, found on the P140 panel.		

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EFFECTIVITY

AIRLINE CARD NO.

28-AWL-28-1

SAS BOEING TASK CARD

MECH INSP

- (6) Make sure the RESET button on the applicable GFI relay has moved up, showing a white band.
  - The RESET button located at the top edge of the GFI relay moves up, to expose a narrow white band when the GFI circuit turns off the relay due to a ground fault, or results when you push the TEST button located at the top surface of the relay.
- (7) Listen and make sure the applicable fuel pump does not operate.
- Put the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the off position.
- To make sure the applicable fuel pump does not operate when the GFI circuit turns off the relay, do the subsequent steps:
  - (a) Put the applicable fuel pump switch on the fuel management control panel on the P5 overhead panel to the ON position.
  - (b) Listen and make sure the applicable fuel pump does not operate.
  - (c) Put the applicable fuel pump switch on the fuel management control panel on the P5 overhead panel, to the off position.
- (10) Push the RESET button on the applicable GFI relay in.
  - Make sure the RESET button does not pop back out and the white band is not visible.
- (11) Push the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the ON position.
- (12) Listen and make sure the applicable fuel pump operates.
- Put the applicable fuel boost pump or fuel override pump switch-light of the fuel management control panel on the P5 overhead panel to the off position.
- (14) Close the fueling station door, 521QB (AMM 06-44-00/201).
- (15) Remove electrical power if it is not necessary (AMM 24-22-00/201).

**EFFECTIVITY** 

FUNCTIONAL

CENTER TANK FUEL PUMP UNCOMMANDED-ON

28-22-00-5H

PAGE 5 OF 5 DEC 22/08 28-AWL-28-1

ST	ATION					
	IL NO.	SAS		BOEING 767		
				TASK CARD		
SKILL	WORK AREA	RELATED TASK		INTERVAL		

BOEING CARD NO. 28-R01

AIRLINE CARD NO.

REV REVISION 018 AUG 22/08

MPD

PHASE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

TASK CARD

ALL

ALL

ZONES

AIRPL | WINGS

**REPLACE** 

500 600

FUELING SHUTOFF VALVE CONTROL UNIT

1004

ACCESS PANELS

551TB 561FB 651TB 661FB

MECH INSP

REPLACE THE FUELING SHUTOFF VALVE CONTROL UNIT.

28-21-12-4A

MPD ITEM NUMBER

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. Remove the Control Unit of the Fueling Shutoff Valve (Fig. 401)
  - Α. References
    - (1) AMM 06-44-00/201, Wing Access Doors and Panels
    - (2) AMM 27-51-00/201, Flight Controls
    - (3) AMM 32-00-15/201, Landing Gear Door Locks
    - (4) AMM 32-00-20/201, Landing Gear Downlocks
  - Procedure

WARNING: DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE. FAILURE TO DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE COULD CAUSE INJURY OR DAMAGE.

- (1) Do the deactivation of the flap system procedure for the trailing
- (2) Open this circuit breaker on the APU external power panel, P34, and attach DO-NOT-CLOSE tag:
  - (a) 34L5, FLNG VALVES

edge flaps (AMM 27-51-00/201).

**EFFECTIVITY** REPLACE FUELING SHUTOFF VALVE CONTROL UNIT 28-21-12-4A 28-R01 PAGE 1 OF 5 AUG 22/08

28-R01

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SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH INSP

- (3) Open this circuit breaker on the main power distribution panel, P6, and attach DO-NOT-CLOSE tag:
  - (a) 6E6, FUELING VALVES
- (4) To get access to the control unit in the left or right auxiliary fuel tank, do the steps that follow:
  - (a) Make sure the downlocks for the nose and main landing gear are installed (AMM 32-00-20/201).

WARNING: REFER TO AMM 32-00-15/201 FOR DOOR LOCK INSTALLATION PROCEDURE. IF THE MAIN GEAR DOORS MOVE QUICKLY, INJURY OR DAMAGE CAN OCCUR.

- (b) Open the applicable left or right main gear door and install the door lock (AMM 32-00-15/201).
- (5) For the control unit in the left inboard main fuel tank, open the skin panel, 551TB (AMM 06-44-00/201).
- (6) For the control unit in the right inboard main fuel tank, open the skin panel, 651TB (AMM 06-44-00/201).
- (7) For the control unit in the left outboard main fuel tank, open the skin panel, 561FB (AMM 06-44-00/201).
- (8) For the control unit in the right outboard main fuel tank, open the skin panel, 661FB (AMM 06-44-00/201).
- (9) Disconnect the electrical connector (6) from the control unit (7).
- (10) Remove the bolts (4) and the washers (5) that attach the control unit (7) to the valve body (1).
- (11) Remove the control unit (7).

NOTE: If fuel leaks from the valve body (1) when the control unit (7) is removed, then the removal check valve has failed and the fueling shutoff valve must be replaced (AMM 28-21-02/401).

2. Install the Control Unit of the Fueling Shutoff Valve (Fig. 401)

REPLACE FUELING SHUTOFF VALVE CONTROL UNIT

28-21-12-4A 28-R01 PAGE 2 OF 5 AUG 22/08

AIRLINE CARD NO.

BOEING 767 TASK CARD

MECH INSP

### References Α.

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- AMM 12-11-01/301, Fuel Tank Pressure Fueling (2)
- (3) AMM 32-00-15/201, Landing Gear Door Locks

### Procedure

- (1) Align the control unit (7) with the threaded inserts of the valve body (3).
- (2) Make sure the three 0-rings (8, 9) are installed as shown (View B, Fig. 401).
- (3) Put washers (5) on the bolts (4).
- Install the bolts (4) through the control unit (7) into the threaded inserts of the valve body (3).
- (5) Make sure the bonding resistance between the control unit (7) and the rear spar (2) is 0.008 ohm (8 milliohms) or less.
- Connect the electrical connector (6) to the control unit (7).
- (7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P34 panel:
  - (a) 34L5, FLNG VALVES
- Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
  - (a) 6E6, FUELING VALVES
- (9) Refuel the applicable fuel tank (AMM 12-11-01/301) and make sure the fueling shutoff valve operates correctly.
- Make sure there are no fuel leaks at the control unit of the fueling (10) shutoff valve.
- For the control unit in the left inboard main fuel tank, close the skin panel, 551TB (AMM 06-44-00/201).
- For the control unit in the right inboard main fuel tank, close the skin panel 651TB (AMM 06-44-00/201).

**EFFECTIVITY** 

REPLACE

FUELING SHUTOFF VALVE CONTROL UNIT

28-21-12-4A

28-R01

PAGE 3 OF 5 AUG 22/08

28-R01

AIRLINE CARD NO.

	TASK CARD
INSP	
	(13) For the control unit in the left outboard main fuel tank, close the skin panel, 561FB (AMM 06-44-00/201).
	(14) For the control unit in the right outboard main fuel tank, close the skin panel, 661FB (AMM 06-44-00/201).
	WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
	(15) For the control unit in the left or right auxiliary fuel tank, remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).
	INSP

EFFECTIVITY

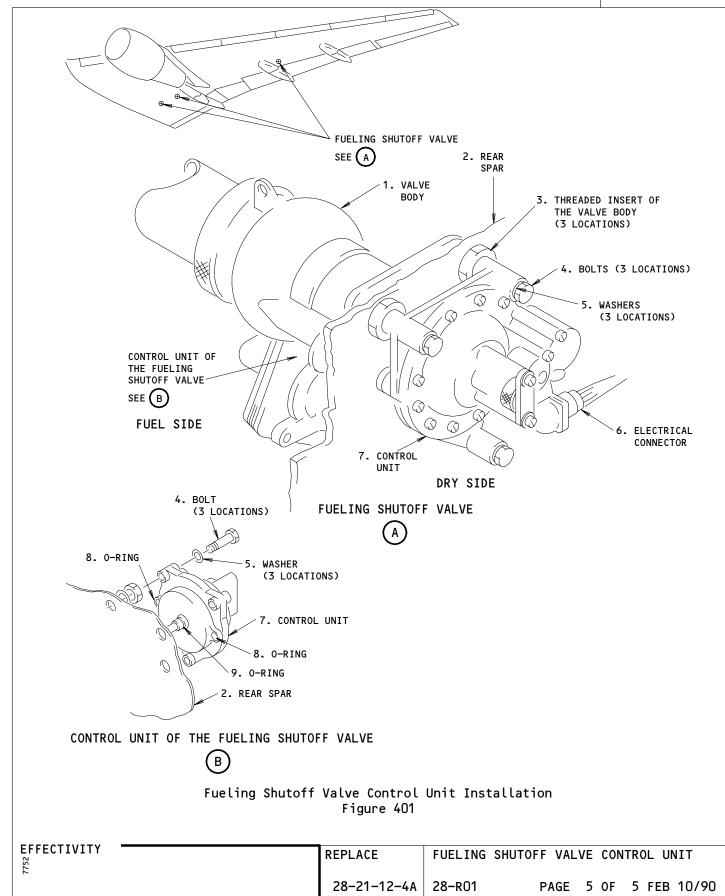
BOEING 767

TASK CARD

SAS

28-R01

AIRLINE CARD NO.



	STAT	ION							B0E	ING CARD NO.
	TAIL	NO.			0	S BOEIN	VG		28-0	04-01-1
				S	AS &	767			AIRI	INE CARD NO.
DATE						TASK CARD	•			
SKIL	SKILL WORK AREA R			REL	ATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR	PL	LEFT WI	NG			20	4C	12448	014	AUG 22/05
0.0	TASK		01150		TITLE	BEL TEE WALKE .	STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE
OP	ERAT	TIONAL	SURG	E TANK	PRESSURE	RELIEF VALVE - L			ALL	ALL
		ZONES					ACCESS PANELS		,,,,,	/\LL
547	2									
MECH	INSP			•					P	IPD ITEM NUMBER
						E TANK PRESSURE RE ING TEST ROD IN PR			28-1	3-04-2B
		1. <u>Man</u>	ually	Opera	ite the Pre	essure Relief Valv	<u>e</u>			

- A. Manually Operate the Pressure Relief Valve
  - (1) Put a screwdriver into the pressure sense hole on the left or right surge tank access door, 542AB or 642AB.
  - (2) Push up on the screwdriver.
  - (3) Make sure the pressure relief valve opens.

<u>NOTE</u>: There is a loud noise and the pressure relief valve moves away from the screwdriver, when the pressure relief valve opens.

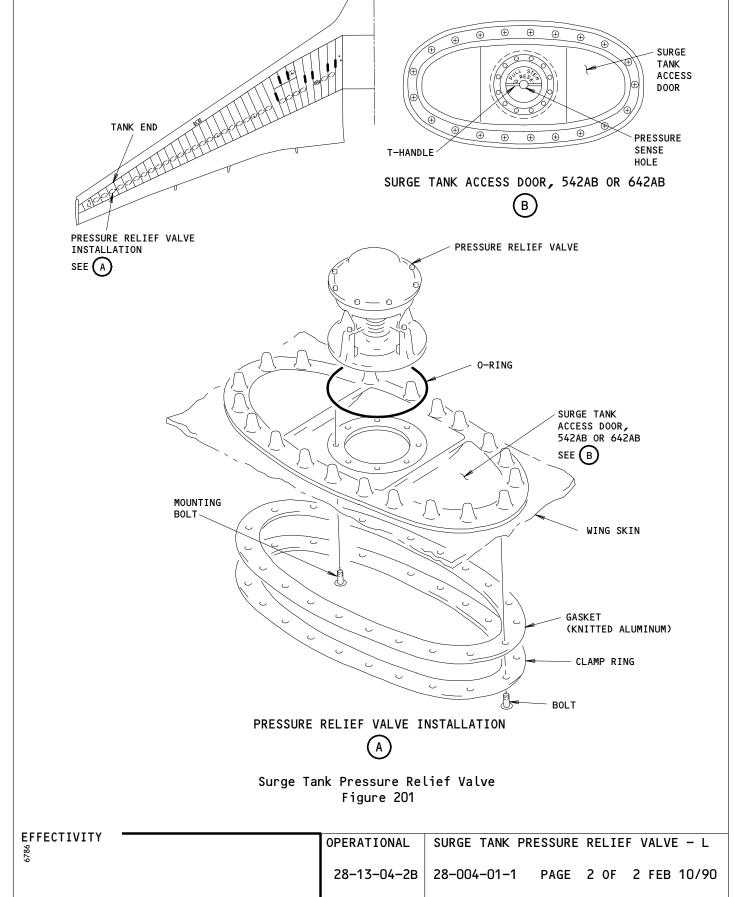
(4) Pull the T-handle down until the pressure relief valve sets again.

28-004-01-1

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



	STAT	ION							BOE	ING CARD NO.
	TAIL	NO.			()	S BOEIN			28-0	04-01-2
				S	SAS &	767	_		AIRL	INE CARD NO.
DATE						TASK CARD				
SKIL	.L	WORK AREA			LATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR	PL	RIGHT W	ING			2C	4C	12448	014	AUG 22/05
TASK				TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE	
0P	ERAT	ΓΙΟΝΑL	SURG	E TAN	<pre>&lt; PRESSURE</pre>	RELIEF VALVE - R			ALL	ALL
		ZONES					ACCESS PANELS			
64	2									
MECH	INSP								N	MPD ITEM NUMBER
						E TANK PRESSURE RE NG TEST ROD IN PRE			28-1	3-04-2B
		1. <u>Man</u>	ually	Opera	ate the Pre	ssure Relief Valve	2			

- A. Manually Operate the Pressure Relief Valve
  - (1) Put a screwdriver into the pressure sense hole on the left or right surge tank access door, 542AB or 642AB.
  - (2) Push up on the screwdriver.
  - (3) Make sure the pressure relief valve opens.

<u>NOTE</u>: There is a loud noise and the pressure relief valve moves away from the screwdriver, when the pressure relief valve opens.

(4) Pull the T-handle down until the pressure relief valve sets again.

OPERATIONAL SURGE TANK PRESSURE RELIEF VALVE - R

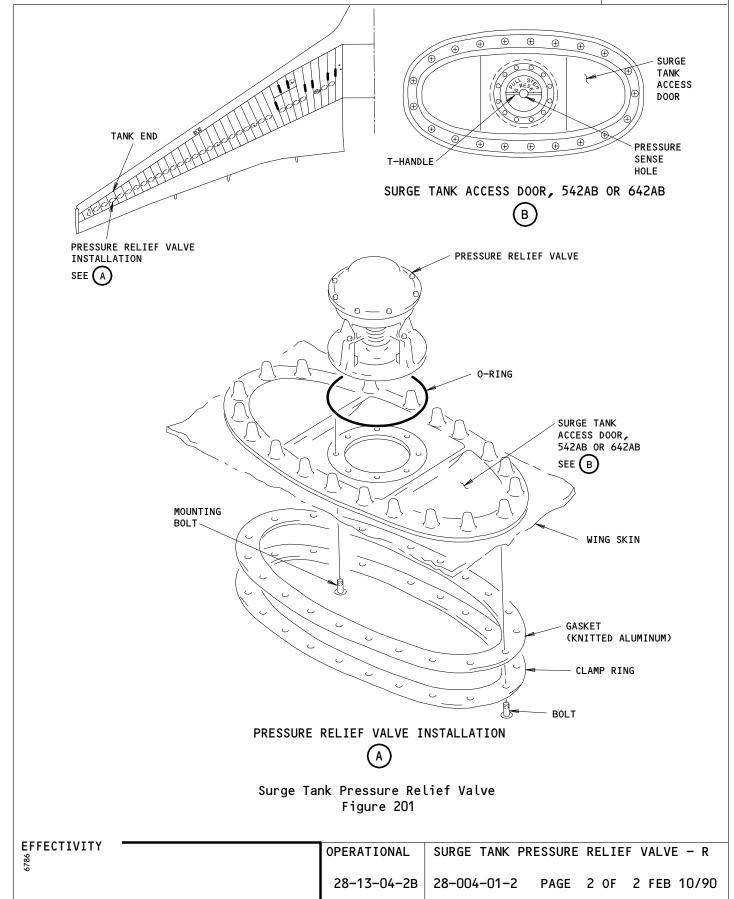
28-13-04-2B 28-004-01-2 PAGE 1 OF 2 AUG 22/05

28-004-01-2

AIRLINE CARD NO.

SAS

767
TASK CARD



STA	TION						
	L NO.		SAS	Ø	BOEIN 767 TASK CARD		
SKILL	WORK ARE	EA	RELATED TASK		INTERVAL		PHASI
AIRPL	LEFT WI	NG			2C		1242
TASI	K		TIT	TLE		STRUCTURAL ILLUSTRATION RE	FERENCE

BOEING CARD NO. 28-005-01-1

AIRLINE CARD NO.

018 DEC 22/07 APPLICABILITY
AIRPLANE ENGINE

MPD ITEM NUMBER

TASK CARD

REVISION

ALL

ALL

REV

PHASE

12424

ACCESS PANELS

MECH INSP

CLEAN

531 532

ZONES

531AB 532AB

AUTO SUMPING MOTIVE FLOW SCREENS - L

CLEAN OR REPLACE AUTO SUMPING MOTIVE FLOW SCREENS. (LEFT WING)

28-22-08-7A

- Clean the Motive Flow Screen (Fig. 701)
  - A. Equipment
    - (1) Brush, Soft Bristled Commercially Available
  - Consumable Materials
    - (1) B00074 Solvent Degreasing, MIL-PRF-680 (Supersedes P-D-680)
    - (2) G00034 Cotton Wiper Process Cleaning Absorbent Wiper (Cheesecloth, gauze), BMS15-5
  - References
    - (1) AMM 28-22-03/401, Main Tank Fuel Boost Pump
    - (2) AMM 28-22-05/401, Center Auxiliary Tank Override Pump

MAKE SURE YOU REMOVE THE MOTIVE FLOW SCREEN, NOT THE DISCHARGE CAUTION: CHECK VALVE FOUND NEXT TO THE MOTIVE FLOW SCREEN. IF YOU REMOVE THE DISCHARGE CHECK VALVE, FUEL LEAKAGE CAN OCCUR.

(3) Remove the motive flow screen (AMM 28-22-03/401; AMM 28-22-05/401).

**EFFECTIVITY** 

CLEAN

AUTO SUMPING MOTIVE FLOW SCREENS - L

28-22-08-7A

28-005-01-1 PAGE 1 OF 3 DEC 22/07

2

28-005-01-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP DO NOT GET DRY-CLEANING SOLVENT IN YOUR MOUTH OR EYES, OR ON WARNING: YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE DRY-CLEANING SOLVENT. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE THE DRY-CLEANING SOLVENT. KEEP THE DRY-CLEANING SOLVENT AWAY FROM SPARKS, FLAME AND HEAT. DRY-CLEANING SOLVENT IS A POISONOUS AND FLAMMABLE SOLVENT WHICH CAN CAUSE INJURY OR DAMAGE. (4) Flush the motive flow screen with dry-cleaning solvent and use a small brush to remove unwanted materials. (a) If you cannot clean the motive flow screen satisfactorily, discard the motive flow screen and get a replacement. (5) Use a soft cotton wiper (BMS15-5) to dry the motive flow screen. (6) Install the motive flow screen (AMM 28-22-03/401; AMM 28-22-05/401).

2

5 0

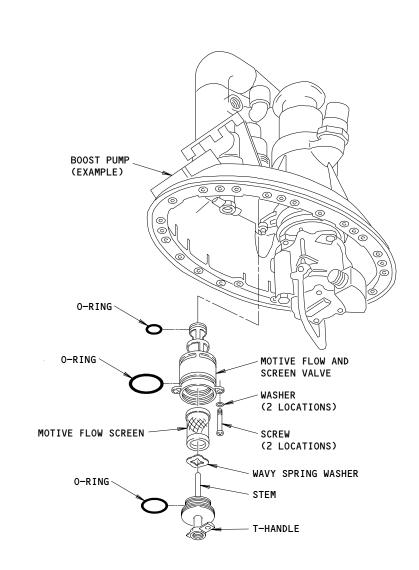
6

28-005-01-1

AIRLINE CARD NO.

SAS





## Motive Flow Screen Installation Figure 701

EFFECTIVITY   ∑	CLEAN	AUTO SUMPING	MOTIVE	FLOW	SCREENS - L
134	28-22-08-7A	28-005-01-1	PAGE	3 OF	3 FEB 10/90

STA	TION					
	L NO.	_	SAS	Ø	BOEIN 767 TASK CARD	Œ
SKILL	WORK AR	EA	RELATED TASK		INTERVAL	
AIRPL	RIGHT V	VING			20	
TAS	K		TIT	TLE		STRUCT

BOEING CARD NO. 28-005-01-2

AIRLINE CARD NO.

018 DEC 22/07 APPLICABILITY
AIRPLANE ENGINE

TASK CARD

REVISION

ALL

ALL

MPD

REV

PHASE

12424

STRUCTURAL ILLUSTRATION REFERENCE

ACCESS PANELS

631 632

ZONES

**CLEAN** 

631AB 632AB

AUTO SUMPING MOTIVE FLOW SCREENS - R

MECH INSP

CLEAN OR REPLACE AUTO SUMPING MOTIVE FLOW SCREENS. (RIGHT WING)

28-22-08-7A

MPD ITEM NUMBER

- Clean the Motive Flow Screen (Fig. 701)
  - Equipment Α.
    - (1) Brush, Soft Bristled Commercially Available
  - Consumable Materials
    - (1) B00074 Solvent Degreasing, MIL-PRF-680 (Supersedes P-D-680)
    - (2) G00034 Cotton Wiper Process Cleaning Absorbent Wiper (Cheesecloth, gauze), BMS15-5
  - References
    - (1) AMM 28-22-03/401, Main Tank Fuel Boost Pump
    - (2) AMM 28-22-05/401, Center Auxiliary Tank Override Pump

MAKE SURE YOU REMOVE THE MOTIVE FLOW SCREEN, NOT THE DISCHARGE CAUTION: CHECK VALVE FOUND NEXT TO THE MOTIVE FLOW SCREEN. IF YOU REMOVE THE DISCHARGE CHECK VALVE, FUEL LEAKAGE CAN OCCUR.

(3) Remove the motive flow screen (AMM 28-22-03/401; AMM 28-22-05/401).

**EFFECTIVITY** 

CLEAN

AUTO SUMPING MOTIVE FLOW SCREENS - R

28-22-08-7A

28-005-01-2 PAGE 1 OF 3 DEC 22/07

28-005-01-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: DO NOT GET DRY-CLEANING SOLVENT IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE DRY-CLEANING SOLVENT. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE THE DRY-CLEANING SOLVENT. KEEP THE DRY-CLEANING SOLVENT AWAY FROM SPARKS, FLAME AND HEAT. DRY-CLEANING SOLVENT IS A POISONOUS AND FLAMMABLE SOLVENT WHICH CAN CAUSE INJURY OR DAMAGE.

- (4) Flush the motive flow screen with dry-cleaning solvent and use a small brush to remove unwanted materials.
  - (a) If you cannot clean the motive flow screen satisfactorily, discard the motive flow screen and get a replacement.
- (5) Use a soft cotton wiper (BMS15-5) to dry the motive flow screen.
- (6) Install the motive flow screen (AMM 28-22-03/401; AMM 28-22-05/401).

**EFFECTIVITY** 

CLEAN

AUTO SUMPING MOTIVE FLOW SCREENS - R

28-22-08-7A

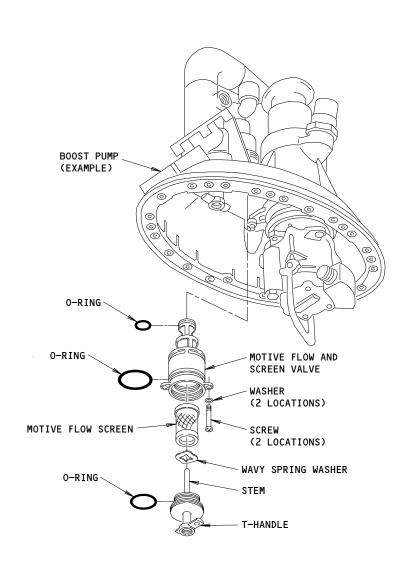
28-005-01-2 PAGE 2 OF 3 DEC 22/04

AIRLINE CARD NO.

28-005-01-2

SAS





# Motive Flow Screen Installation Figure 701

CLEAN AUTO SUMPING MOTIVE FLOW SCREENS - R
28-22-08-7A 28-005-01-2 PAGE 3 OF 3 FEB 10/90

STATION
TAIL NO.
DATE



BOEING CARD NO.

28-006-01

AIRLINE CARD NO.

SKILL	WORK ARE	A	RELATED TASK	INTERVAL			MPD REV	TASK CARD REVISION	
							KEV	REVISION	
AIRPL	FUSELAG	iΕ		2C		12424	002	DEC 22/05	,
TASI	K		TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PPLICABILITY	
							AIRPLAN	IE ENGINE	
FUNCT	IONAL	APU FUEL	SUPPLY LIN	E SHROUD					
							ALL	ALL	
	ZONES				ACCESS PANELS				
155									
וטט									

MECH INSP

MPD ITEM NUMBER

PRESSURE DECAY CHECK APU FUEL SUPPLY LINE SHROUD.

28-25-00-5A

- 1. <u>System Test APU Shroud and APU Shroud Drain Line</u> (Fig. 502)
  - A. General
    - (1) This procedure does a check of the APU shroud and the APU shroud drain line for leaks.
  - B. Equipment
    - (1) APU Fuel Line Shroud Test Equipment Recommended:
      - (a) Adapter Assembly A28005-24
      - (b) Test Hose A28005-50
    - (2) APU Fuel Line Shroud Test Equipment Alternate:
      - (a) Adapter Assembly A28005-24
      - (b) Test Hose A28005-42
    - (3) APU Fuel Line Shroud Test Equipment Alternate:
      - (a) Test Equipment A28005-35

<u>NOTE</u>: This test equipment is contains an adapter assembly and a test hose.

FUNCTIONAL APU FUEL SUPPLY LINE SHROUD

28-25-00-5A 28-006-01 PAGE 1 OF 4 DEC 22/05

AIRLINE CARD NO.

28-006-01

# SAS BOEING TASK CARD

MECH	INSP
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- (4) Pneumatic Air Supply Equipment, capable of delivering and maintaining up to 20 psig -Commercially available
- Test of the APU Shroud and the APU Shroud Drain Line C.

CAUTION: MAKE SURE YOU ADJUST THE TESTER NIPPLE CORRECTLY AND DO NOT USE TOO MUCH FORCE ON THE TESTER HANDLE. YOU CAN DAMAGE THE TUBE IN THE DRAIN MAST IF YOU USE TOO MUCH FORCE.

(1) Install the leak test hose with the adapter assembly on the APU shroud drain line at the APU drain mast (Fig. 502).

The APU shroud drain is the bottom hole of the two holes on NOTE: the drain mast.

- (2) Connect the pneumatic air supply to the leak test hose.
- DO NOT SUPPLY PRESSURE OF MORE THAN 20 PSIG. TOO MUCH PRESSURE CAUTION: CAN CAUSE THE APU FUEL LINE TO CLOSE AND CAUSE DAMAGE TO THE AIRPLANE.
- (3) Slowly and continuously pressurize the APU shroud and the APU shroud drain line to 18 ±1 psig, or to the limit of the regulator.
- (4) Make sure the pressure is stable.
- (5) Close the shutoff valve on the test equipment to lock in the pressure.
- (6) Make sure that the pressure does not decrease more than 0.1 psig for 5 minutes.

If the pressure decreases, the seals leak or the fittings NOTE: leak, or there are bad parts.

- (7) Slowly and continuously decrease the pressure to ambient.
- (8) Disconnect the pneumatic air supply.

**EFFECTIVITY** 

FUNCTIONAL

APU FUEL SUPPLY LINE SHROUD

28-25-00-5A

28-006-01

PAGE 2 OF 4 DEC 22/05

28-006-01



AIRLINE CARD NO.

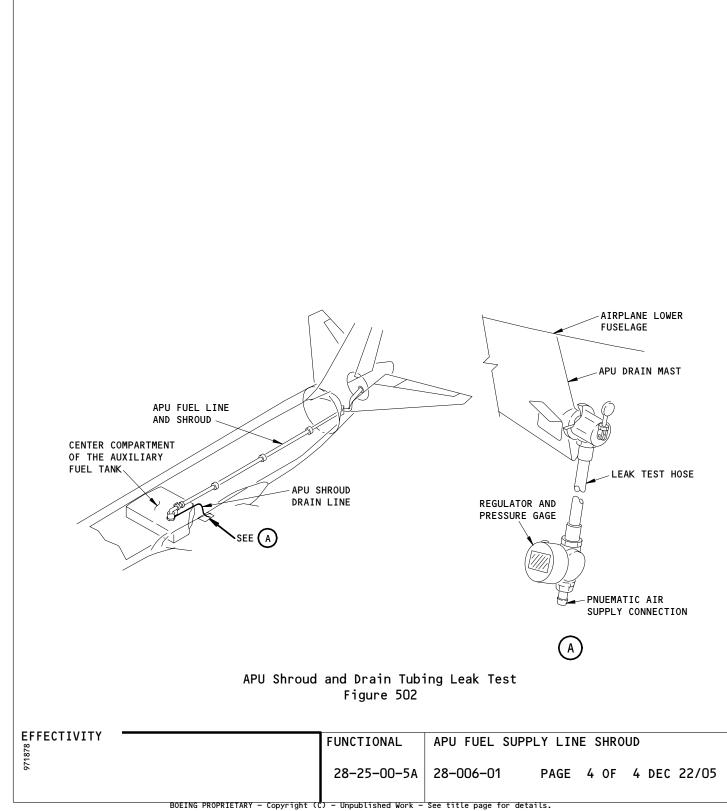
MECH	INSP																
			(9)	Disco APU d		test	hose	from	n the	APU	shrou	d dra	in	line	at	the	
EFF	ECTI	VITY -				FUNC	ΓΙΟΝΑL	-	APU	FUEL	SUPPL	Y LIN	IE S	HROU	)		
						28-2	25-00-	-5A	28-0	06-01	l I	PAGE	3	OF 4	4 DE	C 22/	′05

28-006-01

AIRLINE CARD NO.

SAS





STA	TION				
					×
TAI	L NO.		CAC		BOEING
D	ATE		SAS	0	767
					TASK CARD
SKILL	WORK ARI	ΕA	RELATED TASK		INTERVAL

BOEING CARD NO. 28-009-01

AIRLINE CARD NO.

SKILL	WORK ARE	EΑ	RELA	ATED TASK		INTERVAL	PHASE	MPD	TASK CARD
								REV	REVISION
ELECT	CREW CA	BIN			10		11212	002	DEC 22/08
TASI	K			TITLE		STRUCTURAL ILLUSTRATION	REFERENCE	AF	PLICABILITY
OPERATIONAL		FUEL	CROSS	FEED VALVE				AIRPLAN	E ENGINE
								ALL	ALL
	ZONES					ACCESS PANELS			

212

MPD ITEM NUMBER MECH INSP

CHECK OPERATION OF FUEL CROSSFEED VALVE (IF NOT CHECKED BY CREW).

28-22-00-5B

- 1. <u>Operational Test Engine Fuel Crossfeed Valve</u>
  - A. References
    - (1) AMM 24-22-00/201, Electrical Power Control
  - B. Prepare to Test
    - (1) Supply electrical power (AMM 24-22-00/201).
    - (2) Make sure the APU master control switch on the overhead panel, P5, is in the OFF position.
    - (3) Make sure these switch-lights of the fuel management panel on the P5 panel are in the position shown.

SWITCH-LIGHT	POSITION
AFT L PUMP	OFF
AFT R PUMP	OFF
FWD L PUMP	OFF
FWD R PUMP	OFF
LEFT C PUMP	OFF
RIGHT C PUMP	OFF

EFFECTIVITY •	OPERATIONAL	FUEL CROSSFEE	D VALV	E	
	28-22-00-5B	28-009-01	PAGE	1 OF	3 AUG 22/99

AIRLINE CARD NO.

28-009-01

\_\_\_\_\_\_\_.

AS FOEING 767
TASK CARD

MECH INSP

- C. AIRPLANES WITH A SINGLE FUEL CROSSFEED VALVE; Test of the Engine Fuel Crossfeed Valve
  - (1) Push the FUEL CROSSFEED switch-light of the fuel management panel on the P5 panel to the open position.
  - (2) Make sure the VALVE light comes on and then goes off.
  - (3) Push the FUEL CROSSFEED switch-light on the P5 panel to the closed position.
  - (4) Make sure the VALVE light comes on and then goes off.
- D. AIRPLANES WITH FORWARD AND AFT FUEL CROSSFEED VALVES; Test of the Engine Fuel Crossfeed Valves
  - (1) Push the AFT FUEL XFEED switch-light of the fuel management panel on the P5 panel to the open position.
  - (2) Make sure the VALVE light comes on and then goes off.
  - (3) Push the AFT FUEL XFEED switch-light on the P5 panel to the closed position.
  - (4) Make sure the VALVE light comes on and then goes off.
  - (5) Push the FWD FUEL XFEED switch-light on the P5 panel to the open position.
  - (6) Make sure the VALVE light comes on and then goes off.
  - (7) Push the FWD FUEL XFEED switch-light on the P5 panel to the closed position.
  - (8) Make sure the VALVE light comes on and then goes off.

**EFFECTIVITY** 

OPERATIONAL

FUEL CROSSFEED VALVE

28-22-00-5B

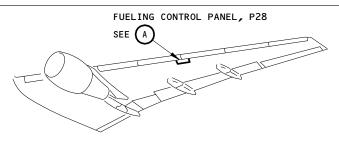
28-009-01

PAGE 2 OF 3 DEC 22/08

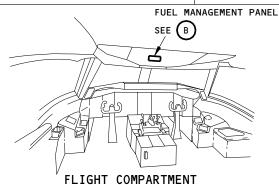


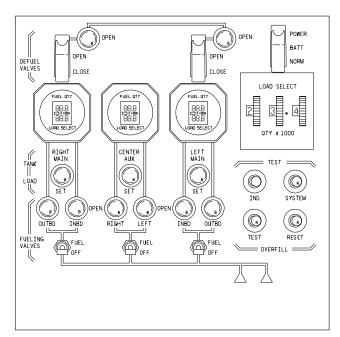
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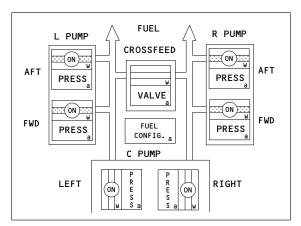
AIRLINE CARD NO.



LEFT WING

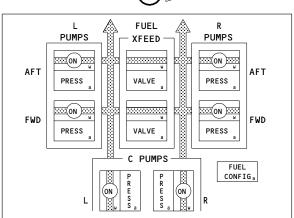






FUEL MANAGEMENT PANEL (ON THE P5 PANEL)

(B)



A

FUELING CONTROL PANEL, P28

1 AIRPLANES WITH A SINGLE FUEL CROSSFEED VALVE
2 AIRPLANES WITH FORWARD AND AFT FUEL

FUEL MANAGEMENT PANEL (ON THE P5 PANEL)



Engine Fuel Feed System Figure 501

OPER/

CROSSFEED VALVES

OPERATIONAL

FUEL CROSSFEED VALVE

28-22-00-5B 2

28-009-01

PAGE 3 OF 3 DEC 22/01

STA	TION								BOE	EING CARD NO.
TAII	L NO.			(	<b>7</b> ) <b>4</b>	i de la companya de l	VG		28-0	10-01-1
D	ATE		Si	as E		767			AIR	LINE CARD NO.
						TASK CARD				
SKILL	WORK ARE	A	RELA	TED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	L WING	TANK				4C		14848	018	DEC 10/98
TAS	K			TITLE			STRUCTURAL ILLUSTRATION R	EFERENCE	AIRPLAN	PPLICABILITY NE ENGINE
FUNCT	IONAL	SURGE	TANK	PRESSURE	RELIEF	VALVE - L			712111 27111	
									ALL	. ALL
	ZONES						ACCESS PANELS			
542				542AB						

MECH INSP MPD ITEM NUMBER

CHECK RELIEF SETTING OF LEFT WING SURGE TANK PRESSURE RELIEF VALVE.

28-13-04-2A

- 1. Check of the Pressure Relief Settings of the Pressure Relief Valve
  - A. Equipment
    - (1) Pressure source range 0 to +1.5 psig, commercially available.
    - (2) Vacuum source range of 0 to -3.00 psig, commercially available.
    - (3) Check Fixture Surge Tank Pressure Relief Valve, G28005-29 Recommended, (-14, -18, -23 optional)
  - B. Check of the Pressure Relief Settings of the Pressure Relief Valve
    - (1) Remove the four bolts from the left or right surge tank access door, 542AB or 642AB.
    - (2) Put and hold the check fixture on the exit of the pressure relief valve.
    - (3) Install the check fixture bolts.
    - (4) Connect the pressure source to the check fixture.
    - (5) Slowly and continuously supply a positive pressure of more than 1.00 psig.
    - (6) Make sure the pressure relief valve opens between 1.00 and 1.25 psig.
    - (7) Put the pressure to 0 psig.

FUNCTIONAL SURGE TANK PRESSURE RELIEF VALVE - L

28-13-04-2A 28-010-01-1 PAGE 1 OF 3 DEC 10/98

28-010-01-1

AIRLINE CARD NO.

## SAS BOEING 767 TASK CARD

MECH INSP

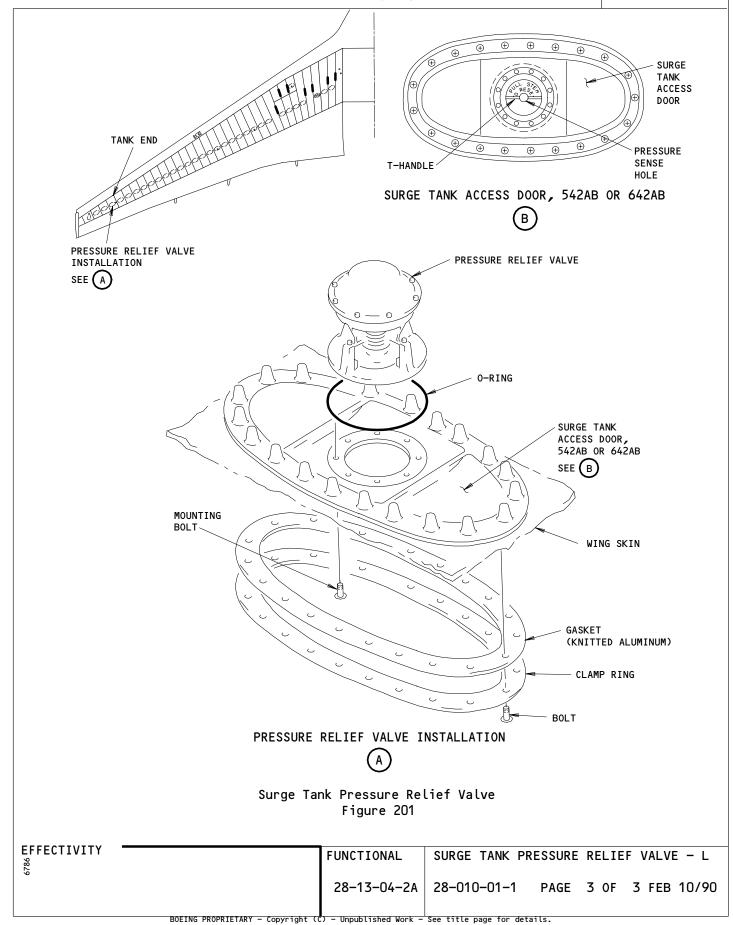
- (8) Remove the pressure source.
- (9) Hold the check fixture and remove the check fixture bolts.
- (10) Remove the check fixture.
- (11) Pull the T-handle down until the pressure relief valve sets again.
- (12) Put and hold the check fixture on the exit of the pressure relief valve.
- (13) Install the check fixture bolts.
- (14) Install the vacuum source on the check fixture.
- (15) Slowly and continuously supply a vacuum pressure of more than −2.50 psig.
- (16) Make sure the pressure relief valve opens between −2.50 and −2.75 psig.
- (17) Put the pressure to 0 psig.
- (18) Remove the vacuum source.
- (19) Hold onto the check fixture and remove the check fixture bolts.
- (20) Remove the check fixture.
- (21) Install the four bolts on the surge tank access door.
- (22) Tighten the bolts to 30-40 pound-inches.
- (23) Pull the T-handle down until the pressure relief valve sets again.

28-010-01-1

AIRLINE CARD NO.

SAS

767
TASK CARD



STA	TION									BOE	ING CAR	NO.
TAII	L NO.	$\dashv$			(	<b>7</b> ) <b>4</b>	OEIA	i G		28-0	10-01	1–2
				S	AS &		767			AIRI	LINE CAR	D NO.
D	ATE		TASK CARD									
									1	MDA		N/ 04BB
SKILL	WORK	ARE	Α	RELA	ATED TASK		INTERVAL		PHASE	MPD REV		SK CARD VISION
AIRPL	R WIN	IG '	TANK				4C		14848	018	DEC	10/98
TAS	K				TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABI	
FUNCT	IONAL		SURGI	ETANK	PRESSURE	RELIEF	VALVE - R			AIRPLAN	ΙE	ENGINE
										ALL		ALL
	ZONES							ACCESS PANELS				

MECH INSP MPD ITEM NUMBER

CHECK RELIEF SETTING OF RIGHT WING SURGE TANK PRESSURE RELIEF VALVE.

642AB

28-13-04-2A

- 1. <u>Check of the Pressure Relief Settings of the Pressure Relief Valve</u>
  - A. Equipment

642

- Pressure source range 0 to +1.5 psig, commercially available.
- (2) Vacuum source range of 0 to -3.00 psig, commercially available.
- (3) Check Fixture Surge Tank Pressure Relief Valve, G28005-29 Recommended, (-14, -18, -23 optional)
- B. Check of the Pressure Relief Settings of the Pressure Relief Valve
  - (1) Remove the four bolts from the left or right surge tank access door, 542AB or 642AB.
  - (2) Put and hold the check fixture on the exit of the pressure relief valve.
  - (3) Install the check fixture bolts.
  - (4) Connect the pressure source to the check fixture.
  - (5) Slowly and continuously supply a positive pressure of more than 1.00 psig.
  - (6) Make sure the pressure relief valve opens between 1.00 and 1.25 psig.
  - (7) Put the pressure to 0 psig.

FUNCTIONAL SURGE TANK PRESSURE RELIEF VALVE - R

28-13-04-2A 28-010-01-2 PAGE 1 OF 3 DEC 10/98

28-010-01-2

AIRLINE CARD NO.



			TASK CARD
MECH	INSP		
		(8)	Remove the pressure source.
		(9)	Hold the check fixture and remove the check fixture bolts.
		(10)	Remove the check fixture.
		(11)	Pull the T-handle down until the pressure relief valve sets again.
		(12)	Put and hold the check fixture on the exit of the pressure relief valve.
		(13)	Install the check fixture bolts.
		(14)	Install the vacuum source on the check fixture.
		(15)	Slowly and continuously supply a vacuum pressure of more than $-2.50$ psig.
		(16)	Make sure the pressure relief valve opens between $-2.50$ and $-2.75$ psig.
		(17)	Put the pressure to 0 psig.
		(18)	Remove the vacuum source.
		(19)	Hold onto the check fixture and remove the check fixture bolts.
		(20)	Remove the check fixture.
		(21)	Install the four bolts on the surge tank access door.
		(22)	Tighten the bolts to 30-40 pound-inches.
		(23)	Pull the T-handle down until the pressure relief valve sets again.

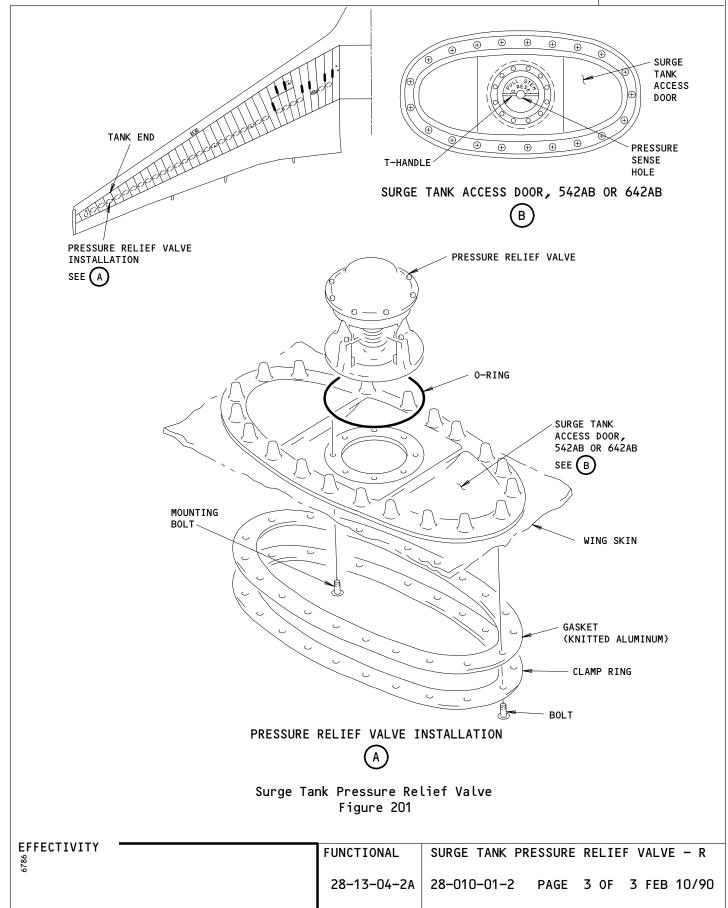
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28-010-01-2

AIRLINE CARD NO.

SAS





STATION	
TAIL NO.	
DATE	┪

WORK AREA



BOEING CARD NO. 28-010-51

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

ELECT CREW CABIN

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

INTERVAL

OPERATIONAL CENTER AUX TANK FUEL SCAVENGE SYSTEM NOTE ALL

ZONES ACCESS PANELS

RELATED TASK

212

SKILL

MECH INSP MPD ITEM NUMBER

OPERATIONALLY CHECK THE CENTER AUXILIARY TANK FUEL SCAVENGE SYSTEM.

28-22-00-5C

AIRPLANE NOTE: AIRPLANES WITH CENTER SECTION FUEL TANK.

- System Test Fuel Scavenge System (Fig. 501)
  - A. References
    - (1) AMM 12-11-01/301, Fuel Tank Pressure Fueling
    - (2) AMM 24-22-00/201, Electrical Power Control
    - (3) AMM 28-26-00/201, Defueling
  - B. Test of the Fuel Scavenge System
    - (1) Supply electrical power (AMM 24-22-00/201).
    - (2) For this test, the auxiliary fuel tank must contain at least 2200 lbs (1000 kgs) fuel, and each main fuel tank must contain less than 16,500 lbs (7500 kgs) fuel.

NOTE: You can refuel the fuel tanks by pressure fueling (AMM 12-11-01/301) or by tank-to-tank transfer (AMM 28-26-00/201).

- (3) Make a written record of the fuel quantity in the auxiliary tank and in each main fuel tank, as shown on the fuel quantity indicators on the overhead panel, P5.
- (4) Make sure the L and R FUEL CONTROL switches of the fuel control panel on the P10 panel are at the CUTOFF position.

OPERATIONAL CENTER AUX TANK FUEL SCAVENGE SYSTEM

28-22-00-5C 28-010-51 PAGE 1 OF 4 AUG 22/06

28-010-51

AIRLINE CARD NO.

			TA	SK CARD	
MECH	INSP				
		(5)		P, RIGHT C PUMP, FWD R PUMP, and l management panel on the overhe ion.	
		(6)		P and the RIGHT C PUMP lights of overhead panel, P5, are off.	the fuel
		(7)		and the FWD L PUMP PRESS lights overhead panel, P5, are on.	of the fuel
		<u>WARN</u>		EL PUMP IF THE LOW PRESSURE LIGH VAPORS IN THE TANK MAY IGNITE A	
		(8)		el pumps, you must be in the fli sly monitor the fuel quantity an he fuel tank.	
				e applicable fuel pump switch to PRESS light comes on and stays	
		(9)	Push the AFT R PUMP and management panel to the	AFT L PUMP switch-lights on the ON position.	fuel
		(10)	Make sure the ON flowbar switch-lights come on.	on the AFT R PUMP and AFT L PUM	P
		(11)	Make sure the AFT R PUMP	and AFT L PUMP PRESS lights go	off.
		(12)	Let the aft boost pumps	operate for 30 minutes.	
			need to run the p	rature is below O deg Centigrade umps for up to 60 minutes to tra n the fuel quantity guages.	
			NOTE: Motive flow from tank scavenge jet	the aft boost pumps operates the pumps.	auxiliary
		(13)		ity in the auxiliary tank decrea s shown on the fuel quantity ind	

28-010-51

AIRLINE CARD NO.

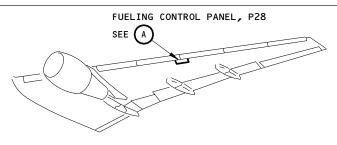
TASK CARD

MECH	INSP		·
		(14)	Make sure the fuel quantity in each main fuel tank increases by 200 lbs (100 kgs) minimum, as shown on the fuel quantity indicators on the P5 panel.
		(15)	Push the AFT R PUMP and AFT L PUMP switch-lights of the fuel management panel on the P5 panel to the off position.
		(16)	Remove electrical power if it is not necessary (AMM 24-22-00/201).
EFF	 FECTI	VITY —	OPERATIONAL CENTER ALLY TANK FLIEL SCAVENGE SYSTEM
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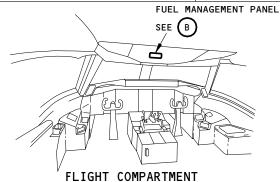


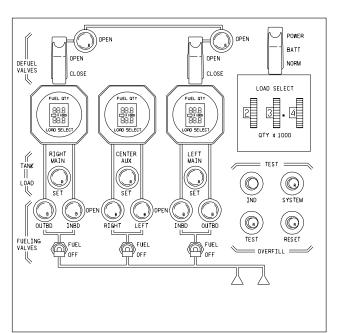
28-010-51

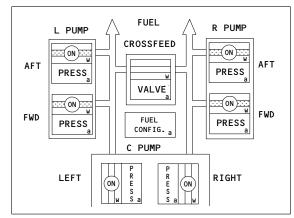
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LEFT WING

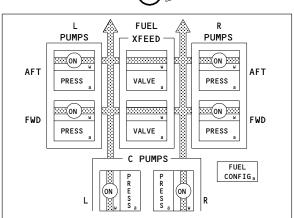






FUEL MANAGEMENT PANEL (ON THE P5 PANEL)

(B)



1 AIRPLANES WITH A SINGLE FUEL CROSSFEED VALVE
2 AIRPLANES WITH FORWARD AND AFT FUEL
CROSSFEED VALVES

FUELING CONTROL PANEL, P28

FUEL MANAGEMENT PANEL (ON THE P5 PANEL)



Engine Fuel Feed System Figure 501

OPERATIONAL CENTER AUX TANK FUEL SCAVENGE SYSTEM

28-22-00-5C 28-010-51 PAGE 4 OF 4 APR 22/03

STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO. 28-011-51

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

REV REVISION 4C 004 DEC 22/08 AIRPL CREW CABIN 14848 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

AIRPLANE **OPERATIONAL** CTR AUX TANK SCAVENGE SHUTOFF VALVE NOTE ALL

ZONES ACCESS PANELS

212

SKILL

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE CENTER AUXILIARY TANK FUEL SCAVENGE SYSTEM TO VERIFY PROPER OPERATION OF THE FLOAT-OPERATED SHUTOFF VALVES.

28-22-00-5D

AIRPLANE NOTE: AIRPLANES WITH CENTER SECTION FUEL TANK.

- Operational Test Float-Operated Shutoff Valve
  - References Α.
    - (1) AMM 12-11-01/301, Fuel Tank Pressure Fueling
    - (2) AMM 24-22-00/201, Electrical Power Control
    - (3) AMM 28-26-00/201, Defueling
  - Test of the Float-Operated Shutoff Valve
    - (1) Supply electrical power (AMM 24-22-00/201).
    - For this test, the auxiliary fuel tank must contain at least 2200 lbs (1000 kgs) fuel, and each main fuel tank must contain at least 18,000 lbs (8,181 kgs) fuel.

You can refuel the fuel tanks by pressure fueling (AMM 12-11-01/301) or by tank-to-tank transfer (AMM 28-26-00/201).

- Make sure the L and R FUEL CONTROL switches of the fuel control panel on the P10 stand are at the CUTOFF position.
- (4) Make a written record of the fuel quantity in the auxiliary fuel tank and in each main fuel tank, as shown on the fuel quantity indicators on the overhead panel, P5.

**EFFECTIVITY** OPERATIONAL CTR AUX TANK SCAVENGE SHUTOFF VALVE 28-22-00-5D 28-011-51 PAGE 1 OF 3 APR 22/03

28-011-51

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (5) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - (a) Immediately push the applicable fuel pump switch to the off position if the low PRESS light comes on and stays on.
- (6) Push the AFT R PUMP and AFT L PUMP switch-lights of the fuel management panel on the P5 panel to the ON position.
- (7) Let the left and right aft boost pumps operate for 30 minutes.

NOTE: Motive flow from the aft boost pumps operates the scavenge jet pumps in the auxiliary fuel tank. If the main fuel tank is less that half full, the float-operated shutoff valve opens and lets fuel move from the auxiliary fuel tank to the main fuel tanks.

- (8) Make sure the fuel quantity in the auxiliary fuel tank does not decrease.
  - NOTE: The fuel quantity indicators on the overhead panel may change 200 lbs (100 kgs), due to system accuracy and/or ambient conditions.
- (9) Make sure the fuel quantity in each main fuel tank does not increase.

NOTE: The fuel quantity indicators on the overhead panel may change 200 lbs (100 kgs), due to system accuracy and/or ambient conditions.

- (10) Push the AFT R PUMP and AFT L PUMP switch-lights of the fuel management panel on the P5 panel to the off position.
- (11) Remove electrical power it if is not necessary (AMM 24-22-00/201).

**EFFECTIVITY** 

OPERATIONAL

CTR AUX TANK SCAVENGE SHUTOFF VALVE

28-22-00-5D

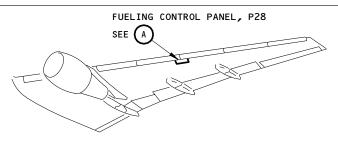
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PAGE 2 OF 3 DEC 22/08

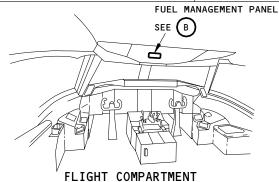


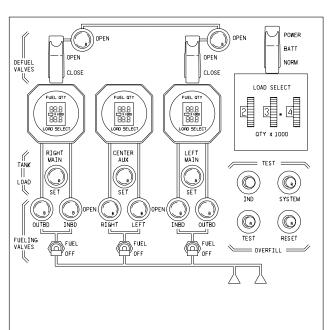
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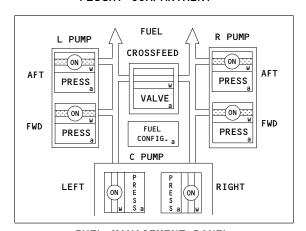
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LEFT WING

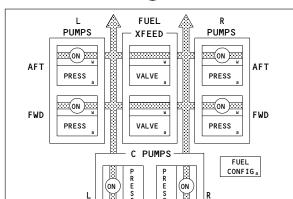






FUEL MANAGEMENT PANEL (ON THE P5 PANEL)

(B)



FUELING CONTROL PANEL, P28

AIRPLANES WITH A SINGLE FUEL CROSSFEED VALVE

AIRPLANES WITH FORWARD AND AFT FUEL

FUEL MANAGEMENT PANEL (ON THE P5 PANEL)



Engine Fuel Feed System Figure 501

CROSSFEED VALVES

OPERATIONAL

CTR AUX TANK SCAVENGE SHUTOFF VALVE

28-22-00-5D

28-011-51

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**OPERATIONAL** 

MECH INSP

28-015-01

AIRLINE CARD NO.

BOEING CARD NO.

INTERVAL SKILL RELATED TASK PHASE REV REVISION 20 018 AIRPL CREW CABIN 12424 AUG 22/08

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE ENGINE

NOTE

ALL

TASK CARD

ACCESS PANELS

210 531 541 631 641 521QB 531AB 631AB

WORK AREA

FUEL JETTISON SYSTEM - LOW CAPACITY

MPD ITEM NUMBER

ZONES

OPERATIONALLY CHECK THE FUEL JETTISON SYSTEM.

28-31-00-5A

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH LOW CAPACITY

FUEL JETTISON SYSTEMS THAT HAVE NOT INCORPORATED SERVICE BULLETINS SB 767-28-0025 AND SB 767-28-0038.

### FUEL JETTISON SYSTEM - ADJUSTMENT/TEST

### <u> Operational Test - Fuel Jettison System</u>

- References
  - (1) AMM 06-44-00/201, Wing Access Doors and Panels
  - (2) AMM 12-11-01/301, Fuel Tank Pressure Fueling
  - (3) AMM 24-22-00/201, Electrical Power - Control
  - (4) AMM 27-51-00/201, Trailing Edge Flap System
  - AMM 27-61-00/201, Spoiler/Speedbrake Control System (5)
  - (6) AMM 28-26-00/201, Defueling
  - (7) AMM 32-00-15/201, Landing Gear Door Locks
  - (8) AMM 32-00-20/201, Landing Gear Downlocks
  - (9) AMM 32-09-02/201, Air/Ground Relays
- Prepare to Do a Test
  - (1) Supply electrical power to the airplane (AMM 24-22-00/201).

**EFFECTIVITY** 

SAS 155-157 165-167 PRE-SB 28-38; SAS 050-051, 162-164 PRE-SB 28-25 OPERATIONAL

FUEL JETTISON SYSTEM - LOW CAPACITY

28-31-00-5A

28-015-01

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28-015-01

AIRLINE CARD NO.



MECH INSP

(2) Refuel the airplane if it is necessary (AMM 12-11-01/301).

NOTE: The minimum fuel quantity necessary to make sure all of the override/jettison pumps are correctly primed is 21700 lbs (9900 kgs) in the auxiliary fuel tank.

You can refuel the auxiliary fuel tank by pressure fueling (AMM 12-11-01/301) or by tank to tank transfer (AMM 28-26-00/201).

- (3) Make sure the fuel jettison switch on the overhead panel, P5, is in the OFF position.
- (4) Make sure the six EICAS circuit breakers are closed.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS.

ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

- (5) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- (6) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (7) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- WARNING: MAKE SURE THE SPOILERS ARE FULLY RETRACTED DURING THE FUEL JETTISON TEST. IF THE SPOILERS ARE NOT FULLY RETRACTED, THE SPOILERS CAN RETRACT SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

**EFFECTIVITY** 

SAS 155-157 165-167 PRE-SB 28-38; SAS 050-051, 162-164 PRE-SB 28-25 OPERATIONAL

FUEL JETTISON SYSTEM - LOW CAPACITY

28-31-00-5A

28-015-01

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AIRLINE CARD NO.

28-015-01

## BOEING 767 TASK CARD

MECH INSP

- (8) Make sure all of the spoilers are in their full down positions (fully retracted) (AMM 27-61-00/201).
  - Operation of the fuel jettison transfer valve can cause the air/ground system to go into air mode momentarily. This causes the spoilers to retract suddenly if they are in the up position.
  - The speedbrake lever must be in its down-and-locked detent position.
  - (b) Attach a DO-NOT-OPERATE tag to the speedbrake lever.
- (9) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - On the main power distribution panel, P6:
    - 1) 6F15, L FUEL OVRD PUMP
    - 2) 6F21, R FUEL OVRD PUMP
  - (b) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
    - 11M22, RIGHT JETT CONT 2)
    - 11M14, LEFT JETT NOZZLE VALVE
    - 4) 11M15, FUEL PUMPS L
    - 11M23, RIGHT JETT NOZZLE VALVE
    - 11M24, FUEL PUMPS R
- Test of the Transfer Valves
  - (1) Close these circuit breakers and remove the DO-NOT-CLOSE tags:
    - (a) On the overhead circuit breaker panel, P11:
      - 11M13, LEFT JETT CONT
      - 2) 11M22, RIGHT JETT CONT

2

28-015-01

SAS BOEING
767
TASK CARD

MECH	INSP
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- (2) Get access to the transfer valves through the wheel wells of the main landing gear.
- (3) Disconnect the electrical connector from the actuator for the right transfer valve.
  - (a) Make sure the fuel jettison FAULT light comes on after 10 seconds.
  - (b) Make sure the EICAS message, R JET XFR VALVE, shows on the top display after 10 seconds.
- (4) Turn the fuel jettison switch on the overhead panel, P5, to the ON position.
  - NOTE: When you set the fuel jettison switch to ON (in ground mode) it causes the two AFT equipment fans to stop operation. The fans will start again when you set the fuel jettison switch to OFF (AMM 21-58-00/501). If the cooling fans do not operate as expected, refer to FIM 28-31-00, Fig. 107.
- (5) Make sure the manual override handle on the actuator of the left transfer valve moves to the OPEN position.
- (6) Make sure the IECAS message L JET XFR VALVE, does not hsow on the top display.
- (7) Turn the fuel jettison switch to the OFF position.
- (8) Connect the electrical connector to the actuator of the right transfer valve.
- (9) Do these checks:
  - (a) Make sure the fuel jettison FAULT light goes off.
  - (b) Make sure the EICAS message, R JET XFR VALVE, does not show on the top display.
- (10) Disconnect the electrical connector from the actuator of the left transfer valve.
  - (a) Make sure the EICAS message, L JET XFR VALVE, shows on the top display after 10 seconds.

SAS FOR TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- (b) Make sure the fuel jettison FAULT light comes on after 10 seconds.
- (11) Turn the fuel jettison switch to the ON position.
- (12) Make sure the manual override handle on the actuator of the right transfer valve moves to the OPEN position.
- (13) Make sure the EICAS message R JET XFR VALVE, does not show on the top display.
- (14) Turn the fuel jettison switch to the OFF position.
- (15) Connect the electrical connector to the actuator of the left transfer valve.
- (16) Do these checks:
  - (a) Make sure the fuel jettison FAULT light goes off.
  - (b) Make sure the EICAS message, L JET XFR VALVE, does not show on the top display.
- (17) Turn the fuel jettison switch to the ON position.
- (18) Do these checks:
  - (a) Make sure the fuel jettison FAULT light does not come on.
  - (b) Make sure the EICAS messages, L JET XFER VALVE and R JET XFER VALVE, do not show on the top display.
- (19) Turn the fuel jettison switch to the OFF position.
- (20) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
    - 11M22, RIGHT JETT CONT
- D. Test of the Left Nozzle Valve in the Flight Mode
  - (1) Make sure these circuit breakers are open:
    - (a) On the overhead circuit breaker panel, P11:

**EFFECTIVITY** 

SAS 155-157 165-167 PRE-SB 28-38; SAS 050-051, 162-164 PRE-SB 28-25 OPERATIONAL

FUEL JETTISON SYSTEM - LOW CAPACITY

28-31-00-5A

28-015-01

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28-015-01

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- 1) 11M13, LEFT JETT CONT
- 2) 11M22, RIGHT JETT CONT
- (b) On the main power distribution panel, P6:
  - 1) 6F15, L FUEL OVRD PUMP
  - 2) 6F21, R FUEL OVRD PUMP

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 OR DAMAGE TO EQUIPMENT.

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

WARNING: MAKE SURE YOU DO THE FLIGHT MODE SIMULATION CORRECTLY. IF THE PROCEDURE IS NOT DONE CORRECTLY, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do the Flight Mode Simulation procedure for the No. 1 air/ground system (AMM 32-09-02/201).
- (4) Close these circuit breakers:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M14, L JETT NOZZ VALVE
    - 2) 11M23, R JETT NOZZ VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

**EFFECTIVITY** 

SAS 155-157 165-167 PRE-SB 28-38; SAS 050-051, 162-164 PRE-SB 28-25 OPERATIONAL

FUEL JETTISON SYSTEM - LOW CAPACITY

28-31-00-5A

28-015-01

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28-015-01

-0-017-01

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP
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CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (5) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.
  - (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
  - (c) Wait ten minutes to remove the pressure in the manifold.
  - (d) Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (6) Push the L NOZZLE switch-light on the fuel jettison control module to the ON position.
- (7) Do these checks:
  - (a) Make sure the ON flowbar comes on.
  - (b) Get access to the left nozzle valve on the rear spar of the left wing, inboard of the outboard aileron.
    - 1) Remove the access panel, 561UBX (AMM 06-44-00/201).
  - (c) Make sure the manual override handle on the actuator of the left nozzle valve moves to the OPEN position.
  - (d) Make sure the L NOZZLE VALVE light comes on while the left nozzle valve moves to the open position.
- (8) Push the L NOZZLE switch-light to the off position.
- (9) Do these checks:
  - (a) Make sure the ON flowbar goes off.

2

28-015-01

# SAS BOEING 767 TASK CARD

MECH INSP

- (b) Make sure the manual override handle on the actuator of the left nozzle valve moves to the CLOSED position.
- (c) Make sure the L NOZZLE VALVE light comes on while the left nozzle valve moves to the closed position.
- (10) Disconnect the electrical connector on the actuator of the left nozzle valve.
- (11) After ten seconds, do the checks that follow:
  - (a) Make sure the L NOZZLE VALVE light comes on and stays on.
  - (b) Make sure the EICAS message, FUEL JET NOZ, shows on the top display.
- (12) Connect the electrical connector to the actuator of the left nozzle valve.
- (13) Do these checks:
  - (a) Make sure the L NOZZLE VALVE light goes off.
  - (b) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (14) Do these steps to do a test of the flap-angle-limit indication:
  - (a) Move the flaps to 0 degree position (AMM 27-51-00/201).
  - (b) Turn the fuel jettison switch to the ON position.
    - NOTE: When you set the fuel jettison switch to ON (in flight mode), it causes the two forward cooling supply fans and the two forward exhaust fans to stop operation. This causes the EICAS message, NO COOLING, after approximately one minute. These fans will start again when you set the fuel jettison switch to OFF (Ref 21-58-00/501).
  - (c) Move the flaps to 25 degree position (AMM 27-51-00/201).
  - (d) Push the L NOZZLE switch-light to the ON position.
  - (e) After ten seconds, make sure the EICAS message, FUEL JET NOZ, shows on the top display.

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				(f) Push the L NOZZLE switch-light to the off position.
				(g) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
				(h) Turn the fuel jettison switch to the OFF position.
				(i) Move the flaps to the O degree position (AMM 27-51-00/201).
			(15)	Install the access panel, 561UBX (AMM 06-44-00/201).
			(16)	Put the airplane back to the ground mode (AMM 32-09-02/201).
				NOTE: It is not necessary to put the airplane back in the ground mode if you will also do the flight mode test of the right jettison nozzle valve. Put the airplane in the ground mode after you complete the test for the right jettison nozzle valve.
			(17)	Do the activation procedure for the spoilers if you did the deactivation procedure (AMM 27-61-00/201).
			(18)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
				(a) On the overhead circuit breaker panel, P11:
				1) 11M14, L JETT NOZZ VALVE
				2) 11M23, R JETT NOZZ VALVE
		Ε.	Test	of the Right Nozzle Valve in the Flight Mode
			(1)	Make sure these circuit breakers are open:
				(a) On the overhead circuit breaker panel, P11:
				1) 11M13, LEFT JETT CONT
				2) 11M22, RIGHT JETT CONT
				(b) On the main power distribution panel, P6:
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1) 6F15, L FUEL OVRD PUMP

2) 6F21, R FUEL OVRD PUMP

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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 OR DAMAGE TO EQUIPMENT.

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

WARNING: MAKE SURE YOU DO THE FLIGHT MODE SIMULATION CORRECTLY. IF THE PROCEDURE IS NOT DONE CORRECTLY, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do the Flight Mode Simulation procedure for the No. 1 air/ground system (AMM 32-09-02/201).
- (4) Remove the DO-NOT-CLOSE tag and close these circuit breaker:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M23, R JETT NOZZ VALVE
    - 2) 11M14, L JETT NOZZ VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (5) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.

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- (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
- (c) Wait ten minutes to remove the pressure in the manifold.
- (d) Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (6) Push the R NOZZLE switch-light on the fuel jettison control module to the ON position.
- (7) Do these steps:
  - (a) Make sure the ON flowbar comes on.
  - (b) Get access to the right nozzle valve on the rear spar of the right wing, inboard of the outboard aileron.
    - 1) Remove the access panel, 661UBX (AMM 06-44-00/201).
  - (c) Make sure the manual override handle on the actuator of the right nozzle valve moves to the OPEN position.
  - (d) Make sure the R NOZZLE VALVE light comes on while the right nozzle valve moves to the open position.
- (8) Push the R NOZZLE switch-light to the off position.
- (9) Do these steps:
  - (a) Make sure the ON flowbar goes off.
  - (b) Make sure the manual override handle on the actuator of the right nozzle valve moves to the CLOSED position.
  - (c) Make sure the R NOZZLE VALVE light comes on while the right nozzle valve moves to the closed position.
- (10) Disconnect the electrical connector on the actuator of the right nozzle valve.
- (11) After ten seconds, do these steps:
  - (a) Make sure the R NOZZLE VALVE light comes on and stays on.
  - (b) Make sure the EICAS message, FUEL JET NOZ, shows on the top display.

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- (12) Connect the electrical connector to the actuator of the right nozzle valve.
- (13) Do these steps:
  - (a) Make sure the R NOZZLE VALVE light goes off.
  - (b) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (14) Do these steps to do a test of the flap-angle-limit indication:
  - (a) Move the flaps to 0 degree position (AMM 27-51-00/201).
  - (b) Turn the fuel jettison switch to the ON position.
    - NOTE: When you set the fuel jettison switch to ON (in flight mode), it causes the two forward cooling supply fans and the two forward exhaust fans to stop operation. This causes the EICAS message, NO COOLING, after approximately one minute. These fans will start again when you set the fuel jettison switch to OFF (AMM 21-58-00/501).
  - (c) Move the flaps to 25 degree position (AMM 27-51-00/201).
  - (d) Push the R NOZZLE switch-light to the ON position.
  - After ten seconds, make sure the EICAS message, FUEL JET NOZ, shows on the top display.
  - (f) Push the R NOZZLE switch-light to the off position.
  - Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
  - (h) Turn the fuel jettison switch to the OFF position.
  - (i) Move the flaps to 0 degree position (AMM 27-51-00/201).
- Install the access panel, 661UBX (AMM 06-44-00/201). (15)
- (16) Put the airplane back to the ground mode (AMM 32-09-02/201).
- Do the activation procedure for the spoilers if you did the (17) deactivation procedure (AMM 27-61-00/201).

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- (18) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 11M23, R JETT NOZZ VALVE
    - 2) 11M14, L JETT NOZZ VALVE
- F. Test of the Left Nozzle Valve in the Ground Mode
  - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) On the P11 panel:
      - 1) 11M14, LEFT JETT NOZZLE VALVE
      - 2) 11M23, R JETT NOZZ VALVE
  - WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
  - CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.
  - (2) Do these steps to remove the pressure from the refuel/jettison manifold:
    - On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.
    - (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
    - (c) Wait ten minutes to remove the pressure in the manifold.
    - (d) Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position

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- (3) Push the L NOZZLE switch-light on the fuel jettison control module to the ON position.
- (4) Make sure the EICAS message, FUEL JET NOZ, shows on the top display after 10 seconds.
- (5) Push the L NOZZLE switch-light to the off position.
- (6) After 10 seconds, make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (7) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - On the overhead circuit breaker panel, P11:
    - 1) 11M14, LEFT JETT NOZZLE VALVE
    - 2) 11M23, R JETT NOZZ VALVE
- Test of the Right Nozzle Valve in the Ground Mode
  - (1) Close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11M23, R JETT NOZZ VALVE
      - 11M14, L JETT NOZZ VALVE
  - MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WARNING: WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
  - CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.
  - (2) Do these steps to remove the pressure from the refuel/jettison manifold:

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- (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.
- If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
- (c) Wait ten minutes to remove the pressure in the manifold.
- Set the switch for the auxiliary tank fueling shutoff valve to (d) the CLOSED position
- (3) Push the R NOZZLE switch-light on the fuel jettison control module to the ON position.
- (4) Make sure the EICAS message, FUEL JET NOZ, shows on the top display after 10 seconds.
- (5) Push the R NOZZLE switch-light to the off position.
- (6) After 10 seconds, make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (7) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - On the overhead circuit breaker panel, P11:
    - 11M23, R JETT NOZZ VALVE
    - 11M14, L JETT NOZZ VALVE
- Test of the Pressure Switches of the Jettison System
  - (1) Make sure these circuit breakers are open:
    - On the main power distribution panel, P6:
      - 1) 6F15, L FUEL OVRD PUMP
      - 6F21, R FUEL OVRD PUMP
  - (2) Turn the fuel jettison switch in the fuel jettison control module on the overhead panel, P5, to the ON position.
  - (3) Close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:

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- 1) 11M13, LEFT JETT CONT
- 2) 11M22, RIGHT JETT CONT
- (4) After 10 seconds, do the checks that follow:
  - (a) Make sure the EICAS messages, L FUEL SYS PRESSURE and R FUEL SYS PRESSURE, show on the top display.
  - (b) Make sure the LEFT and RIGHT C PUMP PRESS lights of the fuel management control panel on the P5 panel come on.
- (5) Get access to the pressure switch of the left override pump through the wheel well of the left main landing gear.
- (6) Disconnect the electrical connector on the pressure switch of the left fuel override pump.
- (7) Do these checks:
  - (a) Make sure the EICAS message, L FUEL SYS PRESSURE, does not show on the top display.
  - (b) Make sure the LEFT C PUMP PRESS light goes off.
- (8) Get access to the pressure switch of the right override pump through the wheel well of the right main landing gear.
- (9) Disconnect the electrical connector on the pressure switch of the right override pump.
- (10) Do these checks:
  - (a) Make sure the EICAS message, R FUEL SYS PRESSURE, does not show on the top display.
  - (b) Make sure the RIGHT C PUMP PRESS light goes off.
- (11) Connect the electrical connectors to the left pressure switches of the left and right override pumps.
- (12) After 10 seconds, do the checks that follow:
  - (a) Make sure the EICAS messages, L FUEL SYS PRESSURE and R FUEL SYS PRESSURE, show on the top display.

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- (b) Make sure the LEFT and RIGHT C PUMP PRESS lights on the P5 panel come on.
- (13) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
    - 2) 11M22, RIGHT JETT CONT
- (14) Turn the fuel jettison switch to the OFF position.
- Test of the Left Override/Jettison Pump
  - (1) Close these circuit breakers:
    - (a) On the main power distribution panel, P6:
      - 1) 6F15, L FUEL OVRD PUMP
    - (b) On the overhead circuit breaker panel, P11:
      - 1) 11M13, LEFT JETT CONT
      - 2) 11M15, FUEL PUMPS L
  - JETTISON PUMPS WITH A DIFFUSER INSTALLED (PN S343T002-5,-8,-12,-15); Do this step:

WARNING: DO NOT OPERATE THE FUEL JETTISON PUMP IF THE FUEL QUANTITY IN THE AUXILIARY TANK IS BELOW 1000 POUNDS (453 KILOGRAMS). DRY FUEL PUMP OPERATION MAY CAUSE FUEL VAPORS IN THE TANK TO IGNITE DUE TO THE GENERATION OF SPARKS CAUSED BY METAL TO METAL CONTACT WITHIN THE FUEL PUMPS.

Make sure there is a minimum fuel quantity of 1000 pounds (453 kilograms) in the auxiliary tank.

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

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- (3) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - Immediately set the applicable fuel pump switch to OFF if the LOW PRESSURE light comes on and stays on.
- (4) Turn the fuel jettison switch on the fuel jettison control panel to the ON position.
- Listen at the left access cover, 531AB, to make sure the left override pump operates (AMM 06-44-00/201).
- (6) Open this circuit breaker and attach a DO-NOT-CLOSE tag:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
- (7) Listen to make sure the left override pump stops.
- (8) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
- Listen to make sure the left override pump operates.
- Open this circuit breaker and attach a DO-NOT-CLOSE tag:
  - (a) On the main power distribution panel, P6:
    - 1) 6F15, L FUEL OVRD PUMP
- (11) Open this circuit breaker and attach a DO-NOT-CLOSE tag:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M15, FUEL PUMPS L
- (12) Listen to make sure the left override pump stops.
- (13) Turn the fuel jettison switch to the OFF position.
- (14) Open this circuit breaker and attach a DO-NOT-CLOSE tag:

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- (a) On the overhead circuit breaker panel, P11:
  - 1) 11M13, LEFT JETT CONT
- Test of the Right Override/Jettison Pump
  - (1) Close these circuit breakers:
    - (a) On the main power distribution panel, P6:
      - 1) 6F21, R FUEL OVRD PUMP
    - On the overhead circuit breaker panel, P11:
      - 1) 11M22, RIGHT JETT CONT
      - 11M24, FUEL PUMPS R
  - JETTISON PUMPS WITH A DIFFUSER INSTALLED (PN S343T002-5,-8,-12,-15); Do this step:

WARNING: DO NOT OPERATE THE FUEL JETTISON PUMP IF THE FUEL QUANTITY IN THE AUXILIARY TANK IS BELOW 1000 POUNDS (453) KILOGRAMS). DRY FUEL PUMP OPERATION MAY CAUSE FUEL VAPORS IN THE TANK TO IGNITE DUE TO THE GENERATION OF SPARKS CAUSED BY METAL TO METAL CONTACT WITHIN THE FUEL PUMPS.

- (a) Make sure there is a minimum fuel quantity of 1000 pounds (453 kilograms) in the auxiliary tank.
- WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.
- To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - Immediately set the applicable fuel pump switch to OFF if the LOW PRESSURE light comes on and stays on.
- (4) Turn the fuel jettison switch on the fuel jettison control panel to the ON position.

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		(5)	Listen at the right access cover, 631AB, to make sure the right override pump operates (AMM $06-44-00/201$ ).
		(6)	Open this circuit breaker on the P11 panel:
			(a) 11M22, RIGHT JETT CONT
		(7)	Listen to make sure the right override pump stops.
		(8)	Remove the DO-NOT-CLOSE tag and close this circuit breaker:
			(a) On the overhead circuit breaker panel, P11:
			1) 11M22, RIGHT JETT CONT
		(9)	Listen to make sure the right override pump operates.
		(10)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
			(a) On the main power distribution panel, P6:
			1) 6F21, R FUEL OVRD PUMP
			(b) On the overhead circuit breaker panel, P11:
			1) 11M24, FUEL PUMPS R
		(11)	Listen to make sure the right override pump stops.
		(12)	Turn the fuel jettison switch to the OFF position.
		(13)	Open this circuit breaker and attach a DO-NOT-CLOSE tag:
			(a) On the overhead circuit breaker panel, P11:
			1) 11M22, RIGHT JETT CONT
		K. Put	the Airplane Back to Its Usual Condition
		(1)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
			(a) On the main power distribution panel, P6:
			1) 6F15, L FUEL OVRD PUMP

2) 6F21, R FUEL OVRD PUMP

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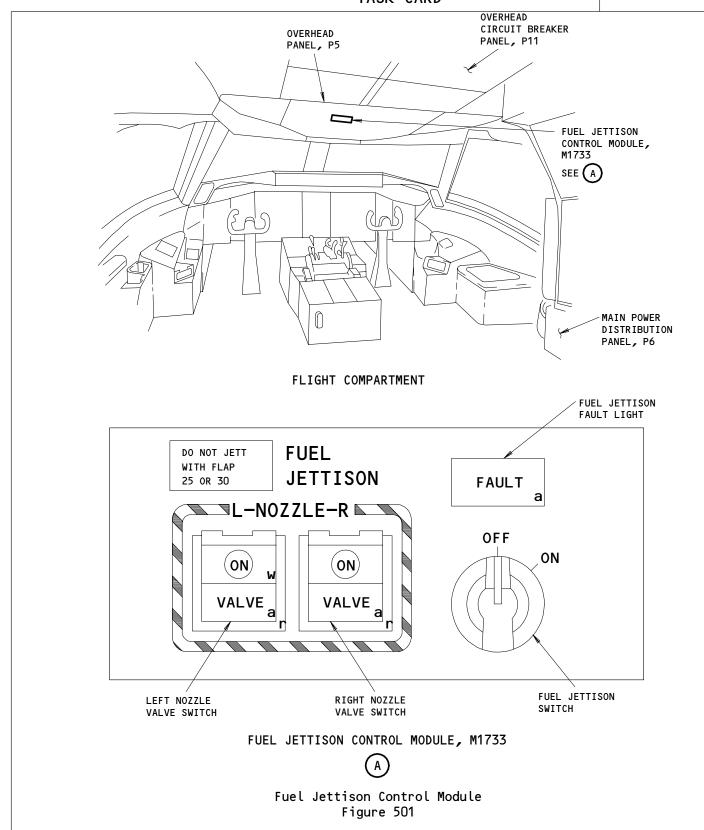
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		(b) On the overhead circuit breaker panel, P11:
		1) 11M13, LEFT JETT CONT
		2) 11M22, RIGHT JETT CONT
		3) 11M14, LEFT JETT NOZZLE VALVE
		4) 11M15, FUEL PUMPS L
		5) 11M23, RIGHT JETT NOZZLE VALVE
		6) 11M24, FUEL PUMPS R
		<u>WARNING</u> : USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS.  THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO  PERSONS OR DAMAGE TO EQUIPMENT.
		(2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
		WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS.  ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
		(3) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).
		(4) Remove the DO-NOT-OPERATE tag from the speedbrake lever.
		(5) Remove electrical power from the airplane if it is not necessary (AMM 24-22-00/201).

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WORK AREA RELATED TASK INTERVAL SKILL PHASE REV REVISION 20 012 AUG 22/09 AIRPL CREW CABIN 12424 STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

NOTE

ZONES ACCESS PANELS

FUEL JETTISON SYSTEM - FULL CAPACITY

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MPD ITEM NUMBER

OPERATIONALLY CHECK THE FUEL JETTISON SYSTEM.

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AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH FULL CAPACITY FUEL JETTISON SYSTEMS THAT HAVE INCORPORATED

SERVICE BULLETINS SB 767-28-0025 AND

SB 767-28-0038.

#### FUEL JETTISON SYSTEM - ADJUSTMENT/TEST

#### General

#### EFFECTIVITY

210 531 541 631 641 531AB 631AB

(1) SAS 150, 152-154 POST-SB 28-27; SAS 155-157, 165-167 POST-SB 28-38; SAS 050, 051, 162-164 POST-SB 28-25; SAS 052-149, 158-161, 168-999; MTH 275 POST-SB 28-27; MTH 277-999;

> These effectivities apply to the document. The text "LIMITED - SEE TOP OF FIRST PAGE" refers to these effectivities.

#### <u> Operational Test - Fuel Jettison System</u>

#### References

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- AMM 12-11-01/301, Fuel Tank Pressure Fueling
- (3) AMM 24-22-00/201, Electrical Power - Control
- (4) AMM 27-51-00/201, Trailing Edge Flap System

**EFFECTIVITY** 

LIMITED - SEE TOP OF FIRST PAGE.

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- (5) AMM 27-61-00/201, Spoiler/Speedbrake Control System
- (6) AMM 28-26-00/201, Defueling
- (7) AMM 32-00-15/201, Landing Gear Door Locks
- (8) AMM 32-00-20/201, Landing Gear Downlocks
- (9) AMM 32-09-02/201, Air/Ground Relays
- Prepare to Do a Test
  - (1) Supply electrical power to the airplane (AMM 24-22-00/201).
  - (2) Refuel the airplane if it is necessary (AMM 12-11-01/301).

NOTE: The minimum fuel quantity necessary to make sure all of the override/jettison pumps are correctly primed is 21,700 lbs (9900 kgs) in the auxiliary fuel tank.

> You can refuel the auxiliary fuel tank by pressure fueling (AMM 12-11-01/301) or by tank to tank transfer (AMM 28-26-00/201).

- (3) Make sure the fuel jettison switch on the overhead panel, P5, is in the OFF position.
- (4) Make sure the six EICAS circuit breakers are closed.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

- (5) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- (6) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR WARNING: LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

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(7) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).

WARNING: MAKE SURE THE SPOILERS ARE FULLY RETRACTED DURING THE FUEL JETTISON TEST. IF THE SPOILERS ARE NOT FULLY RETRACTED, THE SPOILERS CAN RETRACT SUDDENLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(8) Make sure all of the spoilers are in their full down positions (fully retracted) (AMM 27-61-00/201).

<u>NOTE</u>: Operation of the fuel jettison transfer valve can cause the air/ground system to go into air mode momentarily. This causes the spoilers to retract suddenly if they are in the up position.

- (a) The speedbrake lever must be in its down-and-locked detent position.
- (b) Attach a DO-NOT-OPERATE tag to the speedbrake lever.
- (9) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) P6 Main Power Distribution Panel
    - 1) 6F15, L FUEL OVRD PUMP
    - 2) 6F21, R FUEL OVRD PUMP
  - (b) P11 Overhead Circuit Breaker Panel
    - 1) 11M13, LEFT JETT CONT
    - 2) 11M22, RIGHT JETT CONT
    - 3) 11M14, LEFT JETT NOZZLE VALVE
    - 4) 11M15, FUEL PUMPS L
    - 5) 11M23, RIGHT JETT NOZZLE VALVE
    - 6) 11M24, FUEL PUMPS R
  - (c) On the left miscellaneous electrical equipment panel, P36:

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- 1) 36F4 or 36G7, L FUEL JETT PUMP
- On the right miscellaneous electrical equipment panel, P37:
  - 1) 37F4 or 37G4, R FUEL JETT PUMP
- Test of the Transfer Valves
  - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11M13, LEFT JETT CONT
      - 11M22, RIGHT JETT CONT
  - (2) Get access to the transfer valves through the wheel wells of the main landing gear.
  - (3) Disconnect the electrical connectors from the pressure switches of the left and right jettison pumps.
  - (4) Disconnect the electrical connector from the actuator for the right transfer valve.
    - (a) Make sure the fuel jettison FAULT light comes on after 10 seconds.
    - (b) Make sure the EICAS message, R JET XFR VALVE, shows on the top display after 10 seconds.
  - Turn the fuel jettison switch on the overhead panel, P5, to the ON position.
    - When you set the fuel jettison switch to ON (in ground NOTE: mode) it causes the two AFT equipment fans to stop operation. The fans will start again when you set the fuel jettison switch to OFF (AMM 21-58-00/501). If the cooling fans do not operate as expected, refer to FIM 28-31-00, Fig. 107.
  - (6) Make sure the manual override handle on the actuator of the left transfer valve moves to the OPEN position.
  - (7) Make sure the EICAS message, L JET XFR VALVE, does not show on the top display.

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- (8) Turn the fuel jettison switch to the OFF position.
- (9) Connect the electrical connector to the actuator of the right transfer valve.
- (10) Do these checks:
  - (a) Make sure the fuel jettison FAULT light goes off.
  - Make sure the EICAS message, R JET XFR VALVE, does not show on the top display.
- (11) Disconnect the electrical connector from the actuator of the left transfer valve.
  - (a) Make sure the fuel jettison FAULT light comes on after 10
  - (b) Make sure the EICAS message, L JET XFR VALVE, shows on the top display after 10 seconds.
- (12) Turn the fuel jettison switch to the ON position.
- (13) Do these checks:
- Make sure the manual override handle on the actuator of the right transfer valve moves to the OPEN position.
- (15) Make sure the EICAS message R JET XFR VALVE, does not show on the top display.
- (16) Turn the fuel jettison switch to the OFF position.
- (17) Connect the electrical connector to the actuator of the left transfer valve.
- (18) Do these checks:
  - (a) Make sure the fuel jettison FAULT light goes off.
  - Make sure the EICAS message, L JET XFR VALVE, does not show on the top display.
- (19) Turn the fuel jettison switch to the ON position.
- (20) Make sure the manual override handle on the actuator of the left transfer valve moves to the open position.

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			(04)	
			(21)	Do these checks:
				(a) Make sure the fuel jettison FAULT light does not come on.
				(b) Make sure the EICAS messages, L JET XFER VALVE and R JET XFER VALVE, do not show on the top display.
			(22)	Turn the fuel jettison switch to the OFF position.
			(23)	Make sure the manual override handles on the actuators of the left and right transfer valves move to the closed position.
				(a) Make sure the fuel jettison FAULT light does not come on.
				(b) Make sure the EICAS messages, L JET XFER VALVE and R JET XFER VALVE, do not show on the top display.
			(24)	Connect the electrical connectors to the pressure switches of the left and right jettison pumps.
			(25)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
				(a) P11 Overhead Circuit Breaker Panel
				1) 11M13, LEFT JETT CONT
				2) 11M22, RIGHT JETT CONT
		D.	Test	of the Left Nozzle Valve in the Flight Mode
			(1)	Make sure these circuit breakers are open:
				(a) P11 Overhead Circuit Breaker Panel
				1) 11M13, LEFT JETT CONT
				2) 11M22, RIGHT JETT CONT
				(b) P6 Main Power Distribution Panel
				1) 6F15, L FUEL OVRD PUMP
				2) 6F21, R FUEL OVRD PUMP

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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 OR DAMAGE TO EQUIPMENT.

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

WARNING: MAKE SURE YOU DO THE FLIGHT MODE SIMULATION CORRECTLY. IF THE PROCEDURE IS NOT DONE CORRECTLY, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do the Flight Mode Simulation procedure for the No. 1 air/ground system (AMM 32-09-02/201).
- (4) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M14, LEFT JETT NOZZLE VALVE
    - 2) 11M23, RIGHT JETT NOZZLE VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (5) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.

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- (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
- Wait ten minutes to remove the pressure in the manifold.
- Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (6) Push the L NOZZLE switch-light on the fuel jettison control module to the ON position.
- (7) Do these checks:
  - (a) Make sure the ON flowbar comes on.
  - Get access to the left nozzle valve on the rear spar of the left wing, inboard of the outboard aileron.
    - 1) Remove the access panel, 561UBX (AMM 06-44-00/201).
  - Make sure the manual override handle on the actuator of the left nozzle valve moves to the OPEN position.
  - (d) Make sure the L NOZZLE VALVE light comes on while the left nozzle valve moves to the open position.
- (8) Push the L NOZZLE switch-light to the off position.
- (9) Do these checks:
  - (a) Make sure the ON flowbar goes off.
  - Make sure the manual override handle on the actuator of the left nozzle valve moves to the CLOSED position.
  - (c) Make sure the L NOZZLE VALVE light comes on while the left nozzle valve moves to the closed position.
- (10) Disconnect the electrical connector on the actuator of the left nozzle valve.
- (11) Make sure the L NOZZLE VALVE light comes on and stays on.
- (12) After six seconds, make sure the EICAS message, FUEL JET NOZ, shows on the top display.

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		(13)	Connect the electrical connector to the actuator of the left nozzle valve.
		(14)	Do these checks:
			(a) Make sure the L NOZZLE VALVE light goes off.
			(b) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
		(15)	Install the access panel, 561UBX (AMM 06-44-00/201).
		(16)	Put the airplane back to the ground mode (AMM 32-09-02/201).
			NOTE: It is not necessary to put the airplane back in the ground mode if you will also do the flight mode test of the right jettison nozzle valve. Put the airplane in the ground mode after you complete the test for the right jettison nozzle valve.
		(17)	Do the activation procedure for the spoilers if you did the deactivation procedure (AMM 27-61-00/201).
		(18)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
			(a) P11 Overhead Circuit Breaker Panel
			1) 11M14, L JETT NOZZLE VALVE
			2) 11M23, RIGHT JETT NOZZLE VALVE
		E. Test	of the Right Nozzle Valve in the Flight Mode
		(1)	Make sure these circuit breakers are open:
			(a) P11 Overhead Circuit Breaker Panel
			1) 11M13, LEFT JETT CONT
			2) 11M22, RIGHT JETT CONT
			(b) P6 Main Power Distribution Panel
			1) 6F15, L FUEL OVRD PUMP
	1 1		

2) 6F21, R FUEL OVRD PUMP

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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 OR DAMAGE TO EQUIPMENT.

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

WARNING: MAKE SURE YOU DO THE FLIGHT MODE SIMULATION CORRECTLY. IF THE PROCEDURE IS NOT DONE CORRECTLY, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR.

- (3) Do the Flight Mode Simulation procedure for the No. 1 air/ground system (AMM 32-09-02/201).
- (4) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M23, RIGHT JETT NOZZLE VALVE
    - 2) 11M14, LEFT JETT NOZZLE VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (5) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.

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		(b)	Ιf	the	fueling	manifold	is	pressurized,	make	sure	the	blue

Wait ten minutes to remove the pressure in the manifold.

fueling valve OPEN lights come on and then go off.

- Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (6) Push the R NOZZLE switch-light on the fuel jettison control module to the ON position.
- (7) Do these steps:
  - (a) Make sure the ON flowbar comes on.
  - Get access to the right nozzle valve on the rear spar of the right wing, inboard of the outboard aileron.
    - 1) Remove the access panel, 661UBX (AMM 06-44-00/201).
  - Make sure the manual override handle on the actuator of the right nozzle valve moves to the OPEN position.
  - (d) Make sure the R NOZZLE VALVE light comes on while the right nozzle valve moves to the open position.
- (8) Push the R NOZZLE switch-light to the off position.
- (9) Do these steps:
  - (a) Make sure the ON flowbar goes off.
  - Make sure the manual override handle on the actuator of the right nozzle valve moves to the CLOSED position.
  - (c) Make sure the R NOZZLE VALVE light comes on while the right nozzle valve moves to the closed position.
- (10) Disconnect the electrical connector on the actuator of the right nozzle valve.
- (11) Make sure the R NOZZLE VALVE light comes on and stays on.
- (12) After six seconds, make sure the EICAS message, FUEL JET NOZ, shows on the top display.

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- (13) Connect the electrical connector to the actuator of the right nozzle valve.
- (14) Do these steps:
  - (a) Make sure the R NOZZLE VALVE light goes off.
  - (b) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (15) Install the access panel, 661UBX (AMM 06-44-00/201).
- (16) Put the airplane back to the ground mode (AMM 32-09-02/201).
- (17) Do the activation procedure for the spoilers if you did the deactivation procedure (AMM 27-61-00/201).
- (18) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M23, R JETT NOZZLE VALVE
    - 2) 11M14, LEFT JETT NOZZLE VALVE
- F. Test of the Left Nozzle Valve in the Ground Mode
  - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) P11 Overhead Circuit Breaker Panel
      - 11M14, LEFT JETT NOZZLE VALVE
      - 2) 11M23, RIGHT JETT NOZZLE VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (2) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.
  - (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
  - (c) Wait ten minutes to remove the pressure in the manifold.
  - (d) Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (3) Push the L NOZZLE switch-light on the fuel jettison control module to the ON position.
- (4) Make sure the EICAS message, FUEL JET NOZ, shows on the top display after 6 seconds.
- (5) Push the L NOZZLE switch-light to the off position.
- (6) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (7) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M14, LEFT JETT NOZZLE VALVE
    - 2) 11M23, RIGHT JETT NOZZLE VALVE
- G. Test of the Right Nozzle Valve in the Ground Mode
  - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) P11 Overhead Circuit Breaker Panel

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- 1) 11M23, RIGHT JETT NOZZLE VALVE
- 2) 11M14, LEFT JETT NOZZLE VALVE

WARNING: MAKE SURE NO PERSONS OR GROUND EQUIPMENT ARE BELOW OR NEAR THE WINGTIPS. FUEL CAN SPILL FROM THE JETTISON NOZZLE OUTLETS AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

CAUTION: MAKE SURE THE REFUEL/JETTISON MANIFOLD IS NOT PRESSURIZED BEFORE YOU OPEN THE JETTISON NOZZLE VALVE. THE FUEL IN THE MANIFOLD CAN BE PRESSURIZED 30 MINUTES AFTER REFUELING, DEFUELING, FUEL JETTISON OR FUEL TRANSFER OPERATIONS. IF THE JETTISON NOZZLE VALVES ARE OPENED, A FUEL SPILL FROM THE JETTISON NOZZLE OUTLETS CAN OCCUR.

- (2) Do these steps to remove the pressure from the refuel/jettison manifold:
  - (a) On the fueling control panel P28, set the switch for the center auxiliary fueling shutoff valve to the ON position.
  - (b) If the fueling manifold is pressurized, make sure the blue fueling valve OPEN lights come on and then go off.
  - (c) Wait ten minutes to remove the pressure in the manifold.
  - (d) Set the switch for the auxiliary tank fueling shutoff valve to the CLOSED position
- (3) Push the R NOZZLE switch-light on the fuel jettison control module to the ON position.
- (4) Make sure the EICAS message, FUEL JET NOZ, shows on the top display after 6 seconds.
- (5) Push the R NOZZLE switch-light to the off position.
- (6) Make sure the EICAS message, FUEL JET NOZ, does not show on the top display.
- (7) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) P11 Overhead Circuit Breaker Panel

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				1) 11M23, RIGHT JETT NOZZLE VALVE
				2) 11M14, LEFT JETT NOZZLE VALVE
		н.	Test	of the Pressure Switches of the Jettison System
			(1)	Make sure these circuit breakers are open:
				(a) P6 Main Power Distribution Panel
				1) 6F15, L FUEL OVRD PUMP
				2) 6F21, R FUEL OVRD PUMP
				(b) On the left miscellaneous electrical equipment panel, P36:
				1) 36F4 or 36G7, L FUEL JETT PUMP
				(c) On the right miscellaneous electrical equipment panel, P37:
				1) 37F4 or 37G4, R FUEL JETT PUMP
			(2)	Turn the fuel jettison switch in the fuel jettison control module on the overhead panel, P5, to the ON position.
			(3)	Remove the DO-NOT-CLOSE tag and close these circuit breakers:
				(a) P11 Overhead Circuit Breaker Panel
				1) 11M13, LEFT JETT CONT
				2) 11M22, RIGHT JETT CONT
			(4)	Make sure the EICAS messages, L FUEL SYS PRESS and R FUEL SYS PRESS, show on the top display.
			(5)	After 10 seconds, do the checks that follow:
				(a) Make sure the EICAS messages, L FUEL JET PUMP and R FUEL JET

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(b) Make sure the fuel jettison FAULT light on the fuel jettison

(6) Get access to the pressure switch of the left override pump through

the wheel well of the left main landing gear.

PUMP, show on the top display.

control module comes on.

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WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION LOCATION TO THE OVERRIDE PUMP.

CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

- (7) Disconnect the electrical connector on the pressure switch of the left fuel override pump.
- (8) Make sure the EICAS message, L FUEL SYS PRESS, does not show on the top display.
- (9) Get access to the pressure switch of the left jettison pump through the wheel well of the left main landing gear.

WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION OF THE JETTISON PUMP. CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

- (10) Disconnect the electrical connector (D12192) on the pressure switch of the left jettison pump.
- (11) Make sure the EICAS message, L FUEL JET PUMP, does not show on the top display.
- (12) Make sure the fuel jettison FAULT light stays on.
- (13) Get access to the pressure switch of the right override pump through the wheel well of the right main landing gear.

WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION LOCATION TO THE OVERRIDE PUMP.

CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

- (14) Disconnect the electrical connector on the pressure switch of the right override pump.
- (15) Make sure the EICAS message, R FUEL SYS PRESS, does not show on the top display.

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(16) Get access to the pressure switch of the right jettison pump through the wheel well of the right main landing gear.

WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION OF THE JETTISON PUMP. CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

- (17) Disconnect the electrical connector (D12194) on the pressure switch of the right jettison pump.
- (18) Do these checks:
  - (a) Make sure the EICAS message, R FUEL JET PUMP, does not show on the top display.
  - (b) Make sure the fuel jettison FAULT light goes off.

WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION OF THE JETTISON PUMP. CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

- (19) Connect the electrical connector (D12192) to the pressure switch of the left fuel jettison pump.
- (20) After 10 seconds, do these steps:
  - (a) Make sure the EICAS message, L FUEL JET PUMP, shows on the top display.
  - (b) Make sure the fuel jettison FAULT light comes on.

WARNING: MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE CORRECT INSTALLATION LOCATION TO THE OVERRIDE PUMP.

CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.

(21) Connect the electrical connectors to the pressure switches of the left and right override pumps.

**EFFECTIVITY** 

LIMITED - SEE TOP OF FIRST PAGE.

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FUEL JETTISON SYSTEM - FULL CAPACITY

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## SAS BOEING TASK CARD

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- (22) After 10 seconds, make sure the EICAS messages, L FUEL SYS PRESS AND R FUEL SYS PRESS, show on the top display.
- MAKE SURE EACH ELECTRICAL CONNECTOR HAS A TAG TO IDENTIFY THE WARNING: CORRECT INSTALLATION OF THE JETTISON PUMP. CROSS-CONNECTION OF THE ELECTRICAL CONNECTORS CAN CAUSE THE AIRPLANE SYSTEM TO MALFUNCTION AND THE LOSS OF SAFE FLIGHT.
- (23) Connect the electrical connector (D12194) to the pressure switch on the right jettison pump.
- (24) After 10 seconds, do this check:
  - (a) Make sure the EICAS messages, R FUEL JET PUMP, shows on the top display.
- (25) Open these circuit breakers and attach a DO-NOT-CLOSE tag:
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M13, LEFT JETT CONT
    - 11M22, RIGHT JETT CONT
- (26) Make sure the EICAS messages, R FUEL JET PUMP and L FUEL JET PUMP, do not show on the top display.
- (27) Turn the fuel jettison switch to the OFF position.
- I. Test of the Left Override/Jettison Pump
  - (a) P11 Overhead Circuit Breaker Panel
    - 1) 11M13, LEFT JETT CONT
    - 2) 11M15, FUEL PUMPS L
  - (1) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
    - (a) P36 Left Miscellaneous Equipment Panel
      - 1) 36F4 or 36G7, L FUEL JETT PUMP
    - (b) On the main power distribution panel, P6:

**EFFECTIVITY** 

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AIRLINE CARD NO.



MECH INSP

- 1) 6F15, L FUEL OVRD PUMP
- (2) OVERRIDE/JETTISON PUMPS WITH A DIFFUSER INSTALLED (PN S343T002-5,-8,-12,-15); Do this step:

WARNING: DO NOT OPERATE THE OVERRIDE AND JETTISON PUMPS IF THE FUEL QUANTITY IN THE AUXILIARY TANK IS BELOW 1000 POUNDS (453 KILOGRAMS). DRY FUEL PUMP OPERATION MAY CAUSE FUEL VAPORS IN THE TANK TO IGNITE DUE TO THE GENERATION OF SPARKS CAUSED BY METAL TO METAL CONTACT WITHIN THE FUEL PUMPS.

(a) Make sure there is a minimum fuel quantity of 1000 pounds (453 kilograms) in the auxiliary tank.

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (3) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - (a) Immediately set the applicable fuel pump switch to OFF if the LOW PRESSURE light comes on and stays on.
- (4) Turn the fuel jettison switch on the fuel jettison control panel to the ON position.
- (5) Listen at the left access cover, 531AB, to make sure the left override and jettison pumps operate (AMM 06-44-00/201).
- (6) Open this circuit breaker and attach a DO-NOT-CLOSE tag:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M13, LEFT JETT CONT
- (7) Listen to make sure the left override and jettison pumps stop.
- (8) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
  - (a) On the overhead panel circuit breaker panel, P11:

**EFFECTIVITY** 

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FUEL JETTISON SYSTEM - FULL CAPACITY

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				TASK CARD
MECH	INSP			·
				1) 11M13, LEFT JETT CONT
			(9)	Listen to make sure the left override and jettison pumps operate.
			(10)	Open this circuit breaker and attach DO-NOT-CLOSE tags:
				(a) P6 Main Power Distribution Panel
				1) 6F15, L FUEL OVRD PUMP
				(b) P11 Overhead Circuit Breaker Panel
				1) 11M15, FUEL PUMPS L
			(11)	Listen to make sure that the left override pump stops.
			(12)	Open this circuit breaker and attach DO-NOT-CLOSE tags:
				(a) P36 Left Miscellaneous Equipment Panel
				1) 36F4 or 36G7, L FUEL JETT PUMP
			(13)	Listen to make sure that the left jettison pump stops.
			(14)	Turn the fuel jettison switch to the OFF position.
			(15)	Open this circuit breaker and attach DO-NOT-CLOSE tags:
				(a) P11 Overhead Circuit Breaker Panel
				1) 11M13, LEFT JETT CONT
		J.	Test	of the Right Override/Jettison Pump
			(1)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
				(a) P11 Overhead Circuit Breaker Panel
				1) 11M22, RIGHT JETT CONT
				2) 11M24, FUEL PUMPS R
				(b) P37 Right Miscellaneous Electrical Equipment Panel
				1) 37F4 or 37G4, R FUEL JETT PUMP
			(2)	Remove the DO-NOT-CLOSE tag and close this circuit breaker:
EFF	ECTI	VITY		OPERATIONAL   FUEL JETTISON SYSTEM - FULL CAPACITY

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TASK CARD

AIRLINE CARD NO.

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- (a) On the main power distribution panel, P6
  - 1) 6F21, R FUEL OVRD PUMP
- (3) OVERRIDE/JETTISON PUMPS WITH A DIFFUSER INSTALLED (PN S343T002-5,-8,-12,-15); Do this step:

WARNING: DO NOT OPERATE THE OVERRIDE AND JETTISON PUMPS IF THE FUEL QUANTITY IN THE AUXILIARY TANK IS BELOW 1000 POUNDS (453 KILOGRAMS). DRY FUEL PUMP OPERATION MAY CAUSE FUEL VAPORS IN THE TANK TO IGNITE DUE TO THE GENERATION OF SPARKS CAUSED BY METAL TO METAL CONTACT WITHIN THE FUEL PUMPS.

(a) Make sure there is a minimum fuel quantity of 1000 pounds (453 kilograms) in the auxiliary tank.

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (4) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication in the fuel tank.
  - (a) Immediately set the applicable fuel pump switch to OFF if the LOW PRESSURE light comes on and stays on.
- (5) Turn the fuel jettison switch on the fuel jettison control panel to the ON position.
- (6) Listen at the right access cover, 631AB, to make sure the right override and jettison pumps operate (AMM 06-44-00/201).
- (7) Open this circuit breaker on the P11 panel:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M22, RIGHT JETT CONT
- (8) Listen to make sure the right override and jettison pumps stop.
- (9) Remove the DO-NOT-CLOSE tag and close this circuit breaker:

**EFFECTIVITY** 

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FUEL JETTISON SYSTEM - FULL CAPACITY

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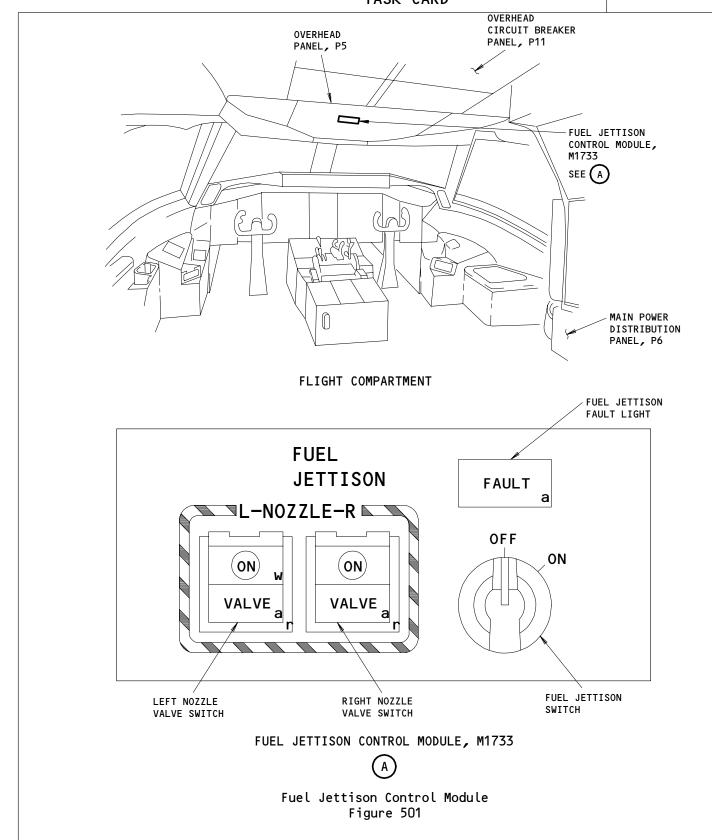
			THE CARE
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			(a) On the overhead circuit breaker panel, P11:
			(b) 11M22, RIGHT JETT CONT
		(10)	Listen to make sure the right override and jettison pumps operate.
		(11)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
			(a) P6 Main Power Distribution Panel
			1) 6F21, R FUEL OVRD PUMP
			(b) P11 Overhead Circuit Breaker Panel
			1) 11M24, FUEL PUMPS R
		(12)	Listen to make sure the right override pump stops.
		(13)	Open this circuit breaker and attach a DO-NOT-CLOSE tag:
			(a) P37 Right Miscellaneous Electrical Equipment Panel
			1) 37F4 or 37G4, R FUEL JETT PUMP
		(14)	Listen to make sure the right jettison pump stops.
		(15)	Turn the fuel jettison switch to the OFF position.
		(16)	Open this circuit breaker and attach a DO-NOT-CLOSE tag:
			(a) P11 Overhead Circuit Breaker Panel
			1) 11M22, RIGHT JETT CONT
		K. Put	the Airplane Back to Its Usual Condition
		(1)	Make sure these circuit breakers are closed with DO-NOT-CLOSE tags removed:
			(a) P6 Main Power Distribution Panel
			1) 6F15, L FUEL OVRD PUMP
			2) 6F21, R FUEL OVRD PUMP
			(b) P11 Overhead CIrcuit Breaker Panel
	. '		

AIRLINE CARD NO.

IECH INSP	1) 11M13, LEFT JETT CONT 2) 11M22 RIGHT JETT CONT 3) 11M14, LEFT JETT NOZZLE VALVE 4) 11M15 FUEL PUMPS L 5) 11M23, RIGHT JETT NOZZLE VALVE 6) 11M24 FUEL PUMPS R (c) P36 Left Miscellaneous Electrical Equipment Panel 1) 36F4 or 36G7, L FUEL JETT PUMP (d) P37 Right Miscellaneous Electrical Equipment Panel 1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	2) 11M22 RIGHT JETT CONT  3) 11M14, LEFT JETT NOZZLE VALVE  4) 11M15 FUEL PUMPS L  5) 11M23, RIGHT JETT NOZZLE VALVE  6) 11M24 FUEL PUMPS R  (c) P36 Left Miscellaneous Electrical Equipment Panel  1) 36F4 or 36G7, L FUEL JETT PUMP  (d) P37 Right Miscellaneous Electrical Equipment Panel  1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	3) 11M14, LEFT JETT NOZZLE VALVE 4) 11M15 FUEL PUMPS L 5) 11M23, RIGHT JETT NOZZLE VALVE 6) 11M24 FUEL PUMPS R (c) P36 Left Miscellaneous Electrical Equipment Panel 1) 36F4 or 36G7, L FUEL JETT PUMP (d) P37 Right Miscellaneous Electrical Equipment Panel 1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	4) 11M15 FUEL PUMPS L 5) 11M23, RIGHT JETT NOZZLE VALVE 6) 11M24 FUEL PUMPS R (c) P36 Left Miscellaneous Electrical Equipment Panel 1) 36F4 or 36G7, L FUEL JETT PUMP (d) P37 Right Miscellaneous Electrical Equipment Panel 1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	5) 11M23, RIGHT JETT NOZZLE VALVE 6) 11M24 FUEL PUMPS R  (c) P36 Left Miscellaneous Electrical Equipment Panel 1) 36F4 or 36G7, L FUEL JETT PUMP  (d) P37 Right Miscellaneous Electrical Equipment Panel 1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	6) 11M24 FUEL PUMPS R  (c) P36 Left Miscellaneous Electrical Equipment Panel  1) 36F4 or 36G7, L FUEL JETT PUMP  (d) P37 Right Miscellaneous Electrical Equipment Panel  1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	(c) P36 Left Miscellaneous Electrical Equipment Panel  1) 36F4 or 36G7, L FUEL JETT PUMP  (d) P37 Right Miscellaneous Electrical Equipment Panel  1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	1) 36F4 or 36G7, L FUEL JETT PUMP  (d) P37 Right Miscellaneous Electrical Equipment Panel  1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	(d) P37 Right Miscellaneous Electrical Equipment Panel  1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	1) 37F4 or 37G4, R FUEL JETT PUMP  WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.  (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	doors (AMM 32-00-15/201).  WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS.  ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.
	(3) Do the activation procedure for the trailing edge flaps
	(AMM 27-51-00/201).
	(4) Remove the DO-NOT-OPERATE tag from the speedbrake lever.
	(5) Remove electrical power from the airplane if it is not necessary (AMM 24-22-00/201).

BOEING SAS 767 TASK CARD

AIRLINE CARD NO.



**EFFECTIVITY** 

LIMITED - SEE TOP OF FIRST PAGE.

OPERATIONAL

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28-016-01

FUEL JETTISON SYSTEM - FULL CAPACITY

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STATION	
TAIL NO.	$\neg$
DATE	$\dashv$
DATE	
	- 1



BOEING CARD NO. 28-017-01-1

AIRLINE CARD NO.

SKILL WORK AREA RELATED TASK INTERVAL TASK CARD PHASE REVISION REV 60000 HRS 019 DEC 22/08 NOTE AIRPL | LEFT WING 324XX STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE CHECK/INSP LEFT BOOST, OVERRIDE/JTSN PUMPS ALL ALL

ZONES

ACCESS PANELS

531 532

MECH INSP

531AB 532AB

MPD ITEM NUMBER

INSPECT THE LEFT MAIN TANK FORWARD/AFT FUEL BOOST PUMP WIRING AND WIRE SLEEVE, AND INSPECT LEFT AUXILIARY TANK OVERRIDE/JETTISON FUEL PUMP WIRING AND WIRE SLEEVE. INTERVAL NOTE: 60,000 FHS OR 30,000 CYCLES WHICHEVER OCCURS FIRST. (THIS TASK IS RELATED TO AD 2000-11-06)

AIRPLANE NOTE: THE PROCEDURE TO ACCOMPLISH THIS INSPECTION IS GIVEN IN SERVICE BULLETIN SB 767-28A0053.

28-22-00-D

**EFFECTIVITY** 

CHECK/INSP

LEFT BOOST, OVERRIDE/JTSN PUMPS

28-22-00-D

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STATION	
TAIL NO.	$\neg$
DATE	-
DATE	



BOEING CARD NO. 28-017-01-2

AIRLINE CARD NO.

ALL

SKILL	.ILL WORK ARE		KELATED TASK	INTERVAL	PHASE	REV	REVISION	
AIRPL	RIGHT W	ING		60000 HRS	NOTE	324XX	019	DEC 22/08
TAS	K		TITLE	STRUCTURAL ILLUSTRATION R	EFERENCE	AF	PLICABILITY	
CHECK/INSP		RIGH	HT BOOST, OVERRID			AIRPLAN	E ENGINE	

ZONES ACCESS PANELS

631 632

MECH INSP

631AB 632AB

MPD ITEM NUMBER

28-22-00-D

ALL

INSPECT THE RIGHT MAIN TANK FORWARD/AFT FUEL BOOST PUMP WIRING AND WIRE SLEEVE, AND INSPECT RIGHT AUXILIARY TANK OVERRIDE/JETTISON FUEL PUMP WIRING AND WIRE SLEEVE. INTERVAL NOTE: 60,000 FHS OR 30,000 CYCLES WHICHEVER OCCURS FIRST. (THIS TASK IS RELATED TO AD 2000-11-06)

AIRPLANE NOTE: THE PROCEDURE TO ACCOMPLISH THIS INSPECTION IS GIVEN IN SERVICE BULLETIN SB 767-28A0053.

**EFFECTIVITY** 

CHECK/INSP

RIGHT BOOST, OVERRIDE/JTSN PUMPS

28-22-00-D

28-017-01-2 PAGE 1 OF 1 DEC 22/08

STATION
TAIL NO.
DATE



BOEING CARD NO. 28-018-01

AIRLINE CARD NO.

							TASK	CARD					
SKILL WORK AR		RK ARE	A	REL	ATED TASK INTERVAL					PHASE	MPD REV	TASK CARD REVISION	
AIRPL	STRU	TS					4C				1484	8 018	AUG 22/09
TASK			TI	TLE			STRUCTURAL	ILLUSTRATIO	N REFERENCE	AF	PPLICABILITY		
												AIRPLAN	IE ENGINE
RESTO	RE		REPL	ACE ST	RUT COU	PLING 0	-RINGS						
												ALL	NOTE
	ZONES	;							ACCESS PAN	NELS			
410 610	420	430	440	510	413AL 427AL	414AR 428AR	416AR 511PT	417AL 611PT	418AR	423AL	424AR	425AL	426AR

MECH INSP

427AL 428AR 511PT 611PT

MPD ITEM NUMBER

REPLACE STRUT FUEL FEED LINE COUPLING O-RINGS, RETAINING RINGS AND RETAINING HALVES FROM THE FUEL LINE IN ENGINE STRUT AREA.

28-22-07-4A

**ENGINE NOTE:** TASK IS APPLICABLE TO ALL PRATT AND WHITNEY **ENGINES.** 

- 1. Fuel Line in the Engine Strut Coupling O-Ring Removal
  - A. General
    - (1) This task is for digital task card requirements.
    - (2) This task removes the coupling 0-rings, retaining rings, and retaining halves from the fuel line in the engine strut area.
    - (3) This task can be done with or without fuel in the fuel tanks. If there is fuel in the fuel tanks, the engine spar valve must be closed and the fuel drained from the fuel line.
  - Equipment
    - (1) Container 5 gallon (20 liter) capacity, suitable for the collection of fuel.
  - C. Consumable Materials
    - (1) G02353 Petrolatum, VV-P-236
  - References
    - (1) AMM 24-22-00/201, Manual Control
    - (2) AMM 28-22-07/601, Engine Fuel Feed lines and Couplings
    - (3) AMM 27-81-00/201, Leading Edge Slat System

**EFFECTIVITY** RESTORE REPLACE STRUT COUPLING O-RINGS 28-22-07-4A 28-018-01 PAGE 1 OF 22 APR 22/05





20 010 01

AIRLINE CARD NO.

ECH INSP		
ECH INSP		·
	(4)	AMM 54-51-00/201, Nacelle Strut Maintenance
	(5)	AMM 54-52-01/401, Strut Fairings
	(6)	AMM 71-11-04/201, Panels - Fan Cowl
	(7)	AMM 71-11-06/201, Panels - Core Cowl
	(8)	AMM 73-11-08/401, Engine Main Fuel Supply Line
	(9)	AMM 78-31-00/201, Thrust Reverser System
	(10)	AIPC 28-22-07 FIG. 20
	(11)	AIPC 28-22-07 FIG. 25
	(12)	AIPC 28-22-07 FIG. 30
	E. Acce	ss
	(1)	Location Zones 410 Power Plant - Engine 1 420 Power Plant - Engine 2 430 Nacelle Strut Fwd Torque Box - Engine 1 440 Nacelle Strut Fwd Torque Box - Engine 2 510 Leading Edge to Front Spar - Engine 1 610 Leading Edge to Front Spar - Engine 2
	(2)	Access Panels  413AL Fan Cowl Panel - Engine 1  414AR Fan Cowl Panel - Engine 1  415AL Thrust Reverser Half - Engine 1  416AR Thrust Reverser Half - Engine 1  417AL Core Cowl Panel - Engine 1  418AR Core Cowl Panel - Engine 1  511PT Wing Leading Edge Cover - Engine 1  423AL Fan Cowl Panel - Engine 2  424AR Fan Cowl Panel - Engine 2  425AL Thrust Reverser Half - Engine 2  426AR Thrust Reverser Half - Engine 2  427AL Core Cowl Panel - Engine 2  428AR Core Cowl Panel - Engine 2  611PT Wing Leading Edge Cover - Engine 2
	F. Prep	are for Removal

AIRLINE CARD NO.



MECH INSP

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

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE SLAT AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

WARNING: YOU MUST CAREFULLY DO THE STEPS IN THE TASK BELOW TO INSTALL
THE LE SLAT SAFETY LOCKS. THE LE SLATS CAN MOVE QUICKLY IF YOU
DO NOT INSTALL THE SAFETY LOCKS CORRECTLY. THIS CAN CAUSE
INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Do this task: Leading Edge Slat Extension and Safety Lock Installation (AMM 27-81-00/201).
- (3) Make sure all of the FUEL CONTROL switches, found on the Flight Deck Center Console, P10, are in the CUTOFF position.
  - (a) Attach a DO-NOT-OPERATE tag to the FUEL CONTROL switches.
- (4) FOR THE APPLICABLE ENGINE;
  Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) For the left and the right engine:
      - a) 11D7, ENGINE STBY IGN 1
      - b) 11D8, ENGINE STBY IGN 2
    - 2) For the left engine:
      - a) 11M1, L IGN 1
      - b) 11M28, L IGN 2
      - c) 11M9, LEFT ENGINE PWR SENSE
    - 3) For the right engine:
      - a) 11M2, R IGN 1

RESTORE REPLACE STRUT COUPLING O-RINGS

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# SAS FOEING 767 TASK CARD

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- b) 11M29, R IGN 2
- c) 11M36, RIGHT ENGINE PWR SENSE
- (5) Do the applicable steps of Task: Engine Main Fuel Supply Line (AMM 73-11-08/401) to drain the fuel from the engine strut fuel line.
- (6) Open the applicable wing leading edge cover (Fig. 404) (AMM 54-51-00/201).
- (7) Open the applicable strut access panels (Fig. 404) (AMM 54-52-01/401).
- G. Remove the Coupling 0-rings From the Fuel Line in the Engine Strut (Fig. 405)
  - (1) Do these steps to remove the coupling 0-rings, retaining rings and retainer halves:
    - (a) Loosen the fuel tube bonding clamps, as necessary, to let the coupling components be removed.
    - (b) Remove the lockwire from the coupling nuts.
    - (c) Loosen the coupling nuts.
    - (d) Push the coupling nut(s) away from the fuel tube ends.
    - (e) Remove and discard the coupling 0-rings, the retaining rings, and the retaining halves.
    - (f) Keep the other components of the coupling for the installation.
  - (2) Install dust covers on all open fuel lines.

CAUTION: DO NOT REPAIR THE FUEL TUBES IN THE STRUT AREA. IF A FUEL TUBE HAS DAMAGE THAT IS NOT PERMITTED PER THE ENGINE FUEL LINE DENT CRITERIA, YOU MUST REPLACE THE FUEL TUBE. A DAMAGED FUEL TUBE CAN LEAK WHICH CAN CAUSE A FIRE IN THE STRUT AREA.

(3) Inspect the fuel tubes and the couplings for damage (AMM 28-22-07/601).

**EFFECTIVITY** 

RESTORE REPLACE STRUT COUPLING O-RINGS

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MECH INSP

#### Fuel Line in the Engine Strut - Coupling O-ring Installation

#### A. General

- (1) This task is for digital task card requirements.
- (2) This task installs the coupling 0-rings, retaining rings, and retainer halves to the fuel line in the engine strut area.

#### B. Equipment

- (1) Bonding Meter
- (2) Coupling Gage ST8709 H
- C. Consumable Materials
  - (1) G02353 Petrolatum, VV-P-236

#### References

- (1) AMM 12-11-01/301, Fuel Tank Pressure Fueling
- (2) AMM 24-22-00/201, Manual Control
- AMM 28-22-07/601, Engine Fuel Feed System Fuel Line
- (4) AMM 27-81-00/201, Leading Edge Slat System
- (5) AMM 54-51-00/201, Nacelle Strut Maintenance
- (6) AMM 54-52-01/401, Strut Fairing Removal/Installation
- (7) AMM 71-00-00/201, Power Plant
- (8) AMM 71-00-00/501, Power Plant
- (9) AMM 71-11-04/201, Fan Cowl Panels
- (10) AMM 71-11-06/201, Core Cowl Panels
- AMM 73-11-08/401, Engine Main Fuel Supply Line (11)
- (12) AMM 78-31-00/201, Thrust Reverser System
- (13) AIPC 28-22-07 FIG. 20

**EFFECTIVITY** 

RESTORE

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SAS BOEING TASK CARD

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- (14) AIPC 28-22-07 FIG. 25
- (15) AIPC 28-22-07 FIG. 30
- (16) SWPM 20-20-00, Electrical Ground and Bond
- E. Access
  - (1) Location Zones

410 Power Plant - Engine 1

420 Power Plant - Engine 2

Nacelle Strut Fwd Torque Box - Engine 1 430

440 Nacelle Strut Fwd Torque Box - Engine 2

510 Leading Edge to Front Spar - Engine 1

Leading Edge to Front Spar - Engine 2 610

(2) Access Panels

413AL Fan Cowl Panel - Engine 1

414AR Fan Cowl Panel - Engine 1

415AL Thrust Reverser Half - Engine 1

416AR Thrust Reverser Half - Engine 1

417AL Core Cowl Panel - Engine 1

418AR Core Cowl Panel - Engine 1

511PT Wing Leading Edge Cover - Engine 1

423AL Fan Cowl Panel - Engine 2

424AR Fan Cowl Panel - Engine 2

425AL Thrust Reverser Half - Engine 2

426AR Thrust Reverser Half - Engine 2

427AL Core Cowl Panel - Engine 2

428AR Core Cowl Panel - Engine 2

611PT Wing Leading Edge Cover - Engine 2

Install the Coupling O-Rings, Retaining Rings, Retainer Halves to the Fuel Line in the Engine Strut Area (Fig. 405)

CAUTION: DO NOT USE ANY TOOLS TO TIGHTEN THE FUEL LINE FITTINGS. TO THE FITTING COMPONENTS OR LOOSENING OF THE ADJACENT FITTINGS CAN OCCUR.

- (1) Do these steps to inspect the installation of the fuel couplings:
  - (a) Make sure the O-rings are new and are not contaminated or damaged.

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			(b) Make sure the 0-rings are lubricated with petrolatum before the installation.
			(c) Make sure the retaining rings are new and are not deformed or bent.
			(d) Make sure the retaining halves are new and are not deformed or bent.
		(2)	Do these steps to install the fuel couplings:
			(a) Align the ends of fuel line A and fuel line B with a 0.15 $\pm$ 0.05 inch (3.81 $\pm$ 1.27 mm) clearance between the ferrules.
			(b) Make sure the ends of fuel line A and fuel line B are not offset more than 0.06 inch (1.52 mm).
			(c) Make sure all of the coupling components are installed and in the correct sequence.
			(d) Make sure the coupling is manually tightened.
			(e) Make sure the coupling is tightened as far as possible by hand.
			(f) For flexible full couplings, make sure the minimum and maximum dimensions are correct (Fig. 405).
			<ol> <li>Measure the assembled coupling with tool ST8709H at three to four locations. Make sure the minimum and maximum dimensions are correct all the way around the coupling.</li> </ol>
			(g) Install the lockwire between the coupling nut and the coupling (AMM 20-10-23/401).
		(3)	Do a check of the minimum clearance between the fuel tube and the structure:
			NOTE: The supported area of a tube is defined as the section of the tube that is within three inches of a bulkhead nut that attaches the tube to a rigid piece of equipment.

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BETWEEN THE FUEL LINE AND ADJACENT STRUCTURE			
0.50 inch (12.70 mm)	At locations that are not supported		
0.10 inch (2.54 mm)	At locations that are supported (or the thickness of the supported clamps when the fuel tubing is clamped directly to the structure)		

NEAR THE POSITION OF ANY PART THAT CAN MOVE (OPERATING MECHANISM)				
0.50 inch (12.70 mm)	At locations that are not supported			
0.25 inch (6.35 mm)	At locations that are supported if it is not possible for chafing or interference to occur			

BETWEEN TUBES THAT CROSS OR RUN PARALLEL				
0.50 inch (12.70 mm)	Or the distance measured between tubes at clampblocks locations when the tube run is held parallel by clampblocks (whichever is smaller)			
0.25 inch (6.35 mm)	Between non-parallel tubes that go through the same clampblock support, within three inches of that clampblock support			

- (4) Do a check of the bonding resistance between the fuel tube(s) and the airplane structure (SWPM 20-20-00).
  - Solvent wipe the fuel tube(s) at the locations where the bonding jumper clamps are installed (SWPM 20-20-00).

NOTE: Do not apply any type of coating to the fuel tubes, couplings or clamps.

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- (b) Hold the bonding clamps on the fuel tube(s).
- (c) Attach the bonding jumper to the bonding clamp with the bolt, washers, and nut (SWPM 20-20-00).

WARNING: MAKE SURE YOU USE AN EXPLOSION-PROOF BONDING METER TO DO A CHECK OF THE ELECTRICAL RESISTANCE. THE OPEN FUEL TANK IS AN EXPLOSIVE VAPOR AREA.

(d) Do a check of the bonding resistance between the fuel tube(s) and the airplane structure (SWPM 20-20-00).

NOTE: The resistance must not be more than 0.010 ohm.

G. Do a Leak Check for the Fuel Line in the Strut Area

NOTE: The purpose of this check is to make sure the fuel line in the strut area is installed correctly. Use one or both methods to leak check the fuel line in the strut area. A fuel pressure leak check is the preferred method, however, it is recommended that both an air pressure leak check and a fuel pressure leak check be done. If METHOD 1 is done first, it will reduce the possibility of a fuel leak and the possible time delay caused by the removal of fuel from the fuel line if maintenance action is necessary to repair a leak.

#### METHOD 1:

Air Pressure Leak Check. This method uses 40 psi air pressure with the fuel spar valve closed to check the fuel line in the strut area for leaks.

#### METHOD 2:

Fuel Pressure Leak Check. This method uses a visual inspection of

the fuel line in the strut area with the fuel spar valve open and the fuel line pressurized with fuel from the fuel tank pumps.

**EFFECTIVITY** 

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BOEING 767 TASK CARD

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(1) METHOD 1;

Air Pressure Leak Check.

<u>NOTE</u>: Use one of these equipment set-ups:

- G28018 air pressure equipment or,
- Air pressure check equipment set-up at the engine fuel pump (Fig. 406).
- If it is available, install the G28018 equipment at the fuel quick-disconnect (service disconnect panel).
  - Connect the G28018 pressure check equipment to the air pressure source.
- To install the air pressure check equipment set-up at the (b) applicable engine fuel pump, do these steps (AMM 73-11-08/401).
  - Remove the bolts and washers from the flange that holds the fuel supply line to the engine fuel pump.
  - 2) Disconnect the fuel supply line from the fuel pump.
  - 3) Remove the gasket.
  - If the gasket has no damage, keep it for the installation.
  - Connect the pressure check equipment to the air pressure source and the flange on the airplane fuel supply line on the applicable engine (Fig. 401).
- Use the air pressure source to apply 40 psig pressure to the fuel line from the airplane fuel supply line to the fuel spar valve.
- (d) Close the shutoff valve on the pressure check equipment.
- (e) Monitor the pressure gage for 10 minutes.
  - If the pressure stays the same or the pressure decreases by less than 1.5 psi in 10 minutes, the fuel line is satisfactory.
    - a) If the fuel line is satisfactory, remove the pressure check equipment.

**EFFECTIVITY** 

RESTORE

REPLACE STRUT COUPLING O-RINGS

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MECH	INSP			
		i	2) If the pressure decreases more than 1.5 psi in there is a leak in the fuel line.	10 minutes,
			a) If there is a leak, do the subsequent steps	
		(f) I	Oo a check for air leaks.	
		•	<ol> <li>Use the air pressure source to apply 40 psig pr the fuel line from the airplane fuel supply lin fuel spar valve.</li> </ol>	
		;	2) Close the shutoff valve on the pressure equipme	nt.
		;	3) Listen for air leaks in the fuel line.	
		•	When you find the leak, remove the air pressure fuel line.	from the
		<u>.</u>	CAUTION: YOU CANNOT TIGHTEN THE FUEL LINE COUPLING INITIAL INSTALLATION. YOU MUST INSTALL A WHEN YOU TIGHTEN THE FUEL LINE COUPLING O LEAK CAN OCCUR.	NEW O-RING
			5) If a coupling has a leak, disconnect the coupli the 0-rings, and then connect the coupling agai (AMM 28-22-07/401).	
			<ul><li>a) Make sure the 0-ring(s) are lubricated with petrolatum.</li></ul>	the
		•	6) If a fuel tube has a leak, replace the fuel tub	e.
		;	7) After you have repaired the leak, remove the ai equipment.	r pressure
		_	If disconnected, install the fuel supply hose at th quick—disconnect.	e
			If disconnected, do these steps to connect the main line to the engine fuel pump.	fuel supply
			Put a gasket, main fuel supply line flange and the inlet port of the fuel pump.	bracket on
		;	2) Lubricate the threads of the bolts with engine	oil.

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TASK CARD

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3) Install the fuel supply line and the bracket to the inlet port of the engine fuel pump with the bolts and the washers.  4) Tighten the bolts to 180 - 200 inch-pounds (20.3-22.6 Nm).  (2) METHOD 2; Fuel Pressure Leak Check.  (a) Make sure the fuel line from the front spar to the engine pump is completely installed.  (b) Supply the electrical power (AMM 24-22-00/201).  (c) Make sure the auxiliary tank contains enough fuel to operate an override pump (AMM 28-22-00/501).  (d) Add fuel if it is necessary (AMM 12-11-01/301).  (e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine: a) 11D7 ENGINE STBY IGN 1 b) 11D8 ENGINE STBY IGN 2 2) For the left engine:					
port of the engine fuel pump with the bolts and the washers.  4) Tighten the bolts to 180 - 200 inch-pounds (20.3-22.6 Nm).  (2) METHOD 2; Fuel Pressure Leak Check.  (a) Make sure the fuel line from the front spar to the engine pump is completely installed.  (b) Supply the electrical power (AMM 24-22-00/201).  (c) Make sure the auxiliary tank contains enough fuel to operate an override pump (AMM 28-22-00/501).  (d) Add fuel if it is necessary (AMM 12-11-01/301).  (e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L  b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2	MECH	INSP			
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Fuel Pressure Leak Check.  (a) Make sure the fuel line from the front spar to the engine pump is completely installed.  (b) Supply the electrical power (AMM 24-22-00/201).  (c) Make sure the auxiliary tank contains enough fuel to operate an override pump (AMM 28-22-00/501).  (d) Add fuel if it is necessary (AMM 12-11-01/301).  (e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2				4) Tighten the bolts to 180 - 200 inch-pounds (20.3-22.6 Nm)	) _
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(c) Make sure the auxiliary tank contains enough fuel to operate an override pump (AMM 28-22-00/501).  (d) Add fuel if it is necessary (AMM 12-11-01/301).  (e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L  b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2					np
override pump (AMM 28-22-00/501).  (d) Add fuel if it is necessary (AMM 12-11-01/301).  (e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L  b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2				(b) Supply the electrical power (AMM 24-22-00/201).	
<ul> <li>(e) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV &amp; EEC CHAN B RESET L  b) 11D26, CONT VLV &amp; EEC CHAN B RESET R</li> <li>(g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2</li> </ul>					an
close these circuit breakers:  1) On the main power distribution panel, P6:  a) 6E1, FUEL VALVE L SPAR  b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L  b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2				(d) Add fuel if it is necessary (AMM 12-11-01/301).	
a) 6E1, FUEL VALVE L SPAR b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11: a) 11D25, CONT VLV & EEC CHAN B RESET L b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine: a) 11D7 ENGINE STBY IGN 1 b) 11D8 ENGINE STBY IGN 2					
b) 6E2, FUEL VALVE R SPAR  (f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:  a) 11D25, CONT VLV & EEC CHAN B RESET L  b) 11D26, CONT VLV & EEC CHAN B RESET R  (g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2				1) On the main power distribution panel, P6:	
<pre>(f) For the applicable engine, open these circuit breakers and attach DO-NOT-CLOSE tags:  1) On the overhead circuit breaker panel, P11:</pre>				a) 6E1, FUEL VALVE L SPAR	
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<ul> <li>b) 11D26, CONT VLV &amp; EEC CHAN B RESET R</li> <li>(g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:</li> <li>1) For the left and right engine:</li> <li>a) 11D7 ENGINE STBY IGN 1</li> <li>b) 11D8 ENGINE STBY IGN 2</li> </ul>				1) On the overhead circuit breaker panel, P11:	
<ul> <li>(g) Open these circuit breakers and attach the DO-NOT-CLOSE tags on the overhead panel, P11:</li> <li>1) For the left and right engine:</li> <li>a) 11D7 ENGINE STBY IGN 1</li> <li>b) 11D8 ENGINE STBY IGN 2</li> </ul>				a) 11D25, CONT VLV & EEC CHAN B RESET L	
the overhead panel, P11:  1) For the left and right engine:  a) 11D7 ENGINE STBY IGN 1  b) 11D8 ENGINE STBY IGN 2				b) 11D26, CONT VLV & EEC CHAN B RESET R	
a) 11D7 ENGINE STBY IGN 1 b) 11D8 ENGINE STBY IGN 2				- ·	on
b) 11D8 ENGINE STBY IGN 2				1) For the left and right engine:	
				a) 11D7 ENGINE STBY IGN 1	
2) For the left engine:				b) 11D8 ENGINE STBY IGN 2	
				2) For the left engine:	

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AIRLINE CARD NO.

		TASK CARD	
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		a) 11M1 L IGN 1	
		b) 11M28 L IGN 2	
		c) 11M9 LEFT ENGINE BUS PWR SENSE	
		3) For the right engine:	
		a) 11M2 R IGN 1	
		b) 11M29 R IGN 2	
		c) 11M36 RIGHT ENGINE BUS PWR SENSE	
		(h) For the applicable override pump, close the circuit be remove the DO-NOT-CLOSE tag:	reaker and
		1) On the main power distribution panel, P6:	
		a) 6F15, L FUEL OVRD PUMP	
		b) 6F21, R FUEL OVRD PUMP	
		WARNING: DO NOTE KEEP THE FUEL CONTROL SWITCH IN THE RUN FOR MORE THAN 30 MINUTES. FUEL LEAKAGE INTO THE COMBUSTION CHAMBER AND TURBINE CASE CAN OCCUR IF CONTROL SWITCH IS IN THE RUN POSITION FOR A LONG THIS COULD CAUSE A FIRE.	THE FUEL
		(i) Put the applicable FUEL CONTROL switch to the RUN pos	sition.
		(j) Put the applicable flight compartment switch for the pump to on.	override
		WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE L ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IS CAUSE A FIRE OR EXPLOSION.	
		(k) To operate any of the fuel pumps, you must be in the compartment to continuously monitor the fuel quantity low pressure indication in the fuel tank.	

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EFFECTIVITY

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

	<ol> <li>Immediately set the applicable fuel pump switch to OFF if the LOW PRESSURE light comes on and stays on.</li> </ol>
(1)	Do a visual inspection of the fuel line in the strut area and at the engine fuel pump with the fuel line pressurized.

(m) If there is a fuel leak, do these steps:

NOTE: No fuel leaks are permitted.

- 1) Put the applicable override pump switch to the off position, and the FUEL CONTROL switch to CUTOFF.
- 2) Do the steps in Task: Engine Main Fuel Supply Line (AMM 73-11-08/401) to remove the fuel from the fuel line in the strut area.

CAUTION: YOU CANNOT TIGHTEN THE FUEL LINE COUPLING AFTER THE INITIAL INSTALLATION. YOU MUST INSTALL A NEW O-RING WHEN YOU TIGHTEN THE FUEL LINE COUPLING OR A FUEL LEAK CAN OCCUR.

- 3) If a coupling has a leak, disconnect the coupling, replace the 0-rings, and then connect the coupling again using the steps in this procedure.
  - a) Make sure the 0-ring(s) are lubricated with the petrolatum.
- 4) If a fuel tube has a leak, replace the fuel tube.
- 5) Do the steps in this procedure again to pressurize the applicable fuel line and check for leaks.
- (n) When the fuel line is satisfactory (no leaks), do these steps:
  - 1) Put the applicable override pump switch to off.
  - Put the FUEL CONTROL switch to CUTOFF.
- (3) Do the applicable sections of this task: Leak Check of the Strut Area (AMM 54-51-00/201).
- H. Put the Airplane Back to Its Usual Condition

	_		
EFFECTIVITY	RESTORE	REPLACE STRUT	COUPLING O-RINGS
	28-22-07-4A	28-018-01	PAGE 14 OF 22 APR 22/07

MECH INSP

28-018-01



AIRLINE CARD NO.

(1) Install the wing leading edge cover.  CAUTION: MAKE SURE ALL TOOLS, AND UNWANTED MATERIALS, ARE REM THE STRUT CAVITIES BEFORE YOU INSTALL THE STRUT ACCE THE STRUT DRAINS CAN BE BLOCKED WITH UNWANTED MATERI CAN CAUSE DAMAGE TO THE STRUT AREA.  (2) Do this Task: Install the Access Panels and Strut Fairin (AMM 54-52-01/401).  (3) Remove the DO-NOT CLOSE tags and close these circuit brea overhead panel, P11:  (a) For the left and right engine:  1) 11D7, ENGINE STBY IGN 1  2) 11D8, ENGINE STBY IGN 2  (b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		TASK CARD		
CAUTION: MAKE SURE ALL TOOLS, AND UNWANTED MATERIALS, ARE REM THE STRUT CAVITIES BEFORE YOU INSTALL THE STRUT ACCE THE STRUT DRAINS CAN BE BLOCKED WITH UNWANTED MATERI CAN CAUSE DAMAGE TO THE STRUT AREA.  (2) Do this Task: Install the Access Panels and Strut Fairin (AMM 54-52-01/401).  (3) Remove the DO-NOT CLOSE tags and close these circuit brea overhead panel, P11:  (a) For the left and right engine:  1) 11D7, ENGINE STBY IGN 1  2) 11D8, ENGINE STBY IGN 2  (b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		<u>'</u>	INSP	СН
THE STRUT CAVITIES BEFORE YOU INSTALL THE STRUT ACCE THE STRUT DRAINS CAN BE BLOCKED WITH UNWANTED MATERI CAN CAUSE DAMAGE TO THE STRUT AREA.  (2) Do this Task: Install the Access Panels and Strut Fairin (AMM 54-52-01/401).  (3) Remove the DO-NOT CLOSE tags and close these circuit brea overhead panel, P11:  (a) For the left and right engine:  1) 11D7, ENGINE STBY IGN 1  2) 11D8, ENGINE STBY IGN 2  (b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		(1) Install the wing leading edge cover.		
(AMM 54-52-01/401).  (3) Remove the DO-NOT CLOSE tags and close these circuit brea overhead panel, P11:  (a) For the left and right engine:  1) 11D7, ENGINE STBY IGN 1  2) 11D8, ENGINE STBY IGN 2  (b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE	SS DOORS.	THE STRUT CAVITIES BEFORE YOU INSTALL THE STRUT ACCE THE STRUT DRAINS CAN BE BLOCKED WITH UNWANTED MATERI		
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2) 11D8, ENGINE STBY IGN 2  (b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		(a) For the left and right engine:		
(b) For the left engine:  1) 11M1, L IGN 1  2) 11M28, L IGN 2  3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		1) 11D7, ENGINE STBY IGN 1		
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2) 11M28, L IGN 2 3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine: 1) 11M2, R IGN 1 2) 11M29, R IGN 2 3) 11M36, RIGHT ENGINE BUS PWR SENSE		(b) For the left engine:		
3) 11M9, LEFT ENGINE BUS PWR SENSE  (c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		1) 11M1, L IGN 1		
(c) For the right engine:  1) 11M2, R IGN 1  2) 11M29, R IGN 2  3) 11M36, RIGHT ENGINE BUS PWR SENSE		2) 11M28, L IGN 2		
1) 11M2, R IGN 1 2) 11M29, R IGN 2 3) 11M36, RIGHT ENGINE BUS PWR SENSE		3) 11M9, LEFT ENGINE BUS PWR SENSE		
2) 11M29, R IGN 2 3) 11M36, RIGHT ENGINE BUS PWR SENSE		(c) For the right engine:		
3) 11M36, RIGHT ENGINE BUS PWR SENSE		1) 11M2, R IGN 1		
		2) 11M29, R IGN 2		
(/) Dry mater the emplicable engine before the payt engine at		3) 11M36, RIGHT ENGINE BUS PWR SENSE		
purge all fuel that remains (AMM 71-00-00/201).	art to	(4) Dry motor the applicable engine before the next engine st purge all fuel that remains (AMM 71-00-00/201).		
(5) Supply the electrical power if it is necessary (AMM 24-22	-00/201).	(5) Supply the electrical power if it is necessary (AMM 24-22		

28-018-01

AIRLINE CARD NO.



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<u>WARNING</u>: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE LE SLAT

AND TE FLAPS AND FLAP DRIVE MECHANISMS BEFORE YOU MOVE THE FLAP CONTROL LEVER. WITH HYDRAULIC POWER REMOVED, THE FLAPS WILL MOVE AUTOMATICALLY BY ELECTRICAL POWER WHEN YOU MOVE THE FLAP CONTROL LEVER. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: YOU MUST CAREFULLY DO THE STEPS IN THE TASK BELOW TO REMOVE THE

LE SLAT SAFETY LOCK. THE LE SLATS CAN MOVE QUICKLY IF YOU DO NOT DO THE STEPS CORRECTLY. THIS CAN CAUSE INJURY TO PERSONS

OR DAMAGE TO EQUIPMENT.

(6) Do this task: Leading Edge Slat Retraction (AMM 27-81-00/201).

(7) Do the test of the Fuel Manifold and External Tubes that is shown in the Power Plant Test Reference Table (AMM 71-00-00/501).

**EFFECTIVITY** 

RESTORE

REPLACE STRUT COUPLING O-RINGS

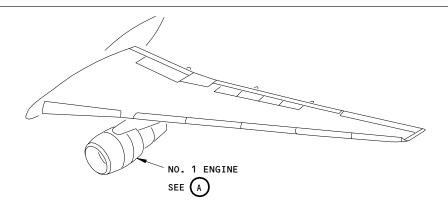
28-22-07-4A

28-018-01

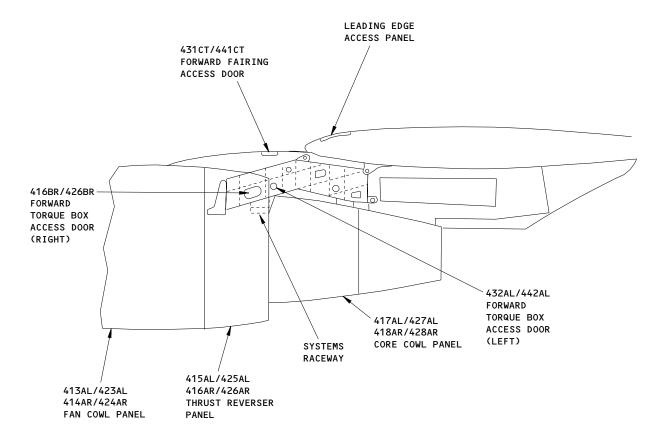
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AIRLINE CARD NO.



SAS



NO. 1 ENGINE (NO. 2 ENGINE IS ALMOST THE SAME)



Fuel Line - Strut Access Figure 404

EFFECTIVITY

RESTORE

REPLACE STRUT COUPLING O-RINGS

28-22-07-4A

28-018-01

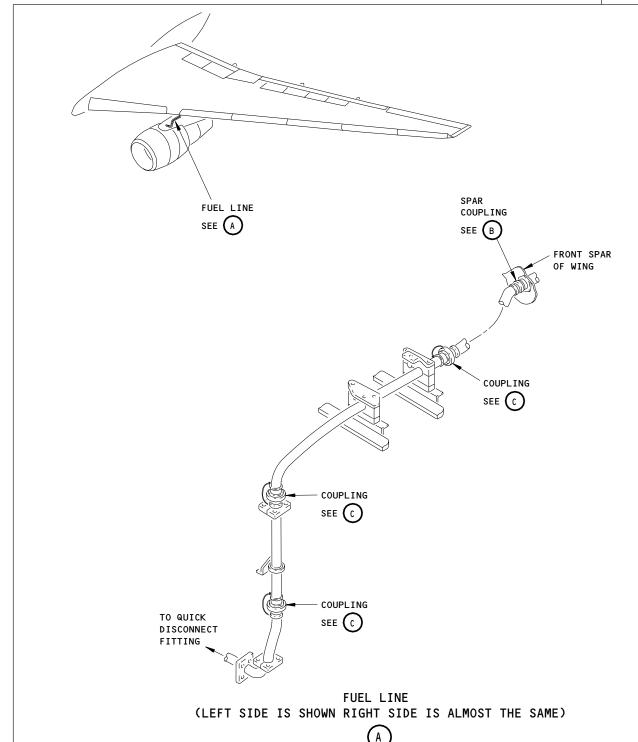
PAGE 17 OF 22 APR 22/06

28-018-01

AIRLINE CARD NO.

SAS





Fuel Line - Nacelle Strut Figure 405 (Sheet 1)

RESTORE REPLACE STRUT COUPLING O-RINGS

28-22-07-4A

28-018-01 PAGE 18 OF 22 APR 22/06

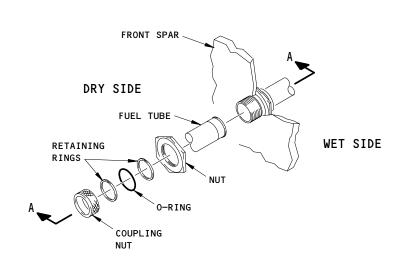
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TASK CARD

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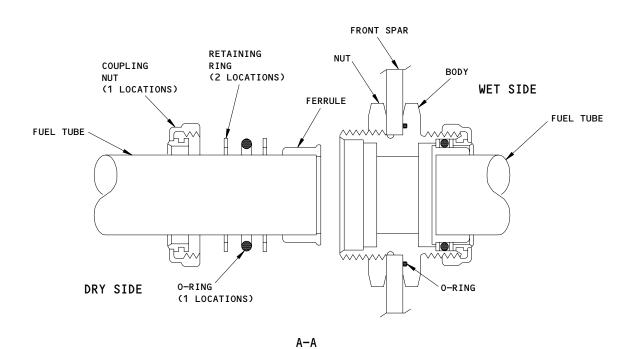
28-018-01

AIRLINE CARD NO.



### SPAR COUPLING





Fuel Line - Nacelle Strut Figure 405 (Sheet 2)

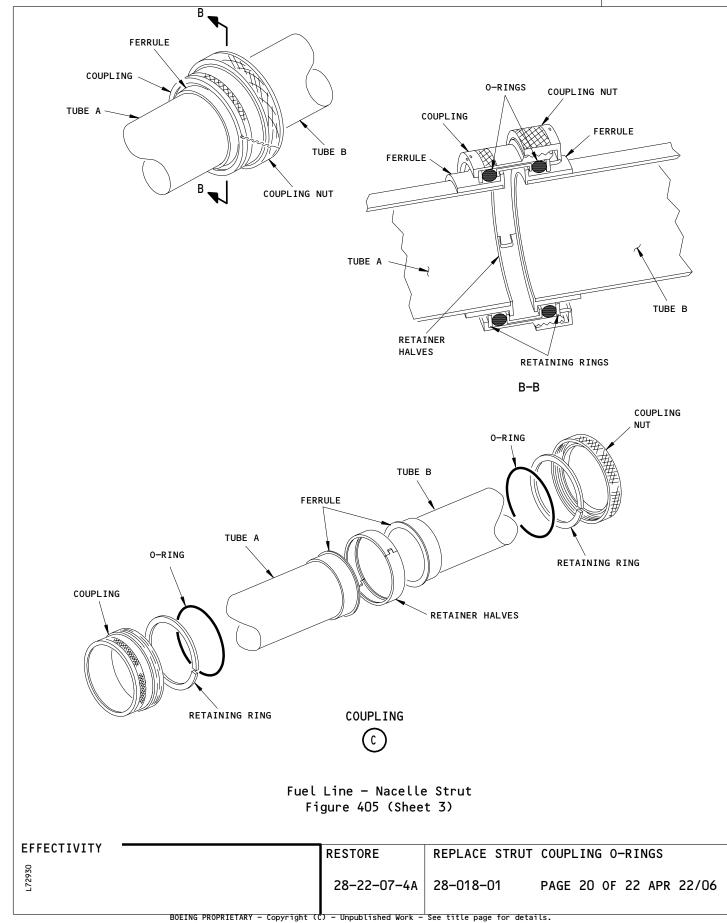
**EFFECTIVITY** RESTORE REPLACE STRUT COUPLING O-RINGS 28-22-07-4A 28-018-01 PAGE 19 OF 22 APR 22/06

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AIRLINE CARD NO.

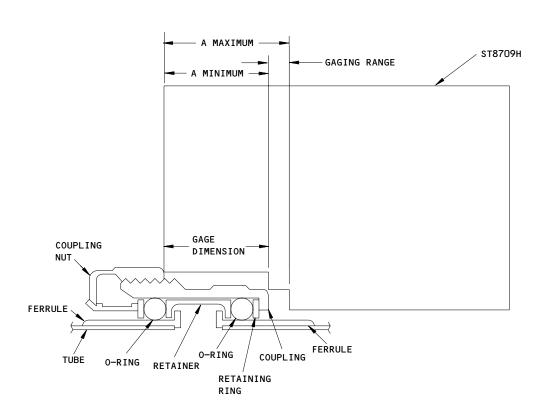




AIRLINE CARD NO.

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#### FLEXIBLE COUPLING WITH COUPLING GAGE

TUBE DIAMETER INCHES	BACC42R SIZE	MAX. GAGE	MIN. GAGE	GAGE NO. ST8709H
1/2	08	0.59	0.47	1
5/8	10	0.59	0.47	1
3/4	12	0.69	0.55	2
1	16	0.75	0.60	3
1-1/4	20	0.75	0.60	3
1-1/2	24	0.93	0.76	4
1-3/4	28	0.93	0.76	4
2	32	0.93	0.76	4

TUBE DIAMETER INCHES	BACC42R SIZE	MAX. GAGE	MIN. GAGE	GAGE NO. ST8709H
2-1/4	36	0.93	0.76	4
2-1/2	40	0.93	0.76	4
3	48	0.93	0.76	4
3-1/2	56	1.03	0.88	5
4	64	1.03	0.88	5
4-1/2	72	1.16	0.99	6
5	80	1.39	1.22	7
5-1/2	88	1.39	1.22	7

DIMENSIONAL REQUIREMENTS FOR ASSEMBLING FLEXIBLE FULL COUPLING

#### FLEXIBLE FULL COUPLING DIMENSIONS

Flexible Full Coupling Installation Figure 405 (Sheet 4)

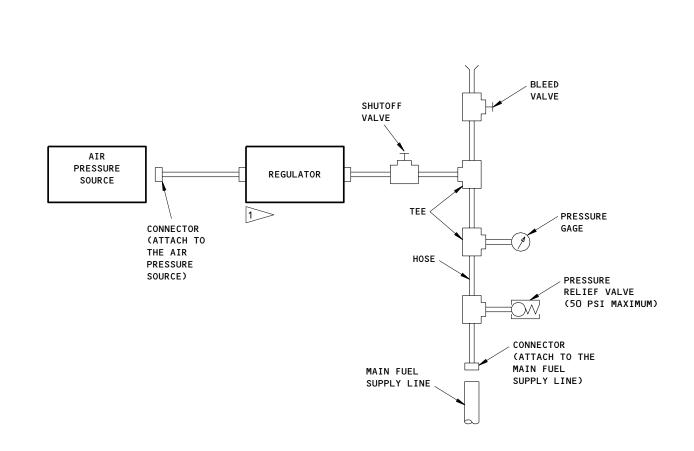
EFFECTIVITY	RESTORE	REPLACE STRUT	COUPLING O-RINGS
381802	28-22-07-4A	28-018-01	PAGE 21 OF 22 DEC 22/08

AIRLINE CARD NO.

28-018-01

SAS

BOEING 767 TASK CARD



1 REGULATOR WHICH CAN DECREASE AIR PRESSURE TO 40 PSIG.

> Pressure Check Equipment Figure 406

**EFFECTIVITY** RESTORE REPLACE STRUT COUPLING O-RINGS 28-22-07-4A 28-018-01 PAGE 22 OF 22 APR 22/06

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STATION	
TAIL NO.	
DATE	┪

WORK AREA



BOEING CARD NO. 28-018-02

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL CREW CABIN

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INTERVAL

OPERATIONAL ENGINE FUEL SUCTION FEED SYSTEM

AIRPLANE ENGIN

ALL ALL

ZONES ACCESS PANELS

RELATED TASK

211 212

SKILL

MECH INSP MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE FUEL SUCTION FEED SYSTEM

28-22-00-5G

NOTE: AN OPTIONAL PROCEDURE THAT ALSO FULFILLS THE INTENT OF THIS REQUIREMENT IS TO PERFORM THE ENGINE FUEL PRESSURE LEAK CHECK PER AMM 28-22-07.

- Engine Fuel Suction Feed Operational Test
  - A. General
    - (1) Do this task on the ground while the engines operate at an idle.
    - (2) AMM 12-11-01/301, Fuel Tank Pressure Fueling
    - (3) AMM 28-26-00/201, Defueling
    - (4) AMM 71-00-00/201, Power Plant Maintenance Procedures
    - (5) FIM 28-22-00/101, Engine Fuel Feed System
  - B. Access
    - (1) Location Zones

211 Control Cabin - Section 41 (Left)

212 Control Cabin - Section 41 (Right)

- C. Prepare for Test
  - (1) Make sure that these quantities of fuel are in the fuel tanks:

NOTE: You can refuel the airplane by pressure fueling (AMM 12-11-01/301) or by tank to tank transfer (AMM 28-26-00/201).

OPERATIONAL ENGINE FUEL SUCTION FEED SYSTEM

28-22-00-5G 28-018-02 PAGE 1 OF 5 AUG 22/08

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AIRLINE CARD NO.

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The fuel quantity given below may be at or below the fuel quantity needed to cover the hydraulic heat exchanger during the test.

- (a) Refuel or defuel the fuel tank so the left main fuel tank contains 4,100 - 4,400 lbs (1,860 - 2,000 kgs) of fuel.
- Refuel or defuel the fuel tank so the right main fuel tank contains 4,100 - 4,400 lbs (1,860 - 2,000 kgs) of fuel.
- Make sure the auxiliary fuel tank contains 0 lbs (0 kgs) of fuel.

CAUTION: DO NOT OPERATE THE HYDRAULIC PUMPS AFTER THE HYDRAULIC TEMPERATURE INDICATION ON EICAS IS MORE THAN 100 DEGREES C (212 DEGREES F) OR AFTER THE PUMP OVERHEAT LIGHT COMES ON. IF YOU CONTINUE TO OPERATE THE PUMPS, THE HYDRAULIC FLUID CAN BECOME TOO HOT.

- (2) Obey the subsequent limits during the test:
  - Stop the operation of the hydraulic pump if the temperature indication on EICAS is more then 100 degrees C (212 degrees F).
  - Stop the operation of the hydraulic pump if the hydraulic pump overheat light comes on.
  - Do not operate the hydraulic pump for more than 10 minutes.
  - After the operation of the hydraulic pump, let the temperature of the hydraulic pump decrease for 20 minutes with the hydraulic pump off.
- (3) Make sure there are tire chocks in front and aft of all main landing gear tires (AMM 10-11-01/201).
- (4) Make sure the switch-light(s) for the FUEL XFEED VALVE(s) on the fuel management panel (found on the overhead P5 panel) is (are) in the closed position.
- (5) Make sure the switch-light for the C PUMPS L on the fuel management panel (found on the overhead P5 panel) is in the off position.

**EFFECTIVITY** 

OPERATIONAL

ENGINE FUEL SUCTION FEED SYSTEM

28-22-00-5G

28-018-02

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20-010-02

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

- (6) Make sure the switch-light for the C PUMPS R on the fuel management panel (found on the overhead P5 panel) is in the off position.
- D. Test the Engine Fuel Suction Feed

WARNING: DO NOT OPERATE A FUEL PUMP IF THE LOW PRESSURE LIGHT COMES ON AND STAYS ON. FUEL VAPORS IN THE TANK MAY IGNITE AND CAUSE A FIRE OR EXPLOSION.

- (1) To operate any of the fuel pumps, you must be in the flight compartment to continuously monitor the fuel quantity and the low pressure indication of the fuel pumps.
  - (a) Immediately push the applicable fuel pump switch to the off position if the PRESS light comes on and stays on.
- (2) Push the L PUMPS FWD switch-light on the fuel management panel (found on the P5 panel) to the ON position.
  - (a) Make sure the L PUMPS PRESS FWD switch-light on the P5 panel is off.
  - (b) Make sure the ON flow bar on the L PUMPS FWD switch-light comes
- (3) Push the L PUMPS AFT switch-light on the fuel management panel (found on the P5 panel) to the ON position.
  - (a) Make sure the L PUMPS PRESS AFT switch-light on the P5 panel is off.
  - (b) Make sure the ON flow bar on the L PUMPS AFT switch-light comes
- (4) Push the R PUMPS FWD switch-light on the fuel management panel (found on the P5 panel) to the ON position.
  - (a) Make sure the R PUMPS PRESS FWD switch-light on the P5 panel is off.
  - (b) Make sure the ON flow bar on the R PUMPS FWD switch-light comes on.
- (5) Push the R PUMPS AFT switch-light on the fuel management panel (found on the P5 panel) to the ON position.

**EFFECTIVITY** 

OPERATIONAL | ENGINE FUEL SUCTION FEED SYSTEM

28-22-00-5G

28-018-02

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AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (a) Make sure the R PUMPS PRESS AFT switch-light on the P5 panel is off.
- (b) Make sure the ON flow bar on the R PUMPS AFT switch-light comes on.
- (6) Start the engines (AMM 71-00-00/201).

NOTE: Operate the engines at a minimum idle for this test.

(7) Permit the engines to operate at idle power with boost pumps on for a minimum of two minutes (this time is referred to as "the warm-up period").

NOTE: With ambient conditions of extreme cold, it can be necessary to permit the engine to warm up for more time.

- (8) While the engines operate at a minimum idle, set all of the fuel pumps to the off position.
  - (a) If the APU was used to initially power the airplane, do one of the following steps:
    - 1) Put the APU Master Switch on the P5 overhead panel to OFF.
    - 2) Open these circuit breakers:
      - a) 6G24, L FWD FUEL BOOST PUMP (On the main power distribution panel, P6)
      - b) 11M25 FUEL PUMPS L FWD/R AF (On the overhead circuit breaker panel, P11)
- (9) Make sure the engines operate at idle for a minimum of five minutes.
  - (a) If one or both of the engines stop in less than five minutes, do this procedure: Right (Left) Engine Fails the Suction Feed Test (FIM 28-22-00/101 Fig. 113).
- (10) If necessary, close these circuit breakers:
  - (a) 6G24, L FWD FUEL BOOST PUMP (On the main power distribution panel, P6)

**EFFECTIVITY** 

OPERATIONAL | ENGINE FUEL SUCTION FEED SYSTEM

28-22-00-5G

28-018-02

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2

28-018-02 AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH	INSP											
				(b)	11M25 FUEL PUM panel, P11)	PS L F	WD/R AFT	(On the over	head ci	rcuit	breaker	
			(11)	Stop (AMM	the engines wi 71-00-00/201).	th the	correct	shutdown pro	ocedure			
EFF	FECTIVITY					OPERA	TIONAL	ENGINE FUEL	SUCTION	FEED	SYSTEM	
					28-2	2-00-5G	28-018-02	PAGE	5 OF	5 APR 2	22/09	

	STAT	ION						BOE	ING CARD NO.
	TAIL	NO.		0	BOE	ING		28-0	18-03
	DA.	T-	S	SAS &	767			AIRI	LINE CARD NO.
	DA	I E			TASK C	ARD			
SKII	LL	WORK ARI	EA RE	LATED TASK	INT	ERVAL	PHASE	MPD REV	TASK CARD REVISION
AIR	PL	L MAIN	TANK		80		24896		AUG 22/08
	TASK			TITLE		STRUCTURAL ILLUSTRATION R	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE
FU	FUNCTIONAL OVERWIN			FILL PORT -	L/H WING			ALL	ALL
		ZONES				ACCESS PANELS		ALL	
54	1								WD 7774 NUMBER
MECH	INSP							·	MPD ITEM NUMBER
		BETWEE IT IS	N THE OVER	WING FILL P	ORTS AND THE S (SFAR 88).	T) THE BONDING TRUCTURE TO ENSURE  e Check (Fig. 601)		28–1	1-04-6A

- (1) Maintenance Mats for wing upper surface
- (2) Bonding Meter Use one of these:
  - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
  - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
- B. References
  - (1) SWPM 20-20-00, Electrical Bonds and Grounds
- C. Procedure

<u>CAUTION</u>: PUT MAINTENANCE MATS IN THE AREAS WHERE PERSONS WORK. THE MAINTENANCE MATS PREVENT DAMAGE TO THE WING PANELS.

- (1) Put maintenance mats in the areas you will work.
- (2) Measure the electrical bonding resistance between the overwing fill port adapter and the upper wing skin (SWPM 20-20-00).

EFFECTIVITY	FUNCTIONAL	OVERWING FILL	PORT	- L/H	WING
	28-11-04-6A	28-018-03	PAGE	1 OF	3 AUG 22/08

28-018-03

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

			THER CHIE		
MECH	INSP				
		(a) Make sure (10 millio	the electrical bo	nding resistance is O.C	110 ohm
		(3) Remove the mair	itenance mats.		
		(3) Remove the man	ittifation mats:		
	   C T T	 			
EFF	ECII	IVITY	FUNCTIONAL	OVERWING FILL PORT -	L/H WING
			28-11-04-6A	28-018-03 PAGE 2	OF 3 AUG 22/08

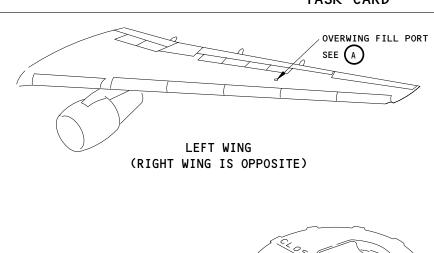
BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

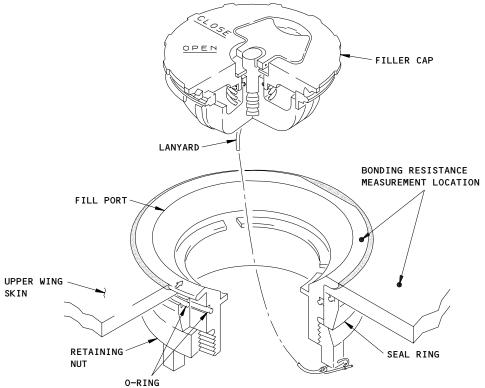
AIRLINE CARD NO.

28-018-03

SAS

BOEING 767 TASK CARD





OVERWING FILL PORT (FILLER CAP SHOWN REMOVED)



Overwing Fill Port Inspection Figure 601

**EFFECTIVITY** 

FUNCTIONAL 28-11-04-6A OVERWING FILL PORT - L/H WING

28-018-03

PAGE 3 OF 3 AUG 22/08

	STATION										BOE	ING CAR	D NO.
	TAIL NO.			_		Ø	801	FIN	G		28-0	18-04	<b>'</b>
	DATE		S	AS			57			AIRL	INE CAR	D NO.	
							TASK	CARD					
SKIL	L	WORK ARE						PHASE	MPD REV		SK CARD VISION		
AIR	PL R	MAIN	TANK				80			24896		AUG	22/08
FU	TASK NCTION	IAL	OVER	TITLE RWING FILL PORT - R/H WING				STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	PLICABI E	ENGINE ALL	
	Z	ONES							ACCESS PANELS		ALL		ALL
64	1												
MECH	INSP										М	PD ITEM	NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE OVERWING FILL PORTS AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-11-04-6A

- Overwing Fill Port Bonding Resistance Check (Fig. 601)
  - A. Equipment
    - (1) Maintenance Mats for wing upper surface
    - (2) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. References
    - (1) SWPM 20-20-00, Electrical Bonds and Grounds
  - C. Procedure

CAUTION: PUT MAINTENANCE MATS IN THE AREAS WHERE PERSONS WORK. THE MAINTENANCE MATS PREVENT DAMAGE TO THE WING PANELS.

- (1) Put maintenance mats in the areas you will work.
- (2) Measure the electrical bonding resistance between the overwing fill port adapter and the upper wing skin (SWPM 20-20-00).

EFFECTIVITY	FUNCTIONAL	OVERWING FILL	PORT	- R/H	WING
	28-11-04-6A	28-018-04	PAGE	1 OF	3 AUG 22/08

28-018-04

SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

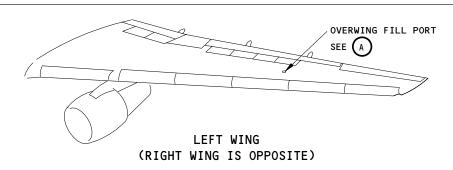
								TASK C							
иесн і	INSP												·		
				(a)	Make :	sure th	he el ms) c	ectrical or less.	bond <sup>.</sup>	ing resis	tance	is O	0.010 d	hm	
			(3)	Remo	ve the	mainte	enand	e mats.							
FFE	CTIV	/ITY					T F	UNCTIONA	L (	OVERWING	FILL F	PORT	- R/H	WING	
										28-018-04					22/09
								20-11 <b>-</b> 04	OA A	_0-010 <b>-</b> 04	r	AGE	L UF	J AUG	22/00

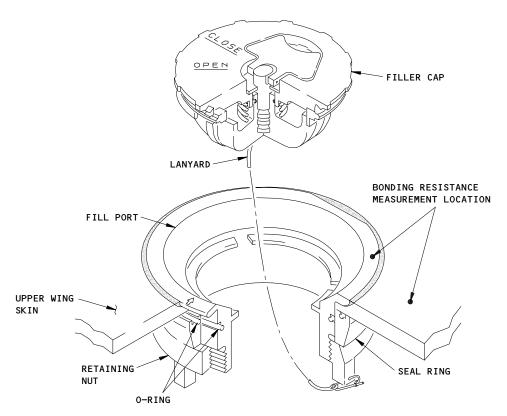
AIRLINE CARD NO.

28-018-04

SAS

BOEING 767 TASK CARD





OVERWING FILL PORT (FILLER CAP SHOWN REMOVED)



Overwing Fill Port Inspection Figure 601

**EFFECTIVITY** 

FUNCTIONAL 28-11-04-6A OVERWING FILL PORT - R/H WING

28-018-04

PAGE 3 OF 3 AUG 22/08

ST	ATION								B0E	ING CAR	) NO.
TAIL NO.				7	S BOL	EIN	G		28-0	20-02	2
	DATE			AS &	7	67			AIRI	LINE CAR	D NO.
DATE		•	710								
					TASK	CARD					
SKILL	WORK AR	EA	REL	LATED TASK		INTERVAL		PHASE	MPD REV		SK CARD VISION
AIRPL	L WING	TANK			80			24896		AUG	22/09
TA	SK			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABI	
CHEC	<td>IN-1</td> <td>TANK TU</td> <td>JBING - LEF</td> <td>T MAIN FUEL</td> <td>TANK</td> <td></td> <td></td> <td>AIRPLAN</td> <td>ΙΕ</td> <td>ENGINE</td>	IN-1	TANK TU	JBING - LEF	T MAIN FUEL	TANK			AIRPLAN	ΙΕ	ENGINE
									ALL		ALL
	ZONES						ACCESS PANELS				
532	541										
752	<b>-</b>										

MECH INSP

MPD ITEM NUMBER

INSPECT (DETAILED) THE IN-TANK TUBING AND EQUIPMENT STATIC BONDING STRAPS AND CLAMPS FOR CONDITION, SECURITY AND OTHER DEGRADATION (SFAR 88).

28-00-00-2A

### Inspection of the Electrical Bonding Jumpers in the Fuel System

#### A. General

- (1) This task contains visual and mechanical inspections of the electrical bonding jumpers in the fuel system.
- (2) Fuel system installation has a large number of bonding jumpers for the electrical bonding of tubing, mechanical components and electrical components. These bonding jumpers are made up of braided wire and have a mating lug on each end.
- (3) The tin plating on the bonding jumper usually supplies a smooth finish. When there is deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with any sulfur compounds in the tank, the finish becomes rough to the touch and the bonding jumper can show signs of fraying.
- (4) Do not flex, bend or kink the bonding jumpers more than is necessary. If the bonding jumpers are moved too much, it can cause the loss of tin plating on the wire braid of the bonding jumper.
- (5) When you inspect the bonding jumpers, you may see black or brown deposits on the wire braid. This can occur when there is a deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration is not a problem unless the wire braid contains broken strands. If the bonding jumper has broken strands, then you must replace the bonding jumper.

CHECK/INSP IN-TANK TUBING - LEFT MAIN FUEL TANK

28-00-00-2A 28-020-02 PAGE 1 OF 4 DEC 22/07

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH INSP

- (6) When you inspect the bonding jumpers, inspect for loose clamps and corrosion.
- B. References
  - (1) SWPM 20-20-00, Electrical Bonds and Grounds
- C. Access
  - (1) (Left Main Tank) Location Zones
    532 Main Tank Inboard of Rib No. 10 (Left)
    541 Main Tank Outboard of Rib No. 10 (Left)
- D. Electrical Bonding Jumper Visual Inspection
  - (1) Visually inspect the bonding jumper and clamp for color and deterioration.
  - (2) If the bonding jumper is silver in color, and free from black or brown deposits, then the bonding jumper is satisfactory.
  - (3) If the wire braid has black or brown deposits, then inspect the bonding jumper for broken strands.
    - (a) If the wire braid does not have broken strands, then the bonding jumper is okay.
    - (b) If the wire braid has broken strands, then do this task: Electrical Bonding Jumpers in the Fuel System Replacement
- E. Electrical Bonding Jumper Mechanical Inspection
  - (1) Try to turn the bonding jumper lugs and tube clamps, if applicable, with light finger pressure.
  - (2) If the bonding jumper is loose, rework the electrical bond path (SWPM 20-20-00).
- 2. <u>Electrical Bonding Jumpers in the Fuel System Replacement</u>
  - A. References
    - (1) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Access

28-020-02

SAS BOEING TASK CARD

MECH INSP

- (1) (Left Main Tank) Location Zones Main Tank - Inboard of Rib No. 10 (Left) 532 Main Tank - Outboard of Rib No. 10 (Left) 541
- Replace the Electrical Bonding Jumper
  - (1) Remove the bonding jumper.
    - Keep all the parts necessary for the installation of the bonding jumper.
  - (2) For the bonding jumpers used to bond electrical equipment, follow the applicable installation procedure in the AMM.
  - For the bonding jumpers used to bond mechanical equipment or tubing, install the new bonding jumper and hardware (SWPM 20-20-00).
    - (a) Make sure the mating surface(s) are correctly prepared.
    - Make sure the bonding jumper installation gives adequate clearance from the structure, tubing or all fuel system parts.

NOTE: This will prevent abrasion.

- (4) Do the "Electrical Integrity Check of the Fuel System Bond Path" procedure.
- Electrical Integrity Check of the Fuel System Bond Path
  - SWPM 20-20-00 defines the measurement processes necessary for NOTE: installation of electrical bonding hardware. The fuel system tubing and components often incorporate multiple electrical bonds in series between the component and the primary structure. measurement of the tubing or component bond is a separate requirement.
  - (1) For bonding jumper hardware installations, do the resistance measurement for electrical integrity (SWPM 20-20-00).
  - (2) For the fuel system tubing or components, do the subsequent steps:
    - (a) Measure the total resistance from the tubing or component, to the adjacent primary structure.

**EFFECTIVITY** 

CHECK/INSP

IN-TANK TUBING - LEFT MAIN FUEL TANK

28-00-00-2A

28-020-02

PAGE 3 OF 4 DEC 22/07

28-020-02

## BOEING 767 TASK CARD

MECH INSP

- (b) Make sure the resistance is not more than 0.10 ohms.
- <u>Fuel System Static Bond Path, Left Main Tank Inspection</u>
  - A. References
    - (1) AMM 28-11-00/201, Fuel Tanks
    - (2) AMM 28-11-01/401, Main Tank Access Door
  - Access
    - (1) Location Zones

532 Main Tank-Inboard of Rib No. 10 (Left) 541 Main Tank Outboard of Rib No. 10 (Left)

- C. Procedure
  - (1) For the area in the left main tank between rib No. 3 (rib at WS 226.3) and rib No.31 (rib at WS 990.2), do these steps:
    - (a) Remove the applicable left main tank access panels (AMM 28-11-01/401).
    - Go into the applicable openings for the left main tank (AMM 28-11-00/201).
    - (c) Do this task for all bonding jumpers between rib No. 3 and rib No. 31: Inspection of the Electrical Bonding Jumpers in the Fuel System.
    - (d) If access is not necessary for subsequent tasks, install the access panels you removed (AMM 28-11-01/401).

**EFFECTIVITY** 

CHECK/INSP

IN-TANK TUBING - LEFT MAIN FUEL TANK

28-00-00-2A

28-020-02

PAGE 4 OF 4 AUG 22/09

ST	ATION									BOE	ING CAR	) NO.
TAIL NO.						BO	)EIA	VG		28-0	20-03	3
	NATE.		S	AS			767			AIRL	LINE CAR	D NO.
	DATE					TAS	SK CARD					
SKILL	WORK ARI	EA .	REL	ATED TASK		INTERVAL			PHASE	MPD REV	1	SK CARD VISION
AIRPL	R WING	TANK				8C			24896		AUG	22/09
TA	SK			Т	ITLE			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABI	
CHECK	(/INSP	IN-T	ANK TU	BING -	RT M	AIN FUEL	TANK			AIRPLAN	E	ENGINE
										ALL		ALL
	ZONES							ACCESS PANELS				
632	641											

MECH INSP

MPD ITEM NUMBER

INSPECT (DETAILED) THE IN-TANK TUBING AND EQUIPMENT STATIC BONDING STRAPS AND CLAMPS FOR CONDITION, SECURITY AND OTHER DEGRADATION (SFAR 88).

28-00-00-2B

### 1. Inspection of the Electrical Bonding Jumpers in the Fuel System

#### A. General

- (1) This task contains visual and mechanical inspections of the electrical bonding jumpers in the fuel system.
- (2) Fuel system installation has a large number of bonding jumpers for the electrical bonding of tubing, mechanical components and electrical components. These bonding jumpers are made up of braided wire and have a mating lug on each end.
- (3) The tin plating on the bonding jumper usually supplies a smooth finish. When there is deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with any sulfur compounds in the tank, the finish becomes rough to the touch and the bonding jumper can show signs of fraying.
- (4) Do not flex, bend or kink the bonding jumpers more than is necessary. If the bonding jumpers are moved too much, it can cause the loss of tin plating on the wire braid of the bonding jumper.
- (5) When you inspect the bonding jumpers, you may see black or brown deposits on the wire braid. This can occur when there is a deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration is not a problem unless the wire braid contains broken strands. If the bonding jumper has broken strands, then you must replace the bonding jumper.

CHECK/INSP IN-TANK TUBING - RT MAIN FUEL TANK

28-00-00-2B 28-020-03 PAGE 1 OF 4 DEC 22/07

BOEING 767 TASK CARD

MECH	INSP
------	------

(6) When you inspect the bonding jumpers, inspect for loose clamps and corrosion.

#### References

- (1) SWPM 20-20-00, Electrical Bonds and Grounds
- С. Access
  - (1) (Right Main Tank) Location Zones

Main Tank - Inboard of Rib No. 10 (Right) 632 Main Tank - Outboard of Rib No. 10 (Right) 641

- D. Electrical Bonding Jumper Visual Inspection
  - (1) Visually inspect the bonding jumper and clamp for color and deterioration.
  - (2) If the bonding jumper is silver in color, and free from black or brown deposits, then the bonding jumper is satisfactory.
  - (3) If the wire braid has black or brown deposits, then inspect the bonding jumper for broken strands.
    - If the wire braid does not have broken strands, then the bonding jumper is okay.
    - If the wire braid has broken strands, then do this task: Electrical Bonding Jumpers in the Fuel System Replacement
- Electrical Bonding Jumper Mechanical Inspection
  - (1) Try to turn the bonding jumper lugs and tube clamps, if applicable, with light finger pressure.
  - (2) If the bonding jumper is loose, rework the electrical bond path (SWPM 20-20-00).
- Electrical Bonding Jumpers in the Fuel System Replacement
  - References
    - (1) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Access

EFFECTIVITY	CHECK/INSP	IN-TANK TUBIN	G - RT	MAIN	FUEL TANK
	28-00-00-2в	28-020-03	PAGE	2 OF	4 DEC 22/07

28-020-03

20-020-03

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP

(1) (Right Main Tank) Location Zones

Main Tank - Inboard of Rib No. 10 (Right)

641 Main Tank - Outboard of Rib No. 10 (Right)

- C. Replace the Electrical Bonding Jumper
  - (1) Remove the bonding jumper.
    - (a) Keep all the parts necessary for the installation of the bonding jumper.
  - (2) For the bonding jumpers used to bond electrical equipment, follow the applicable installation procedure in the AMM.
  - (3) For the bonding jumpers used to bond mechanical equipment or tubing, install the new bonding jumper and hardware (SWPM 20-20-00).
    - (a) Make sure the mating surface(s) are correctly prepared.
    - (b) Make sure the bonding jumper installation gives adequate clearance from the structure, tubing or all fuel system parts.

NOTE: This will prevent abrasion.

- (4) Do the "Electrical Integrity Check of the Fuel System Bond Path" procedure.
- D. Electrical Integrity Check of the Fuel System Bond Path
  - NOTE: SWPM 20-20-00 defines the measurement processes necessary for installation of electrical bonding hardware. The fuel system tubing and components often incorporate multiple electrical bonds in series between the component and the primary structure. The measurement of the tubing or component bond is a separate requirement.
  - (1) For bonding jumper hardware installations, do the resistance measurement for electrical integrity (SWPM 20-20-00).
  - (2) For the fuel system tubing or components, do the subsequent steps:
    - (a) Measure the total resistance from the tubing or component, to the adjacent primary structure.

EFFECTIVITY

CHECK/INSP IN-TANK TUBING - RT MAIN FUEL TANK

28-00-00-2B

28-020-03

PAGE 3 OF 4 DEC 22/07

28-020-03



MECH INSP

- (b) Make sure the resistance is not more than 0.10 ohms.
- Fuel System Static Bond Path, Right Main Tank Inspection
  - A. References
    - (1) AMM 28-11-00/201, Fuel Tanks
    - (2) AMM 28-11-01/401, Main Tank Access Door
  - Access
    - (1) Location Zones

632 Main Tank-Inboard of Rib No. 10 (Right) Main Tank-Outboard of Rib No. 10 (Right) 641

- C. Procedure
  - (1) For the area in the right main tank between rib No. 3 (rib at WS 226.3) and rib No.31 (rib at WS 990.2), do these steps:
    - (a) Remove the applicable right main tank access panels (AMM 28-11-01/401).
    - Go into the applicable openings for the right main tank (AMM 28-11-00/201).
    - (c) Do this task for all bonding jumpers between rib No. 3 and rib No. 31: Inspection of the Electrical Bonding Jumpers in the Fuel System.
    - If access is not necessary for subsequent tasks, install the access panels you removed (AMM 28-11-01/401).

**EFFECTIVITY** 

CHECK/INSP

IN-TANK TUBING - RT MAIN FUEL TANK

28-00-00-2B

28-020-03

PAGE 4 OF 4 AUG 22/09

STA	TION								B0E	ING CARD NO.
TAI	L NO.				X BO		i G		28-0	20-04
D	ATE		SAS	E		767 K CARD			AIRL	INE CARD NO.
SKILL	WORK ARE	Α	RELATED T	TED TASK INTERVAL PHASE			MPD REV	TASK CARD REVISION		
AIRPL	CTR AUX	TK			8C			24896		AUG 22/09
TAS	K			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABILITY
CHECK/INSP IN-TANK			ANK TUBING	G - CTR	R AUX FUEL	TANK			AIRPLAN	E ENGINE
									ALL	ALL
ZONES						ACCESS PANELS				
136	194 531	631	13/	K7 10	04HR 531RR	631RR				

MECH INSP

MPD ITEM NUMBER

INSPECT (DETAILED) THE IN-TANK TUBING AND EQUIPMENT STATIC BONDING STRAPS AND CLAMPS FOR CONDITION, SECURITY AND OTHER DEGRADATION (SFAR 88).

28-00-00-2C

### Inspection of the Electrical Bonding Jumpers in the Fuel System

#### A. General

- (1) This task contains visual and mechanical inspections of the electrical bonding jumpers in the fuel system.
- (2) Fuel system installation has a large number of bonding jumpers for the electrical bonding of tubing, mechanical components and electrical components. These bonding jumpers are made up of braided wire and have a mating lug on each end.
- (3) The tin plating on the bonding jumper usually supplies a smooth finish. When there is deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with any sulfur compounds in the tank, the finish becomes rough to the touch and the bonding jumper can show signs of fraying.
- (4) Do not flex, bend or kink the bonding jumpers more than is necessary. If the bonding jumpers are moved too much, it can cause the loss of tin plating on the wire braid of the bonding jumper.
- (5) When you inspect the bonding jumpers, you may see black or brown deposits on the wire braid. This can occur when there is a deterioration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration of the tin plating on the bonding jumper and the copper in the wire reacts with the sulfur compounds. This discoloration is not a problem unless the wire braid contains broken strands. If the bonding jumper has broken strands, then you must replace the bonding jumper.

CHECK/INSP IN-TANK TUBING - CTR AUX FUEL TANK

28-00-00-2C 28-020-04 PAGE 1 OF 4 DEC 22/07

SAS FOEING
767
TASK CARD

AIRLINE CARD NO.

- (6) When you inspect the bonding jumpers, inspect for loose clamps and corrosion.
- B. References
  - (1) SWPM 20-20-00, Electrical Bonds and Grounds
- C. Access
  - (1) (Center Auxiliary Tank) Location Zones
    - 133 Wing Center Section (Left)
    - 134 Wing Center Section (Right)
    - 531 Center Auxiliary Tank (Left)
    - 631 Center Auxiliary Tank (Right)
- D. Electrical Bonding Jumper Visual Inspection
  - (1) Visually inspect the bonding jumper and clamp for color and deterioration.
  - (2) If the bonding jumper is silver in color, and free from black or brown deposits, then the bonding jumper is satisfactory.
  - (3) If the wire braid has black or brown deposits, then inspect the bonding jumper for broken strands.
    - (a) If the wire braid does not have broken strands, then the bonding jumper is okay.
    - (b) If the wire braid has broken strands, then do this task: Electrical Bonding Jumpers in the Fuel System Replacement
- E. Electrical Bonding Jumper Mechanical Inspection
  - (1) Try to turn the bonding jumper lugs and tube clamps, if applicable, with light finger pressure.
  - (2) If the bonding jumper is loose, rework the electrical bond path (SWPM 20-20-00).
- 2. <u>Electrical Bonding Jumpers in the Fuel System Replacement</u>
  - A. References
    - (1) SWPM 20-20-00, Electrical Bonds and Grounds

28-020-04

# SAS BOEING TASK CARD

MECH INSP

- B. Access
  - (1) (Center Auxiliary Tank) Location Zones
    - Wing Center Section (Left) 133
    - 134 Wing Center Section (Right)
    - 531 Center Auxiliary Tank (Left)
    - Center Auxiliary Tank (Right) 631
- Replace the Electrical Bonding Jumper
  - (1) Remove the bonding jumper.
    - Keep all the parts necessary for the installation of the bonding jumper.
  - For the bonding jumpers used to bond electrical equipment, follow the applicable installation procedure in the AMM.
  - For the bonding jumpers used to bond mechanical equipment or tubing, install the new bonding jumper and hardware (SWPM 20-20-00).
    - (a) Make sure the mating surface(s) are correctly prepared.
    - Make sure the bonding jumper installation gives adequate clearance from the structure, tubing or all fuel system parts.

NOTE: This will prevent abrasion.

- (4) Do the "Electrical Integrity Check of the Fuel System Bond Path" procedure.
- Electrical Integrity Check of the Fuel System Bond Path
  - SWPM 20-20-00 defines the measurement processes necessary for NOTE: installation of electrical bonding hardware. The fuel system tubing and components often incorporate multiple electrical bonds in series between the component and the primary structure. measurement of the tubing or component bond is a separate requirement.
  - (1) For bonding jumper hardware installations, do the resistance measurement for electrical integrity (SWPM 20-20-00).
  - (2) For the fuel system tubing or components, do the subsequent steps:

**EFFECTIVITY** CHECK/INSP IN-TANK TUBING - CTR AUX FUEL TANK 28-00-00-2C 28-020-04 PAGE 3 OF 4 DEC 22/07

# SAS BOEING TASK CARD

MECH INSP

- (a) Measure the total resistance from the tubing or component, to the adjacent primary structure.
- (b) Make sure the resistance is not more than 0.10 ohms.
- <u>Fuel System Static Bond Path, Center Auxiliary Tank Inspection</u>
  - A. References
    - (1) AMM 28-11-00/201, Fuel Tanks
    - (2) AMM 28-11-02/401, Auxiliary Tank Access Door
  - Access В.
    - (1) Location Zones
      - Environmental Control System Bay (Right)
      - 194 Wing to Body - Forward Lower Half (Right)
      - 531 Center Auxiliary Tank (Left)
      - Center Auxiliary Tank (Right) 631

#### C. Procedure

- (1) For the area in the auxiliary tank between left rib No. 3 (rib at WS 226.3) and right rib No.3 (rib at WS 226.3), do these steps:
  - Remove the applicable auxiliary tank access panels (AMM 28-11-02/401).
  - (b) Go into the applicable openings for the auxiliary tank (AMM 28-11-00/201).
  - Do this task for all bonding jumpers between left rib No. 3 and right rib No. 3: Inspection of the Electrical Bonding Jumpers in the Fuel System.
  - (d) If access is not necessary for subsequent tasks, install the access panels you removed (AMM 28-11-01/401).

**EFFECTIVITY** 

CHECK/INSP

IN-TANK TUBING - CTR AUX FUEL TANK

28-00-00-2C

28-020-04

PAGE 4 OF 4 AUG 22/09

STA	TION								B0E	ING CARD NO.
TAIL NO.			c	AS &		roein 30	i G			21-03
D	ATE		3	AS C	<b>,</b>	767				
						TASK CARD				
SKILL	WORK ARE	RELATED TASK			INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
AIRPL	L WING	TANK			8	8C		24896		AUG 22/08
TAS	K			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABILITY E ENGINE
FUNCT	IONAL	SURGE	TANK	PRESSURE	RELIEF	VALVE-L			AIRPLAN	E ENGINE
									ALL	ALL
	ZONES						ACCESS PANELS			
542				542AB						

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE PRESSURE RELIEF VALVES AND THE STRUCTURE (SFAR 88).

28-13-04-6A

- 1. <u>Pressure Relief Valve Bonding Resistance Check</u> (Fig. 601)
  - A. References
    - (1) AMM 28-11-03/401, Surge Tank Access Door
    - (2) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure
    - (1) Remove the left or right surge tank access door, 542AB or 642AB (AMM 28-11-03/401).
  - D. Electrical Bonding Measurement
    - (1) Measure the electrical bonding resistance between the surge tank pressure relief valve and the access door (SWPM 20-20-00).

28-021-03

AIRLINE CARD NO.

	TASK CARD
MECH INSP	THERE SHIED
	<ul><li>(a) Make sure the electrical bonding resistance is 0.010 ohm</li><li>(10 milliohms) or less.</li></ul>
	(2) Measure the electrical bonding resistance between the surge tank access door and the poppet face (SWPM 20-20-00).
	(a) Make sure the electrical bonding resistance is 1.0 ohm (1000 milliohms) or less.
	E. Put the Airplane Back to Its Usual Condition
	(1) Install the left or right surge tank access door, 542AB or 642AB (AMM 28-11-03/401).

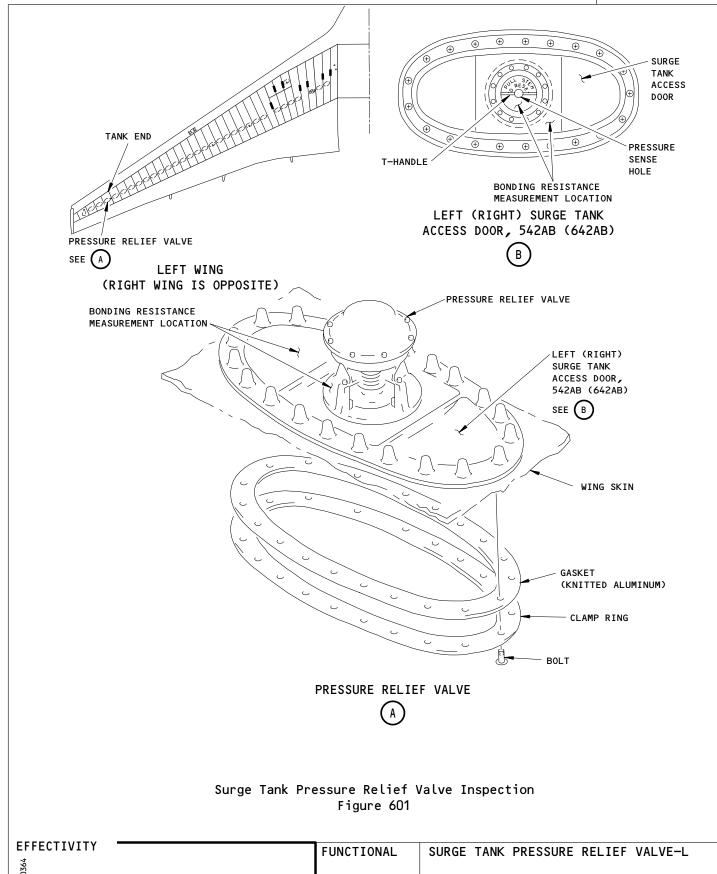
EFFECTIVITY

28-021-03

AIRLINE CARD NO.

SAS





28-13-04-6A

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

28-021-03

PAGE 3 OF 3 DEC 22/07

STA	TION								BOE	ING CAR	) NO.
TAIL NO.				(	X A	i de la companya de l	ING .		28-0	21-04	<b>,</b>
			S	AS &		767			AIRI	LINE CAR	D NO.
D	ATE					TASK CA	ARD				
SKILL	LL WORK AREA RE		REL	ATED TASK INTERVAL		RVAL	PHASE	MPD REV		SK CARD VISION	
AIRPL	R WING	TANK			;	8C		24896		AUG	22/08
TAS	K	TITLE			•		STRUCTURAL ILLUSTRATION	REFERENCE		PLICABI	
FUNCT	IONAL	SURGE	TANK	PRESSURE	RELIEF	VALVE-R			AIRPLAN	E	ENGINE
									ALL		ALL
	ZONES	•					ACCESS PANELS				
642				642AB							

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE PRESSURE RELIEF VALVES AND THE STRUCTURE (SFAR 88).

28-13-04-6A

- 1. Pressure Relief Valve Bonding Resistance Check (Fig. 601)
  - A. References
    - (1) AMM 28-11-03/401, Surge Tank Access Door
    - (2) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure
    - (1) Remove the left or right surge tank access door, 542AB or 642AB (AMM 28-11-03/401).
  - D. Electrical Bonding Measurement
    - (1) Measure the electrical bonding resistance between the surge tank pressure relief valve and the access door (SWPM 20-20-00).

28-021-04

AIRLINE CARD NO.

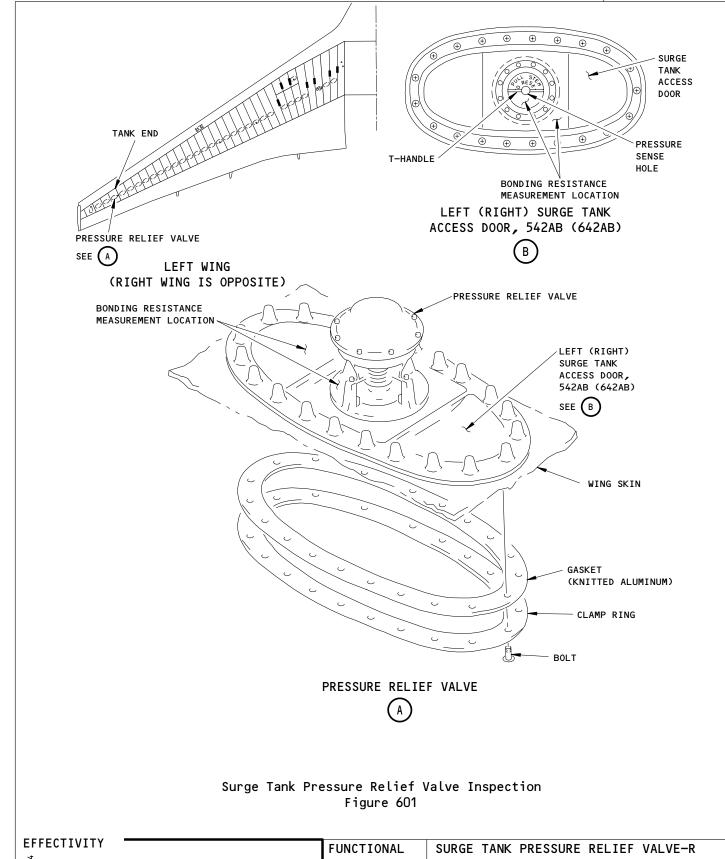
	TASK CARD
MECH INSP	
	(a) Make sure the electrical bonding resistance is 0.010 ohm (10 milliohms) or less.
	(2) Measure the electrical bonding resistance between the surge tank access door and the poppet face (SWPM 20-20-00).
	<ul><li>(a) Make sure the electrical bonding resistance is 1.0 ohm (1000 milliohms) or less.</li></ul>
	E. Put the Airplane Back to Its Usual Condition
	(1) Install the left or right surge tank access door, 542AB or 642AB (AMM 28-11-03/401).

EFFECTIVITY

28-021-04

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD



28-13-04-6A

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

28-021-04

PAGE 3 OF 3 DEC 22/07

STA	TION									B0E	ING CAR	NO.
TAIL NO.						BOL	EIA	G		28-0	22-01	l
			S	AS			67			AIRI	LINE CAR	D NO.
D.	ATE				-		CARD					
SKILL	WORK ARI	EA	REL	ATED TASK			INTERVAL		PHASE	MPD REV		K CARD VISION
AIRPL	L WING	TE				8C			24896		AUG	22/08
TASK			TITLE					STRUCTURAL ILLUSTRATION R	EFERENCE		PLICABI	
FUNCTIONAL		FUELI	NG SH	HUTOFF	VALVES	L/H WING				AIRPLAN	E	ENGINE
										ALL		ALL
	ZONES						•	ACCESS PANELS				

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE FUELING SHUTOFF VALVES (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

551TB 561FB

28-21-12-6A

- Fueling Shutoff Valve Bonding Resistance Check (Fig. 601)
  - A. References

551 561

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- (2) AMM 27-51-00/201, Flight Controls
- (3) AMM 32-00-15/201, Landing Gear Door Locks
- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonds and Grounds
- B. Equipment
  - (1) Bonding Meter Use one of these:
    - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
    - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
- C. Prepare for the Procedure

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28-022-01

AIRLINE CARD NO.

			TASK CARD
MECH	INSP	-	
		<u>WARNING</u> :	DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE. FAILURE TO DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE COULD CAUSE INJURY OR DAMAGE.
			the deactivation of the flap system procedure for the trailing e flaps (AMM 27-51-00/201).
		-	n this circuit breaker on the APU external power panel, P34, and ach DO-NOT-CLOSE tag:
		(a)	34L5, FLNG VALVES
			n this circuit breaker on the main power distribution panel, P6, attach DO-NOT-CLOSE tag:
		(a)	6E6, FUELING VALVES
			get access to the control unit in the left or right auxiliary l tank, do the steps that follow:
		(a)	Make sure the downlocks for the nose and main landing gear are installed (AMM 32-00-20/201).
		WAR	NING: REFER TO AMM 32-00-15/201 FOR DOOR LOCK INSTALLATION PROCEDURE. IF THE MAIN GEAR DOORS MOVE QUICKLY, INJURY OR DAMAGE CAN OCCUR.
		(b)	Open the applicable left or right main gear door and install the door lock (AMM 32-00-15/201).
			the control unit in the left inboard main fuel tank, open the n panel, 551TB (AMM 06-44-00/201).
			the control unit in the right inboard main fuel tank, open the n panel, 651TB (AMM 06-44-00/201).
			the control unit in the left outboard main fuel tank, open the n panel, 561FB (AMM 06-44-00/201).
			the control unit in the right outboard main fuel tank, open the n panel, 661FB (AMM 06-44-00/201).
		(9) Dis	connect the electrical connector from the control unit.

28-022-01

FOEING 767 TASK CARD

MECH INSP

- D. Electrical Bonding Measurement
  - (1) Measure the electrical bonding resistance between the fueling shutoff valve control unit and the rear spar (SWPM 20-20-00).
    - (a) Make sure the electrical bonding resistance is 0.008 ohm (8 milliohms) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector to the control unit.
  - (2) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P34 panel:
    - (a) 34L5, FLNG VALVES
  - (3) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
    - (a) 6E6, FUELING VALVES
  - (4) Refuel the applicable fuel tank (AMM 12-11-01/301) and make sure the fueling shutoff valve operates correctly.
  - (5) Make sure there are no fuel leaks at the control unit of the fueling shutoff valve.
  - (6) For the control unit in the left inboard main fuel tank, close the skin panel, 551TB (AMM 06-44-00/201).
  - (7) For the control unit in the right inboard main fuel tank, close the skin panel 651TB (AMM 06-44-00/201).
  - (8) For the control unit in the left outboard main fuel tank, close the skin panel, 561FB (AMM 06-44-00/201).
  - (9) For the control unit in the right outboard main fuel tank, close the skin panel, 661FB (AMM 06-44-00/201).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

**EFFECTIVITY** 

FUNCTIONAL

FUELING SHUTOFF VALVES L/H WING

28-21-12-6A

28-022-01

PAGE 3 OF 5 AUG 22/08

28-022-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

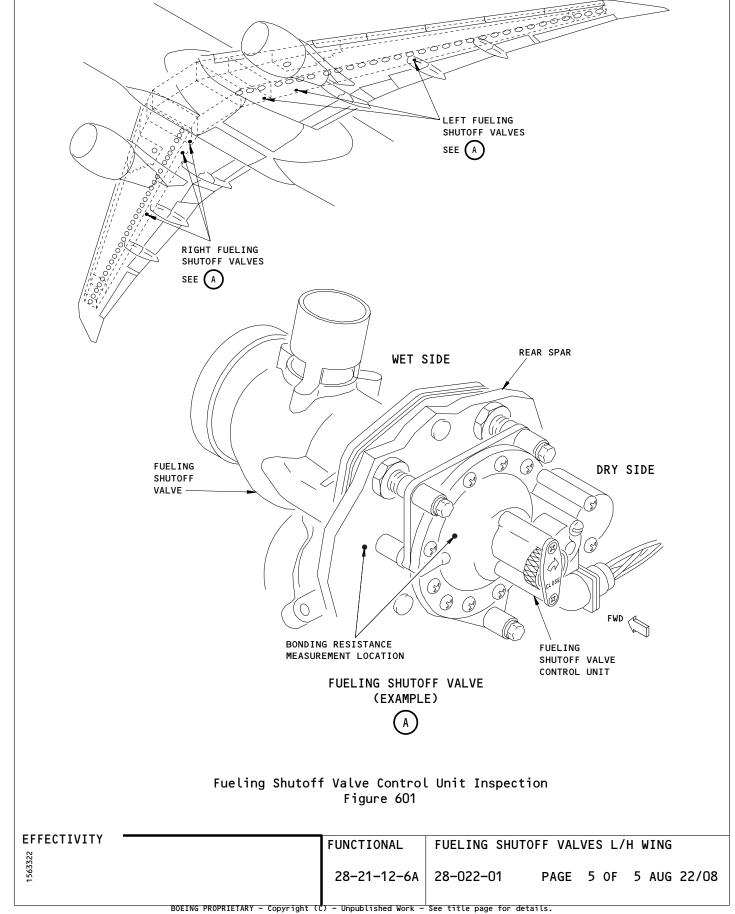
MECH INSP (10) For the control unit in the left or right auxiliary fuel tank, remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).**EFFECTIVITY** FUNCTIONAL FUELING SHUTOFF VALVES L/H WING 28-21-12-6A 28-022-01 PAGE 4 OF 5 AUG 22/08

28-022-01

AIRLINE CARD NO.

SAS &





STATION
TAIL NO.
DATE
DATE

WORK AREA

SKILL



BOEING CARD NO. 28-022-02

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL R WING TE 8C 24896 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

FUNCTIONAL FUELING SHUTOFF VALVES R/H WING

AIRPLANE ENGIN

ALL ALL

ZONES ACCESS PANELS

651 661 651TB 661FB

RELATED TASK

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE FUELING SHUTOFF VALVES (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-21-12-6A

- Fueling Shutoff Valve Bonding Resistance Check (Fig. 601)
  - A. References
    - (1) AMM 06-44-00/201, Wing Access Doors and Panels
    - (2) AMM 27-51-00/201, Flight Controls
    - (3) AMM 32-00-15/201, Landing Gear Door Locks
    - (4) AMM 32-00-20/201, Landing Gear Downlocks
    - (5) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure

28-022-02

AIRLINE CARD NO.

			TASK CARD						
MECH	INSP								
		<u>WARNING</u> :	DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE DO THE DEACTIVATION OF THE FLAP SYSTEM PROCEDURE INJURY OR DAMAGE.						
		l .	he deactivation of the flap system procedure for flaps (AMM 27-51-00/201).	the trailing					
		-	pen this circuit breaker on the APU external power panel, P34, tach DO-NOT-CLOSE tag:						
		(a)	34L5, FLNG VALVES						
		I -	this circuit breaker on the main power distribut attach DO-NOT-CLOSE tag:	ion panel, P6,					
		(a)	6E6, FUELING VALVES						
			et access to the control unit in the left or right tank, do the steps that follow:	ıt auxiliary					
		(a)	Make sure the downlocks for the nose and main lainstalled (AMM 32-00-20/201).	ınding gear are					
		WARN	ING: REFER TO AMM 32-00-15/201 FOR DOOR LOCK INS PROCEDURE. IF THE MAIN GEAR DOORS MOVE QUI DAMAGE CAN OCCUR.						
		(b)	Open the applicable left or right main gear door the door lock (AMM 32-00-15/201).	and install					
			the control unit in the left inboard main fuel tapanel, 551TB (AMM 06-44-00/201).	nnk, open the					
			for the control unit in the right inboard main fuel tank, open the kin panel, 651TB (AMM 06-44-00/201).						
			the control unit in the left outboard main fuel t panel, 561FB (AMM 06-44-00/201).	ank, open the					
			the control unit in the right outboard main fuel panel, 661FB (AMM 06-44-00/201).	tank, open the					
		(9) Disc	onnect the electrical connector from the control	unit.					

2 6

3

6

28-022-02

767
TASK CARD

MECH INSP

- D. Electrical Bonding Measurement
  - (1) Measure the electrical bonding resistance between the fueling shutoff valve control unit and the rear spar (SWPM 20-20-00).
    - (a) Make sure the electrical bonding resistance is 0.008 ohm (8 milliohms) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector to the control unit.
  - (2) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P34 panel:
    - (a) 34L5, FLNG VALVES
  - (3) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P6 panel:
    - (a) 6E6, FUELING VALVES
  - (4) Refuel the applicable fuel tank (AMM 12-11-01/301) and make sure the fueling shutoff valve operates correctly.
  - (5) Make sure there are no fuel leaks at the control unit of the fueling shutoff valve.
  - (6) For the control unit in the left inboard main fuel tank, close the skin panel, 551TB (AMM 06-44-00/201).
  - (7) For the control unit in the right inboard main fuel tank, close the skin panel 651TB (AMM 06-44-00/201).
  - (8) For the control unit in the left outboard main fuel tank, close the skin panel, 561FB (AMM 06-44-00/201).
  - (9) For the control unit in the right outboard main fuel tank, close the skin panel, 661FB (AMM 06-44-00/201).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

**EFFECTIVITY** 

FUNCTIONAL

FUELING SHUTOFF VALVES R/H WING

28-21-12-6A

28-022-02

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28-022-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

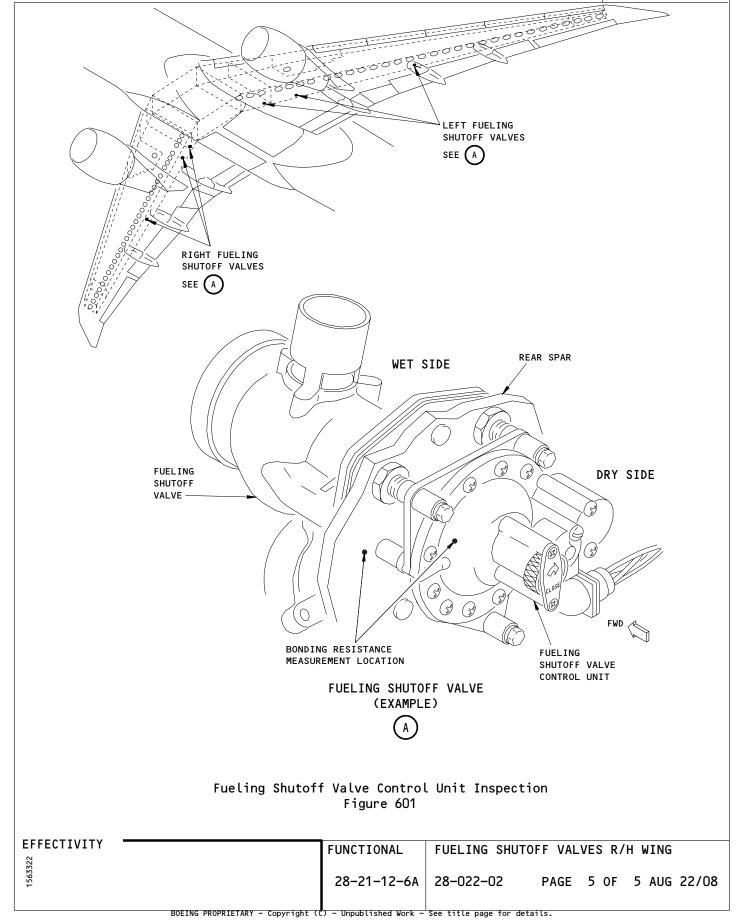
MECH	INSP						1	
			(10)	For the control un remove the door lo	nit in the left ocks from the ma	or right auxil <sup>:</sup> in gear doors a	iary fuel and close	tank, the doors
				(AMM 32-00-15/201)	•	3		
EFF	ECTI	VITY '			FUNCTIONAL	FUELING SHUTOR	F VALVES	R/H WING
					28-21-12-6A	28-022-02	PAGE 4	OF 5 AUG 22/08

AIRLINE CARD NO.

28-022-02

SAS

767
TASK CARD



STA	TION									B0E	ING CAR	) NO.
TAIL NO.						801	EIN	G		28-0	23–0′	l
			S	AS		. 7	67			AIR	INE CAR	D NO.
D	ATE		•	,,,								
						TASK	CARD					
SKILL	WORK ARE	EA RELATED TASK				INTERVAL		PHASE	MPD REV	l	SK CARD VISION	
AIRPL	L WING	LE				8C			24896		AUG	22/08
TAS	K			TITI	.E			STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABI	
FUNCTIONAL FUELING		ING AD	APTER L	'H WING					AIRPLAN	E	ENGINE	
										ALL		ALL
	ZONES	•					_	ACCESS PANELS				
521				521QB								

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE L/H SIDE FUELING ADAPTER AND THE STRUCTURE TO ENSURE IT IS WITHIN IN-SERVICE LIMITS (SFAR 88).

28-21-01-6A

- Fueling Adapter Bonding Resistance Check (Fig. 601)
  - A. References
    - (1) AMM 06-44-00/201, Wings Access Doors and Panels
    - (2) AMM 24-22-00/201, Electrical Power Control
    - (3) AMM 27-81-00/201, Leading Edge Slat System
    - (4) SWPM 20-20-00, Electrical Bonds and Grounds
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure
    - (1) Make sure the airplane is grounded to an approved ground.
    - (2) Remove electrical power from the airplane (AMM 24-22-00/201).

FUNCTIONAL FUELING ADAPTER L/H WING

28-21-01-6A 28-023-01 PAGE 1 OF 3 AUG 22/08

28-023-01

AIRLINE CARD NO.



MECH INSP

WARNING: DO THE DEACTIVATION PROCEDURE OF THE LEADING EDGE SLAT (AMM 27-81-00). IF THE LEADING EDGE SLAT OPERATES ACCIDENTALLY, IT CAN CAUSE INJURY.

- (3) Do the deactivation procedure of the leading edge slats (AMM 27-81-00/201).
- (4) Open the fueling station door, 521QB (AMM 06-44-00/201).
- D. Electrical Bonding Measurement
  - (1) Measure the electrical bonding resistance between the fueling adapter and the structure (SWPM 20-20-00).
    - (a) Make sure the electrical bonding resistance is 0.010 ohm (10 milliohms) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Close the fueling station door, 521QB (AMM 06-44-00/201).

WARNING: MAKE SURE NO PERSONS ARE IN THE SLAT AREA WHEN YOU DO THE ACTIVATION PROCEDURE OF THE LEADING EDGE SLAT. IF PERSONS ARE IN THE SLAT AREA, INJURY CAN OCCUR.

- (2) Do the activation procedure of the leading edge slat (AMM 27-81-00/201).
- (3) Supply electrical power to the airplane (AMM 24-22-00/201).

**EFFECTIVITY** 

FUNCTIONAL

FUELING ADAPTER L/H WING

28-21-01-6A

28-023-01

PAGE 2 OF 3 DEC 22/07

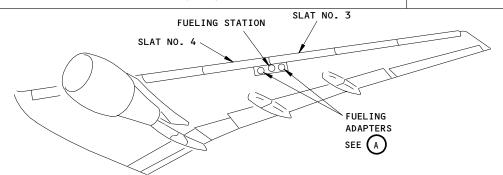
28-023-01

20-023-01

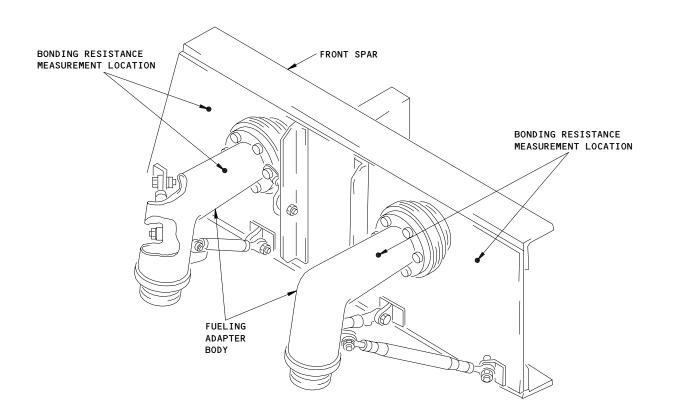
FOEING 767 TASK CARD

SAS

AIRLINE CARD NO.



## LEFT WING (RIGHT WING IS OPPOSITE)



### **FUELING ADAPTERS**



### Fueling Adapter and Poppet Assembly Inspection Figure 601

FUNCTIONAL FUELING ADAPTER L/H WING

28-21-01-6A 28-023-01 PAGE 3 OF 3 DEC 22/07

STA	TION		
TAI	L NO.		0.4.0
			SAS
D	ATE		
SKILL	WORK ARI	Α	RELATED TASK



BOEING CARD NO.
28-025-01

AIRLINE CARD NO.

TASK CARD

ALL

MPD

ALL

PHASE

AIRPL L MAIN TANK NOTE 99XXX AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

ZONES ACCESS PANELS

532 551

MECH INSP

532AB

MPD ITEM NUMBER

INSPECT (DETAILED) THE LEFT MAIN TANK FORWARD/AFT FUEL BOOST PUMP WIRING AND WIRE SLEEVE (SFAR 88).

28-22-15-6A

INTERVAL NOTE: 30,000 FLIGHT CYCLES/60,000 FLIGHT HOURS, WHICHEVER COMES FIRST.

- Inspect the Boost, Override/Jettison Pump Wiring (Fig. 601)
  - A. Consumable Materials
    - (1) Teflon Inner Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #6, also (M23053/12-218C).
    - (2) Teflon Outer Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #2, also (M23053/12-223C recommended), TFE-2XTW, Thin Wall (M23053/12-327C optional).
    - (3) Teflon Inner Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #4, also (M23053/12-221C)
    - (4) Teflon Outer Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #0, also (M23053/12-225C, -226C, -227C recommended), TFE-2XTW, Thin Wall (M23053/12-329C optional).

Port Plastics Incorporated 1228 Andover Park East Tukwila, Washington 98188 Phone: (206) 575-4994 Fax: (206) 575-6920

- B. References
  - (1) AMM 20-10-21/601, Electrical Bonding
  - (2) AMM 28-11-01/401, Main Tank Access Panels

CHECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A 28-025-01 PAGE 1 OF 14 APR 22/08

SAS BOEING
767
TASK CARD

20 023 01

MECH	INSP

- (3) AMM 28-11-02/401, Auxiliary Tank Access Panels
- (4) AMM 28-22-00/501, Engine Fuel Feed System
- (5) AMM 28-31-00/501, Fuel Jettison System
- (6) SWPM 20-10-13
- (7) SWPM 20-10-18

#### C. Access

- (1) Location Zones
  - 531 Center Auxiliary Tank (Left)
  - 532 Main Tank Inboard of Rib No. 10 (Left)
  - Fig. 551 Rear Spar to MLG Support Beam (Left)
  - 631 Center Auxiliary Tank (Right)
  - 632 Main Tank Inboard of Rib No. 10 (Right)
  - 651 Rear Spar to MLG Support Beam (Right)
- (2) Access Panels

531AB Access Cover (Left)

532AB Access Cover (Left)

631AB Access Cover (Right)

632AB Access Cover (Right)

- D. Prepare for the Boost, Override/Jettison Pump Wiring Inspection
  - (1) If you will remove a main tank boost pump wire bundle, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
  - (2) If you will remove an auxiliary tank override/jettison pump wire bundle, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
  - (3) If you will remove a main tank boost pump wire bundle, make sure the applicable circuit breakers are open:
    - (a) Main Power Distribution Panel, P6:
      - 1) 6G24, L FWD FUEL BOOST PUMP
      - 2) 6G15, L AFT FUEL BOOST PUMP
      - 3) 6G18, R FWD FUEL BOOST PUMP

**EFFECTIVITY** 

CHECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS

28-025-01

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AIRLINE CARD NO.

NSP	(4)		4) 6G21, R AFT FUEL BOOST PUMP  Overhead Circuit Breaker Panel, P11:  1) 11M16, FUEL PUMPS R FWD/L AFT  2) 11M25, FUEL PUMPS L FWD/R AFT  you will remove an auxiliary tank override/jettison pump wire dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:  1) 6F15, L FUEL OVRD PUMP
	(4)	If y	Overhead Circuit Breaker Panel, P11:  1) 11M16, FUEL PUMPS R FWD/L AFT  2) 11M25, FUEL PUMPS L FWD/R AFT  you will remove an auxiliary tank override/jettison pump wire dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:
	(4)	If y	1) 11M16, FUEL PUMPS R FWD/L AFT  2) 11M25, FUEL PUMPS L FWD/R AFT  you will remove an auxiliary tank override/jettison pump wire dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:
	(4)	bund	2) 11M25, FUEL PUMPS L FWD/R AFT  you will remove an auxiliary tank override/jettison pump wire dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:
	(4)	bund	you will remove an auxiliary tank override/jettison pump wire dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:
	(4)	bund	dle, make sure the applicable circuit breakers are open:  Main Power Distribution Panel, P6:
		(a)	
			1) 6F15, L FUEL OVRD PUMP
			2) 6F21, R FUEL OVRD PUMP
		(b)	Overhead Circuit Breaker Panel, P11:
			1) 11M15, L CTR FUEL PUMPS
			2) 11M24, R CTR FUEL PUMPS
		(c)	If the fuel jettison pumps are installed, make sure the applicable circuit breakers are open:
			1) Overhead Circuit Breaker Panel, P11:
			a) 11M13, L FUEL JTSN CONT
			b) 11M22, R FUEL JTSN CONT
			2) Miscellaneous Electrical Equipment Panel, P36:
			a) 36F4 or 36G7, L FUEL JETT PUMP
			3) Miscellaneous Electrical Equipment Panel, P37:
			a) 37F4 or 37G4, R FUEL JETT PUMP
	(5)		tall temporary indentification tags to the electrical nector(s) in the pump housing.
	(6)		connect the electrical connector from the applicable boost, ride/jettison pump.
			(5) Inst conr (6) Disc

EFFECTIVITY

20-025-01

SAS FOR TASK CARD

AIRLINE CARD NO.

	(7)	Make sure the inner and outer Teflon sleeves extend out the conduit and are attached under the electrical connector backshell.
		NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the electrical connector backshell, then the sleeve(s) are too short and must be replaced.

- (8) Remove the wire bundle clamp inside the boost, override/jettison pump housing.
- (9) Temporarily wrap and attach the connector(s) with a protective sheet of plastic to prevent damage to the conduit.
- (10) Attach a cord to the wire bundle at the boost pump end.
  - NOTE: The cord length must be sufficient to go through the conduit from the main tank fuel boost pump to the rear spar. You will use the cord to pull the wiring back through the conduit.
- (11) Go to the exit point of the wire bundle at the rear spar.
- (12) Make sure the inner and outer Teflon sleeves extend out of the conduit and are attached under the wire bundle clamp at the rear spar.
  - NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the wire bundle clamp, then the sleeves are too short and must be replaced.
- (13) Remove the wire bundle clamp at the rear spar.
- (14) Carefully pull the wiring through the conduit.

<u>NOTE</u>: It is possible for the boost pump connector to go through the conduit.

- E. Inspect the Teflon Sleeves
  - (1) Make sure the wiring is covered with inner and outer Teflon sleeves, which are each one continous piece all the way through the conduit.

EFFECTIVITY	CHECK/INSP	LEFT MAIN TA	NV FIIFI	DOOCT DUMDS
	CHECK/ INSP	LEFI MAIN IA	NK FUEL	בייוט ו בייטט
	28-22-15-6A	28-025-01	PAGE	4 OF 14 APR 22/08

MECH INSP

28-025-01

# SAS BOEING TASK CARD

MECH INSP

(2) Examine the Teflon sleeves for ties:

NOTE: Ties are not permitted at any other location except the ends of the sleeves. Ties attached at locations along the length of the sleeves can damage the sleeves and the wiring.

- (a) Make sure ties are attached at each end of the Teflon sleeves.
- Make sure ties are not installed at other locations on top of the Teflon sleeves.
- Inspect the Teflon sleeves for this type of damage:
  - (a) Worn or chafed areas
  - (b) Cuts
  - (c) Splits
  - Small pin size holes (possible wiring arcing damage)
  - (e) Melting or discoloration caused by too much heat.
- If the Teflon sleeves are not long enough (or not continuous), are damaged or have ties installed at locations other than the ends, then do these steps:
  - (a) Remove and discard the inner and outer Teflon sleeves.
  - Do this procedure: Inspect the Boost, Override/Jettison Pump (b) Wiring.
  - (c) After the inspection, replace the Teflon sleeves with two continuous Teflon sleeves (SWPM 20-10-18).
- (5) If the inner and outer Teflon sleeves are satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.

NOTE: The inspection is complete.

- Inspect the Boost, Override/Jettison Pump Wiring
  - (1) Make sure there are no ties on the wiring.
  - (2) Inspect the wiring for this type of damage:

**EFFECTIVITY** 

CHECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-01

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28-025-01

TASK CARD

				ASK CARD
MECH	INSP			
			a) Worn or chafed wi	ring
			b) Physical damage	
			c) Damage to the wir	ing under the ties (if they were present)
			d) Wire splices (no	wire splices are permitted in the conduit)
			e) Discoloration fro	m too much heat
			f) Wire damage cause	d by arcing.
			insulation Worn areas	show as very small blackened holes in the or as deformation or pitting of the wire. with a black material around the edge is not arcing (black material is aluminum oxide).
		(3)	f the wiring is chafe plice, then do these	d, physically damaged or there is a wire steps:
			a) Repair or replace	the damaged wiring (SWPM 20-10-13).
			b) Replace any wirin	g that has a wire splice (in the conduit).
			c) After the repairs Override/Jettison	, do this procedure: Install the Boost, Pump Wiring.
		(4)	f the wiring has disc rcing, then do these	oloration from too much heat or electrical steps:
			a) Repair or replace	all damaged wiring (SWPM 20-10-13).
			b) Replace the inner (SWPM 20-10-18).	and outer Teflon sleeves on the wiring
			c) Do this task: In Conduit.	spect the Boost, Override/Jettison Pump
			conduit pa	eplace the pump conduit. If however, the sses the inspection, then it is not necessary the conduit immediately.
		(5)	f the wiring is satis oost, Override/Jettis	factory, then do this procedure: Install the on Pump Wiring.
		<u></u>		
677	ECTIV	TII	CH	ECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS

28-025-01

# SAS FOR TASK CARD

MECH INSP

- G. Install the Boost, Override/Jettison Pump Wiring
  - (1) Install the inner and outer Teflon sleeves on the wiring for the boost, override/jettison pump.
    - (a) Make sure the inner and outer Teflon sleeves are each one continuous piece all the way through the conduit.
    - (b) Make sure there are no splices or ties on the wiring under the Teflon sleeves.
    - (c) Install ties only at the end of the Teflon sleeves.
    - (d) Make sure the inner and outer Teflon sleeves extend to the first breakout after the conduit exit point on the rear spar.
  - (2) Tie the shield ground wire to the pump power wires before you put the wiring into the conduit.
  - (3) Temporarily wrap and attach each electrical connector with a protective sheet of plastic to prevent damage to the conduit.
  - (4) Use the cord at the pump location to pull the wiring through the conduit.
  - (5) Remove the plastic sheets from the electrical connectors.
  - (6) Remove the tie from the shield ground wire.
  - (7) Install the clamps and fasteners at each end of the conduit.

NOTE: Both sleeves must go through the clamps.

- (8) Inspect the Teflon sleeves to make sure both sleeves are visible at each end of the wiring installation.
- (9) Cut the installed Teflon sleeves just after the clamp or at the shield termination on the pump end (View B).
- (10) Install inner and outer Teflon sleeves on the pump power wires from the ground shield termination or the clamp to the electrical connector.
- (11) Make sure the inner and outer Teflon sleeves are under the electrical connector backshell.

**EFFECTIVITY** 

CHECK/INSP L

LEFT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-01

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TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(12)	Install the pump shield ground wire (Views C and D).
		(13)	Make sure the bonding resistance between the wire shield and the structure is 0.005 ohm (5 millohms) or less (AMM 20-10-21/601).
		(14)	Connect the electrical connector to the pump.
		(15)	Remove the temporary identication tags from the electrical connector(s).
		(16)	If you installed a main tank boost pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6G24, L FWD FUEL BOOST PUMP
			2) 6G15, L AFT FUEL BOOST PUMP
			3) 6G18, R FWD FUEL BOOST PUMP
			4) 6G21, R AFT FUEL BOOST PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M16, FUEL PUMPS R FWD/L AFT
			2) 11M25, FUEL PUMPS L FWD/R AFT
		(17)	If you installed an auxiliary tank override/jettison pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6F15, L FUEL OVRD PUMP
			2) 6F21, R FUEL OVRD PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M15, L CTR FUEL PUMPS
			2) 11M24, R CTR FUEL PUMPS
			(c) If the fuel jettison pumps are installed, make sure the applicable circuit breakers are closed:
1			

**EFFECTIVITY** 



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				TASK CARD
MECH	INSP			
				1) Overhead Circuit Breaker Panel, P11:
				a) 11M13, L FUEL JTSN CONT
				b) 11M22, R FUEL JTSN CONT
				2) Miscellaneous Electrical Equipment Panel, P36:
				a) 36F4 or 36G7, L FUEL JETT PUMP
				3) Miscellaneous Electrical Equipment Panel, P37:
				a) 37F4 or 37G4, R FUEL JETT PUMP
			(18)	If you installed a jettison pump wire bundle, do the Phase Check of the Jettison Pump Wiring procedure (AMM 28-31-00/501).
			(19)	If you installed a fuel boost or override pump wire bundle, do the Phase Check of the Fuel Pump Wiring procedure (AMM 28-22-00/501).
			(20)	If you installed a main tank boost pump wire bundle, install the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
			(21)	If you installed an auxiliary tank override/jettison pump wire bundle, install the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
			(22)	Do an operational test for the applicable boost, override/jettison pump(s) (AMM 28-22-00/501).
	2.	Ins	pect	the Boost, Override/Jettison Pump Conduit (Fig. 601)
		Α.	Refe	rences
			(1)	AMM 12-11-01/301, Fuel Tank Pressure Fueling
			(2)	AMM 28-11-00/601, Fuel Tanks
			(3)	AMM 28-11-01/401, Main Tank Access Panels
			(4)	AMM 28-11-02/401, Auxiliary Tank Access Panels
			(5)	AMM 28-22-15/401, Boost, Override/Jettison Wire Conduit
		В.	Acce	ss

TASK CARD

AIRLINE CARD NO.

MECH	INSP			
			(1) Locati	
				31 Center Auxiliary Tank (Left)
				32 Main Tank – Inboard of Rib No. 10 (Left)
				Rear Spar to MLG Support Beam (Left)
				31 Center Auxiliary Tank (Right)
				32 Main Tank – Inboard of Rib No. 10 (Right)
			65	Rear Spar to MLG Support Beam (Right)
			(2) Access	s Panels
			53	31AB Access Cover (Left)
			53	32AB Access Cover (Left)
			63	31AB Access Cover (Right)
			63	32AB Access Cover (Right)
		С.	Boost, Over	rride/Jettison Pump Conduit Inspection Preparation
			•	u will inspect a main tank boost pump conduit, remove the cable access cover 532AB or 632AB (AMM 28-11-01/401).
			condui	u will inspect an auxiliary tank override/jettison pump it, remove the applicable access cover 531AB or 631AB 28-11-02/401).
			condui	sure the steps to prepare and remove the pump wiring in the it in the task: Inspect the Boost, Override/Jettison Pump g, are completed.
		D.	Inspect the	e Applicable Boost, Override/Jettison Pump Conduit
			(1) Do one condui	e of these tests to find if there is a fuel leak in the it:
				Use the backblowing procedure to do a leak check (AMM 28-11-00/601).
			1	) Use the necessary fittings to plug one end of the conduit.

(b) Pressurize the electrical conduit.

2) Find the Internal Leaks.

- 1) Use the necessary fittings to plug one end of the conduit.
- 2) Connect a pressure gage and air supply to the other end of the conduit.

EFFECTIVITY	CHECK/INSP	LEFT MAIN	TANK FUEL BOOST PUMPS
	28-22-15-6A	28-025-01	PAGE 10 OF 14 APR 22/08

AIRLINE CARD NO.

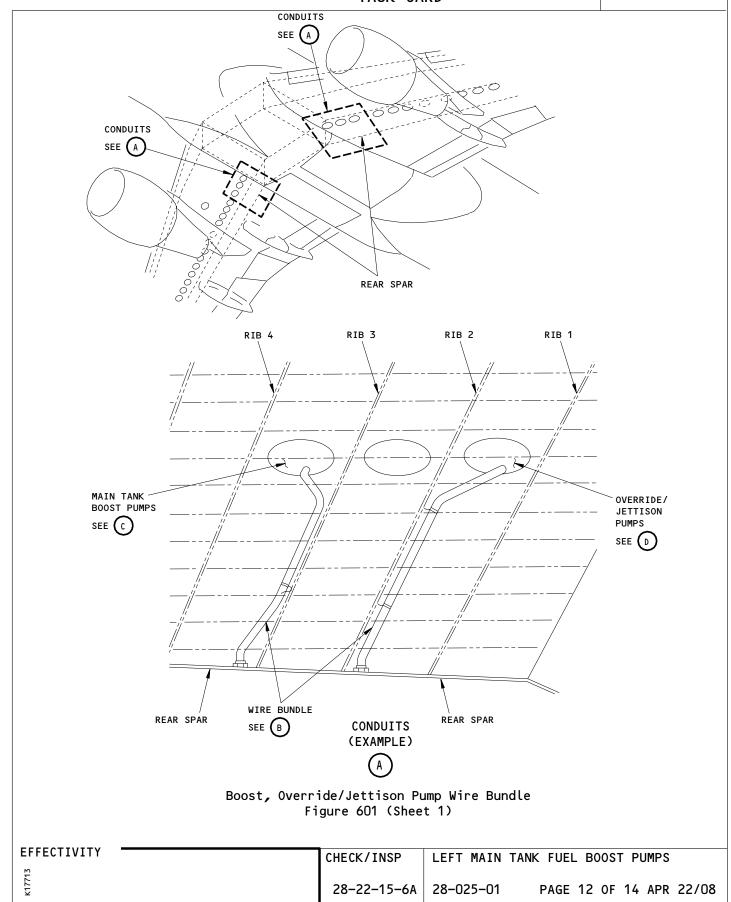
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BOEING TASK CARD

28-025-01

AIRLINE CARD NO.



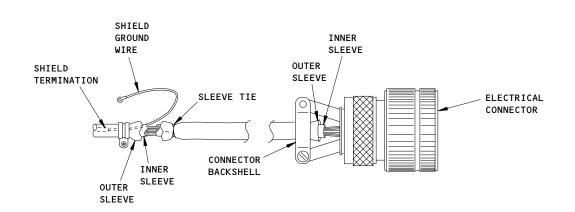
BOEING

767 TASK CARD

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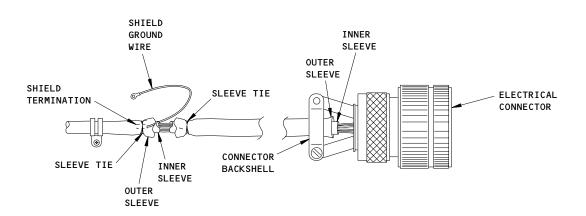
28-025-01

AIRLINE CARD NO.



#### WIRE BUNDLE (SHIELD TERMINATION BEFORE CLAMP)





### WIRE BUNDLE (SHIELD TERMINATION AFTER CLAMP)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 2)

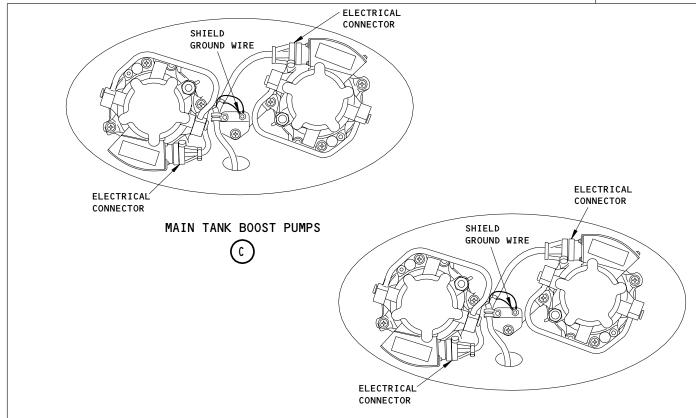
**EFFECTIVITY** CHECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS 28-22-15-6A 28-025-01 PAGE 13 OF 14 APR 22/08

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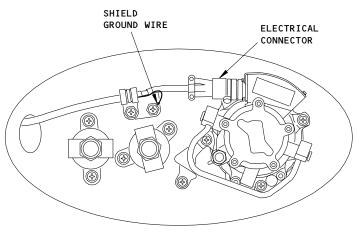


28-025-01

AIRLINE CARD NO.



OVERRIDE/JETTISON PUMPS
(AIRPLANES WITH JETTISON PUMPS)



OVERRIDE PUMP
(AIRPLANES WITHOUT JETTISON PUMPS)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 3)

CHECK/INSP LEFT MAIN TANK FUEL BOOST PUMPS

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STATION	
TAIL NO.	
DATE	1

WORK AREA



BOEING CARD NO. 28-025-02

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL R MAIN TANK NOTE 99XXX AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

CHECK/INSP RIGHT MAIN TANK FUEL BOOST PUMPS

ALL ALL

INTERVAL

ZONES ACCESS PANELS

632 651

SKILL

632AB

RELATED TASK

MECH INSP MPD ITEM NUMBER

INSPECT (DETAILED) THE RIGHT MAIN TANK FORWARD/AFT FUEL BOOST PUMP WIRING AND WIRE SLEEVE (SFAR 88).

28-22-15-6A

INTERVAL NOTE: 30,000 FLIGHT CYCLES/60,000 FLIGHT HOURS, WHICHEVER COMES FIRST.

- Inspect the Boost, Override/Jettison Pump Wiring (Fig. 601)
  - A. Consumable Materials
    - (1) Teflon Inner Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #6, also (M23053/12-218C).
    - (2) Teflon Outer Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #2, also (M23053/12-223C recommended), TFE-2XTW, Thin Wall (M23053/12-327C optional).
    - (3) Teflon Inner Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #4, also (M23053/12-221C)
    - (4) Teflon Outer Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #0, also (M23053/12-225C, -226C, -227C recommended), TFE-2XTW, Thin Wall (M23053/12-329C optional).

Port Plastics Incorporated 1228 Andover Park East Tukwila, Washington 98188 Phone: (206) 575-4994 Fax: (206) 575-6920

- B. References
  - (1) AMM 20-10-21/601, Electrical Bonding
  - (2) AMM 28-11-01/401, Main Tank Access Panels

CHECK/INSP RIGHT MAIN TANK FUEL BOOST PUMPS

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TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(3)	AMM 28-11-02/401, Auxiliary Tank Access Panels
			(4)	AMM 28-22-00/501, Engine Fuel Feed System
			(5)	AMM 28-31-00/501, Fuel Jettison System
			(6)	SWPM 20-10-13
			(7)	SWPM 20-10-18
		c.	Acces	s
			(1)	Location Zones 531 Center Auxiliary Tank (Left) 532 Main Tank - Inboard of Rib No. 10 (Left) 551 Rear Spar to MLG Support Beam (Left) 631 Center Auxiliary Tank (Right) 632 Main Tank - Inboard of Rib No. 10 (Right) 651 Rear Spar to MLG Support Beam (Right)
			(2)	Access Panels 531AB Access Cover (Left) 532AB Access Cover (Left) 631AB Access Cover (Right) 632AB Access Cover (Right)
		D.	Prepa	re for the Boost, Override/Jettison Pump Wiring Inspection
				If you will remove a main tank boost pump wire bundle, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
			I	If you will remove an auxiliary tank override/jettison pump wire bundle, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
				If you will remove a main tank boost pump wire bundle, make sure the applicable circuit breakers are open:
				(a) Main Power Distribution Panel, P6:
				1) 6G24, L FWD FUEL BOOST PUMP
				2) 6G15, L AFT FUEL BOOST PUMP
				3) 6G18, R FWD FUEL BOOST PUMP

EFFECTIVITY



AIRLINE CARD NO.

	4) 6G21, R AFT	FUEL BOOST PUMP	
	(b) Overhead Circuit	: Breaker Panel, P11:	
	1) 11M16, FUEL	PUMPS R FWD/L AFT	
	2) 11M25, FUEL	PUMPS L FWD/R AFT	
(4)			-
	(a) Main Power Distr	ribution Panel, P6:	
	1) 6F15, L FUEL	. OVRD PUMP	
	2) 6F21, R FUEL	. OVRD PUMP	
	(b) Overhead Circuit	Breaker Panel, P11:	
	1) 11M15, L CTF	FUEL PUMPS	
	2) 11M24, R CTF	FUEL PUMPS	
	_		the
	1) Overhead Ci	cuit Breaker Panel, P11:	
	a) 11M13, l	. FUEL JTSN CONT	
	b) 11M22, F	FUEL JTSN CONT	
	2) Miscellaneou	us Electrical Equipment Panel, P36:	
	a) 36F4 or	36G7, L FUEL JETT PUMP	
	3) Miscellaneou	us Electrical Equipment Panel, P37:	
	a) 37F4 or	37G4, R FUEL JETT PUMP	
(5)	• •	<del>-</del>	
(6)			boost,
	(5)	(4) If you will remove are bundle, make sure the sundle, make sure the sure the sure of sure sure sure sure sure sure sure sure	(4) If you will remove an auxiliary tank override/jettison p bundle, make sure the applicable circuit breakers are op  (a) Main Power Distribution Panel, P6:  1) 6F15, L FUEL OVRD PUMP  2) 6F21, R FUEL OVRD PUMP  (b) Overhead Circuit Breaker Panel, P11:  1) 11M15, L CTR FUEL PUMPS  2) 11M24, R CTR FUEL PUMPS  (c) If the fuel jettison pumps are installed, make sure applicable circuit breakers are open:  1) Overhead Circuit Breaker Panel, P11:  a) 11M13, L FUEL JTSN CONT  b) 11M22, R FUEL JTSN CONT  2) Miscellaneous Electrical Equipment Panel, P36:  a) 36F4 or 36G7, L FUEL JETT PUMP  3) Miscellaneous Electrical Equipment Panel, P37:  a) 37F4 or 37G4, R FUEL JETT PUMP  (5) Install temporary indentification tags to the electrical connector(s) in the pump housing.

**EFFECTIVITY** 

28-025-02

# SAS BOEING TASK CARD

MECH	INSP
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(7) Make sure the inner and outer Teflon sleeves extend out the conduit and are attached under the electrical connector backshell.

If the inner and outer Teflon sleeves are not long enough to extend through the electrical connector backshell, then the sleeve(s) are too short and must be replaced.

- (8) Remove the wire bundle clamp inside the boost, override/jettison pump housing.
- (9) Temporarily wrap and attach the connector(s) with a protective sheet of plastic to prevent damage to the conduit.
- (10) Attach a cord to the wire bundle at the boost pump end.

NOTE: The cord length must be sufficient to go through the conduit from the main tank fuel boost pump to the rear spar. You will use the cord to pull the wiring back through the conduit.

- (11) Go to the exit point of the wire bundle at the rear spar.
- Make sure the inner and outer Teflon sleeves extend out of the (12) conduit and are attached under the wire bundle clamp at the rear spar.

NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the wire bundle clamp, then the sleeves are too short and must be replaced.

- (13) Remove the wire bundle clamp at the rear spar.
- (14) Carefully pull the wiring through the conduit.

It is possible for the boost pump connector to go through the NOTE: conduit.

- Inspect the Teflon Sleeves
  - (1) Make sure the wiring is covered with inner and outer Teflon sleeves, which are each one continous piece all the way through the conduit.

**EFFECTIVITY** 

CHECK/INSP

RIGHT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-02

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# SAS BOEING TASK CARD

MECH INSP

(2) Examine the Teflon sleeves for ties:

NOTE: Ties are not permitted at any other location except the ends of the sleeves. Ties attached at locations along the length of the sleeves can damage the sleeves and the wiring.

- (a) Make sure ties are attached at each end of the Teflon sleeves.
- Make sure ties are not installed at other locations on top of the Teflon sleeves.
- Inspect the Teflon sleeves for this type of damage:
  - (a) Worn or chafed areas
  - (b) Cuts
  - (c) Splits
  - Small pin size holes (possible wiring arcing damage)
  - (e) Melting or discoloration caused by too much heat.
- If the Teflon sleeves are not long enough (or not continuous), are damaged or have ties installed at locations other than the ends, then do these steps:
  - (a) Remove and discard the inner and outer Teflon sleeves.
  - Do this procedure: Inspect the Boost, Override/Jettison Pump (b) Wiring.
  - (c) After the inspection, replace the Teflon sleeves with two continuous Teflon sleeves (SWPM 20-10-18).
- (5) If the inner and outer Teflon sleeves are satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.

NOTE: The inspection is complete.

- Inspect the Boost, Override/Jettison Pump Wiring
  - (1) Make sure there are no ties on the wiring.
  - (2) Inspect the wiring for this type of damage:

**EFFECTIVITY** 

CHECK/INSP

RIGHT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-02

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AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(a) Worn or chafed wiring
			(b) Physical damage
			(c) Damage to the wiring under the ties (if they were present)
			(d) Wire splices (no wire splices are permitted in the conduit)
			(e) Discoloration from too much heat
			(f) Wire damage caused by arcing.
			NOTE: Arcing can show as very small blackened holes in the insulation or as deformation or pitting of the wire.  Worn areas with a black material around the edge is not a sign of arcing (black material is aluminum oxide).
		(3)	If the wiring is chafed, physically damaged or there is a wire splice, then do these steps:
			(a) Repair or replace the damaged wiring (SWPM 20-10-13).
			(b) Replace any wiring that has a wire splice (in the conduit).
			(c) After the repairs, do this procedure: Install the Boost, Override/Jettison Pump Wiring.
		(4)	If the wiring has discoloration from too much heat or electrical arcing, then do these steps:
			(a) Repair or replace all damaged wiring (SWPM 20-10-13).
			(b) Replace the inner and outer Teflon sleeves on the wiring (SWPM 20-10-18).
			(c) Do this task: Inspect the Boost, Override/Jettison Pump Conduit.
			NOTE: You must replace the pump conduit. If however, the conduit passes the inspection, then it is not necessary to replace the conduit immediately.
		(5)	If the wiring is satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.
EFF	 ECTIVITY		CHECK/INCD DIGHT MAIN TANK FUEL DOCCT DUMBO
			CHECK/INSP RIGHT MAIN TANK FUEL BOOST PUMPS

AIRLINE CARD NO.

SAS BOEING TASK CARD

- Install the Boost, Override/Jettison Pump Wiring
  - Install the inner and outer Teflon sleeves on the wiring for the boost, override/jettison pump.
    - Make sure the inner and outer Teflon sleeves are each one continuous piece all the way through the conduit.
    - (b) Make sure there are no splices or ties on the wiring under the Teflon sleeves.
    - (c) Install ties only at the end of the Teflon sleeves.
    - (d) Make sure the inner and outer Teflon sleeves extend to the first breakout after the conduit exit point on the rear spar.
  - Tie the shield ground wire to the pump power wires before you put the wiring into the conduit.
  - Temporarily wrap and attach each electrical connector with a protective sheet of plastic to prevent damage to the conduit.
  - (4) Use the cord at the pump location to pull the wiring through the conduit.
  - (5) Remove the plastic sheets from the electrical connectors.
  - Remove the tie from the shield ground wire.
  - (7) Install the clamps and fasteners at each end of the conduit.

NOTE: Both sleeves must go through the clamps.

- Inspect the Teflon sleeves to make sure both sleeves are visible at each end of the wiring installation.
- (9) Cut the installed Teflon sleeves just after the clamp or at the shield termination on the pump end (View B).
- Install inner and outer Teflon sleeves on the pump power wires from the ground shield termination or the clamp to the electrical connector.
- (11) Make sure the inner and outer Teflon sleeves are under the electrical connector backshell.

**EFFECTIVITY** 

CHECK/INSP

RIGHT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-02

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# SAS BOEING TASK CARD

MECH	INSP

- (12) Install the pump shield ground wire (Views C and D).
- (13) Make sure the bonding resistance between the wire shield and the structure is 0.005 ohm (5 millohms) or less (AMM 20-10-21/601).
- Connect the electrical connector to the pump.
- (15) Remove the temporary identication tags from the electrical connector(s).
- (16) If you installed a main tank boost pump wire bundle, make sure the applicable circuit breakers are closed:
  - (a) Main Power Distribution Panel, P6:
    - 1) 6G24, L FWD FUEL BOOST PUMP
    - 2) 6G15, L AFT FUEL BOOST PUMP
    - 3) 6G18, R FWD FUEL BOOST PUMP
    - 4) 6G21, R AFT FUEL BOOST PUMP
  - Overhead Circuit Breaker Panel, P11:
    - 11M16, FUEL PUMPS R FWD/L AFT
    - 11M25, FUEL PUMPS L FWD/R AFT
- (17) If you installed an auxiliary tank override/jettison pump wire bundle, make sure the applicable circuit breakers are closed:
  - (a) Main Power Distribution Panel, P6:
    - 1) 6F15, L FUEL OVRD PUMP
    - 2) 6F21, R FUEL OVRD PUMP
  - Overhead Circuit Breaker Panel, P11:
    - 1) 11M15, L CTR FUEL PUMPS
    - 11M24, R CTR FUEL PUMPS
  - If the fuel jettison pumps are installed, make sure the applicable circuit breakers are closed:

**EFFECTIVITY** 

CHECK/INSP

RIGHT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

28-025-02

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28-025-02

				TASK CARD				
MECH	INSP			·				
				1) Overhead Circuit Breaker Panel, P11:				
				a) 11M13, L FUEL JTSN CONT				
				b) 11M22, R FUEL JTSN CONT				
				2) Miscellaneous Electrical Equipment Panel, P36:				
				a) 36F4 or 36G7, L FUEL JETT PUMP				
				3) Miscellaneous Electrical Equipment Panel, P37:				
				a) 37F4 or 37G4, R FUEL JETT PUMP				
			(18)	If you installed a jettison pump wire bundle, do the Phase Check of the Jettison Pump Wiring procedure (AMM 28-31-00/501).				
			(19) If you installed a fuel boost or override pump wire bund Phase Check of the Fuel Pump Wiring procedure (AMM 28-22					
			(20) If you installed a main tank boost pump wire bundle, instapplicable access cover 532AB or 632AB (AMM 28-11-01/401)					
			(21) If you installed an auxiliary tank override/jettison pump wire bundle, install the applicable access cover 531AB or 631AB (AMM 28-11-02/401).					
			(22)	Do an operational test for the applicable boost, override/jettison pump(s) (AMM 28-22-00/501).				
		2	Inspect	the Boost, Override/Jettison Pump Conduit (Fig. 601)				
			A. Refe	rences				
			(1)	AMM 12-11-01/301, Fuel Tank Pressure Fueling				
			(2)	AMM 28-11-00/601, Fuel Tanks				
			(3)	AMM 28-11-01/401, Main Tank Access Panels				
			(4)	AMM 28-11-02/401, Auxiliary Tank Access Panels				
			(5)	AMM 28-22-15/401, Boost, Override/Jettison Wire Conduit				
		1	B. Acce	ss				
	1	1						

28-025-02

	A	BOEING
SAS		767
		TASK CARD

MECH INSP

- (1) Location Zones
  - Center Auxiliary Tank (Left) 531
  - 532 Main Tank - Inboard of Rib No. 10 (Left)
  - 551 Rear Spar to MLG Support Beam (Left)
  - Center Auxiliary Tank (Right) 631
  - 632 Main Tank - Inboard of Rib No. 10 (Right)
  - 651 Rear Spar to MLG Support Beam (Right)
- (2) Access Panels

531AB Access Cover (Left)

532AB Access Cover (Left)

631AB Access Cover (Right)

632AB Access Cover (Right)

- Boost, Override/Jettison Pump Conduit Inspection Preparation
  - (1) If you will inspect a main tank boost pump conduit, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
  - If you will inspect an auxiliary tank override/jettison pump conduit, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
  - Make sure the steps to prepare and remove the pump wiring in the conduit in the task: Inspect the Boost, Override/Jettison Pump Wiring, are completed.
- Inspect the Applicable Boost, Override/Jettison Pump Conduit
  - (1) Do one of these tests to find if there is a fuel leak in the conduit:
    - (a) Use the backblowing procedure to do a leak check (AMM 28-11-00/601).
      - 1) Use the necessary fittings to plug one end of the conduit.
      - Find the Internal Leaks.
    - Pressurize the electrical conduit.
      - 1) Use the necessary fittings to plug one end of the conduit.
      - 2) Connect a pressure gage and air supply to the other end of the conduit.

**EFFECTIVITY** 

CHECK/INSP

RIGHT MAIN TANK FUEL BOOST PUMPS

28-22-15-6A

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AIRLINE CARD NO.

						TASK CARD	
MECH	INSP						
					3)	Pressurize the electrical conduit to 20 PSIG.	
					4)	Shut off the air supply and wait 5 minutes to e pressure gage.	xamine the
					5)	Make sure the pressure has not decreased more t PSIG.	han 0.5
				(c)	Fil	l the applicable fuel tank with fuel (AMM 12-11-	01/301).
					1)	Wait 5 minutes, make sure there is no fuel leak ends of the conduit.	age at the
					2)	Examine both the end of the electrical conduit and the end near the fuel pump.	at the spar
					3)	Pull a clean cloth through the electrical condustring.	it with a
					4)	Make sure there is no fuel on the cloth.	
			(2)	Remo	ve a	nd replace any damaged conduit (AMM 28-22-15/401	).
		Ε.	Put	the A	irpl	ane Back to Its Usual Condition	
			(1)	pump	wir	onduit is not replaced, make sure the steps to i ing in the conduit in the task: Inspect the Boo /Jettison Pump Wiring, are completed.	
			(2)			nspected a main tank boost pump wire conduit, in le access cover 532AB or 632AB (AMM 28-11-01/401	
			(3)	cond	uit,	nspected an auxiliary tank override/jettison pum install the applicable access cover 531AB or 63 11-02/401).	p wire 1AB

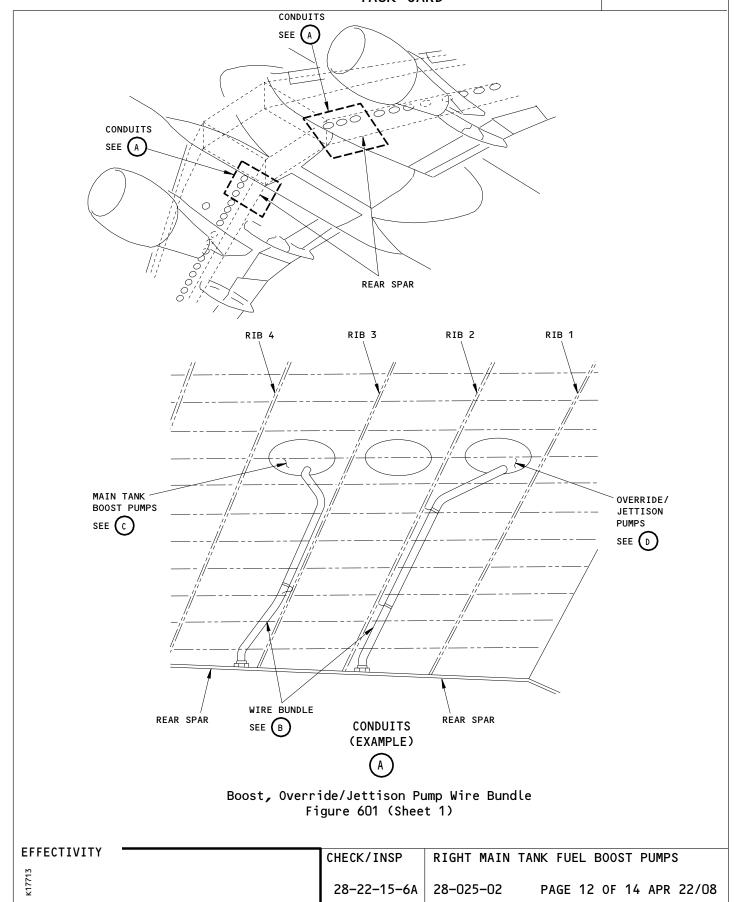
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BOEING 767 TASK CARD

28-025-02

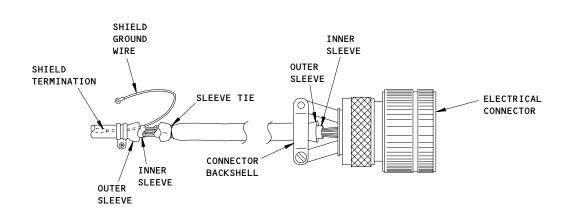
AIRLINE CARD NO.



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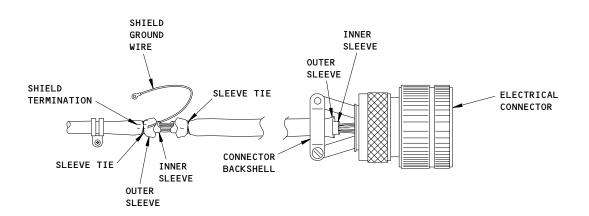
BOEING SAS 767 TASK CARD

AIRLINE CARD NO.



#### WIRE BUNDLE (SHIELD TERMINATION BEFORE CLAMP)





### WIRE BUNDLE (SHIELD TERMINATION AFTER CLAMP)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 2)

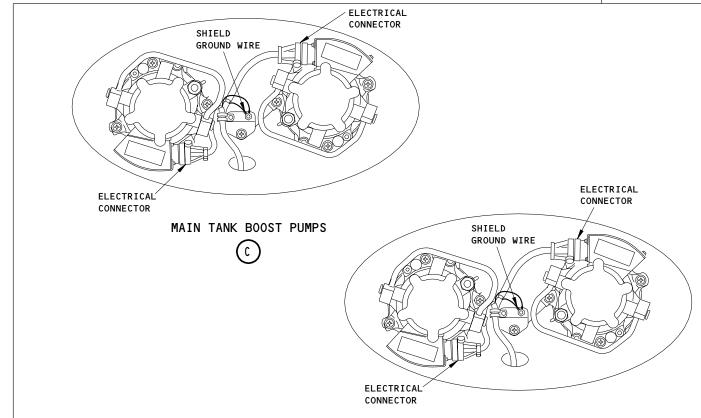
**EFFECTIVITY** CHECK/INSP RIGHT MAIN TANK FUEL BOOST PUMPS 28-22-15-6A 28-025-02 PAGE 13 OF 14 APR 22/08

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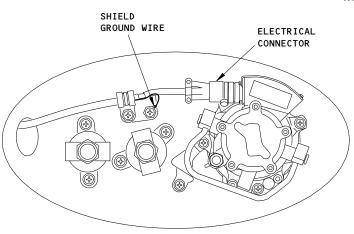
BOEING 767 TASK CARD

28-025-02

AIRLINE CARD NO.



OVERRIDE/JETTISON PUMPS (AIRPLANES WITH JETTISON PUMPS)



OVERRIDE PUMP (AIRPLANES WITHOUT JETTISON PUMPS)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 3)

**EFFECTIVITY** CHECK/INSP RIGHT MAIN TANK FUEL BOOST PUMPS 28-22-15-6A 28-025-02 PAGE 14 OF 14 APR 22/08

STATION	
TAIL NO.	
DATE	

WORK AREA



BOEING CARD NO. 28-025-03

AIRLINE CARD NO.

TASK CARD

REVISION

MPD

REV

PHASE

AIRPL CTR AUX TK NOTE 99XXX AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE
OVERRIDE/JETTISON FUEL PUMP WIRING
ALL ALL

INTERVAL

ZONES ACCESS PANELS

531

531AB

RELATED TASK

MECH INSP

SKILL

MPD ITEM NUMBER

INSPECT (DETAILED) THE LEFT AUXILIARY TANK OVERRIDE/JETTISON FUEL PUMP WIRING AND WIRE SLEEVE (SFAR 88).

28-22-15-6A

INTERVAL NOTE: 30,000 FLIGHT CYCLES/60,000 FLIGHT HOURS, WHICHEVER COMES FIRST.

- Inspect the Boost, Override/Jettison Pump Wiring (Fig. 601)
  - A. Consumable Materials
    - (1) Teflon Inner Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #6, also (M23053/12-218C).
    - (2) Teflon Outer Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #2, also (M23053/12-223C recommended), TFE-2XTW, Thin Wall (M23053/12-327C optional).
    - (3) Teflon Inner Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #4, also (M23053/12-221C)
    - (4) Teflon Outer Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #0, also (M23053/12-225C, -226C, -227C recommended), TFE-2XTW, Thin Wall (M23053/12-329C optional).

Port Plastics Incorporated 1228 Andover Park East Tukwila, Washington 98188 Phone: (206) 575-4994 Fax: (206) 575-6920

- B. References
  - (1) AMM 20-10-21/601, Electrical Bonding
  - (2) AMM 28-11-01/401, Main Tank Access Panels

CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

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		TASK CARD	
MEC	H INSP		
		(3) AMM 28-11-02/401, Auxiliary Tank Access Panels	
		(4) AMM 28-22-00/501, Engine Fuel Feed System	

(5) AMM 28-31-00/501, Fuel Jettison System

Access

(1) Location Zones

(6) SWPM 20-10-13

(7) SWPM 20-10-18

- 531 Center Auxiliary Tank (Left)
- Main Tank Inboard of Rib No. 10 (Left) 532
- 551 Rear Spar to MLG Support Beam (Left)
- 631 Center Auxiliary Tank (Right)
- 632 Main Tank - Inboard of Rib No. 10 (Right)
- 651 Rear Spar to MLG Support Beam (Right)
- (2) Access Panels

531AB Access Cover (Left) Access Cover (Left) 532AB Access Cover (Right) 631AB

632AB Access Cover (Right)

- Prepare for the Boost, Override/Jettison Pump Wiring Inspection
  - (1) If you will remove a main tank boost pump wire bundle, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
  - If you will remove an auxiliary tank override/jettison pump wire bundle, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
  - (3) If you will remove a main tank boost pump wire bundle, make sure the applicable circuit breakers are open:
    - (a) Main Power Distribution Panel, P6:
      - 1) 6G24, L FWD FUEL BOOST PUMP
      - 2) 6G15, L AFT FUEL BOOST PUMP
      - 3) 6G18, R FWD FUEL BOOST PUMP

EFFECTIVITY	CHECK/INSP	OVERRIDE/JETT	ISON	FUEL I	PUMP	WIR	ING
	28-22-15-6A	28-025-03	PAGE	2 0	F 14	DEC	22/07

AIRLINE CARD NO.

		TASK CARD
H INSP		
		4) 6G21, R AFT FUEL BOOST PUMP
		(b) Overhead Circuit Breaker Panel, P11:
		1) 11M16, FUEL PUMPS R FWD/L AFT
		2) 11M25, FUEL PUMPS L FWD/R AFT
	(4)	If you will remove an auxiliary tank override/jettison pump wire bundle, make sure the applicable circuit breakers are open:
		(a) Main Power Distribution Panel, P6:
		1) 6F15, L FUEL OVRD PUMP
		2) 6F21, R FUEL OVRD PUMP
		(b) Overhead Circuit Breaker Panel, P11:
		1) 11M15, L CTR FUEL PUMPS
		2) 11M24, R CTR FUEL PUMPS
		(c) If the fuel jettison pumps are installed, make sure the applicable circuit breakers are open:
		1) Overhead Circuit Breaker Panel, P11:
		a) 11M13, L FUEL JTSN CONT
		b) 11M22, R FUEL JTSN CONT
		2) Miscellaneous Electrical Equipment Panel, P36:
		a) 36F4 or 36G7, L FUEL JETT PUMP
		3) Miscellaneous Electrical Equipment Panel, P37:
		a) 37F4 or 37G4, R FUEL JETT PUMP
	(5)	Install temporary indentification tags to the electrical connector(s) in the pump housing.
	(6)	Disconnect the electrical connector from the applicable boost, override/jettison pump.

**EFFECTIVITY** 

TASK CARD

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			TASK CARD
MECH	INSP		
		(7)	Make sure the inner and outer Teflon sleeves extend out the conduit and are attached under the electrical connector backshell.
			NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the electrical connector backshell, then the sleeve(s) are too short and must be replaced.
		(8)	Remove the wire bundle clamp inside the boost, override/jettison pump housing.
		(9)	Temporarily wrap and attach the connector(s) with a protective sheet of plastic to prevent damage to the conduit.
		(10)	Attach a cord to the wire bundle at the boost pump end.
			NOTE: The cord length must be sufficient to go through the conduit from the main tank fuel boost pump to the rear spar. You will use the cord to pull the wiring back through the conduit.
		(11)	Go to the exit point of the wire bundle at the rear spar.
		(12)	Make sure the inner and outer Teflon sleeves extend out of the conduit and are attached under the wire bundle clamp at the rear spar.
			NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the wire bundle clamp, then the sleeves are too short and must be replaced.
		(13)	Remove the wire bundle clamp at the rear spar.
		(14)	Carefully pull the wiring through the conduit.
			<u>NOTE</u> : It is possible for the boost pump connector to go through the conduit.
		E. Insp	ect the Teflon Sleeves
		(1)	Make sure the wiring is covered with inner and outer Teflon sleeves, which are each one continous piece all the way through the conduit.

EFFECTIVITY

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# SAS BOEING TASK CARD

MECH INSP

(2) Examine the Teflon sleeves for ties:

NOTE: Ties are not permitted at any other location except the ends of the sleeves. Ties attached at locations along the length of the sleeves can damage the sleeves and the wiring.

- (a) Make sure ties are attached at each end of the Teflon sleeves.
- Make sure ties are not installed at other locations on top of the Teflon sleeves.
- Inspect the Teflon sleeves for this type of damage:
  - (a) Worn or chafed areas
  - (b) Cuts
  - (c) Splits
  - Small pin size holes (possible wiring arcing damage)
  - (e) Melting or discoloration caused by too much heat.
- If the Teflon sleeves are not long enough (or not continuous), are damaged or have ties installed at locations other than the ends, then do these steps:
  - (a) Remove and discard the inner and outer Teflon sleeves.
  - Do this procedure: Inspect the Boost, Override/Jettison Pump (b) Wiring.
  - (c) After the inspection, replace the Teflon sleeves with two continuous Teflon sleeves (SWPM 20-10-18).
- (5) If the inner and outer Teflon sleeves are satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.

NOTE: The inspection is complete.

- Inspect the Boost, Override/Jettison Pump Wiring
  - (1) Make sure there are no ties on the wiring.
  - (2) Inspect the wiring for this type of damage:

**EFFECTIVITY** CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A

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SAS BOEING TASK CARD

MECH INSP

- (a) Worn or chafed wiring
- (b) Physical damage
- (c) Damage to the wiring under the ties (if they were present)
- (d) Wire splices (no wire splices are permitted in the conduit)
- Discoloration from too much heat (e)
- (f) Wire damage caused by arcing.

Arcing can show as very small blackened holes in the insulation or as deformation or pitting of the wire. Worn areas with a black material around the edge is not a sign of arcing (black material is aluminum oxide).

- (3) If the wiring is chafed, physically damaged or there is a wire splice, then do these steps:
  - (a) Repair or replace the damaged wiring (SWPM 20-10-13).
  - (b) Replace any wiring that has a wire splice (in the conduit).
  - After the repairs, do this procedure: Install the Boost, Override/Jettison Pump Wiring.
- (4) If the wiring has discoloration from too much heat or electrical arcing, then do these steps:
  - (a) Repair or replace all damaged wiring (SWPM 20-10-13).
  - (b) Replace the inner and outer Teflon sleeves on the wiring (SWPM 20-10-18).
  - (c) Do this task: Inspect the Boost, Override/Jettison Pump Conduit.

NOTE: You must replace the pump conduit. If however, the conduit passes the inspection, then it is not necessary to replace the conduit immediately.

(5) If the wiring is satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.

**EFFECTIVITY** 

CHECK/INSP

OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A

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				TASK CARD
MECH	INSP			
		G.	Insta	all the Boost, Override/Jettison Pump Wiring
			(1)	Install the inner and outer Teflon sleeves on the wiring for the boost, override/jettison pump.
				(a) Make sure the inner and outer Teflon sleeves are each one continuous piece all the way through the conduit.
				(b) Make sure there are no splices or ties on the wiring under the Teflon sleeves.
				(c) Install ties only at the end of the Teflon sleeves.
				(d) Make sure the inner and outer Teflon sleeves extend to the first breakout after the conduit exit point on the rear spar.
			(2)	Tie the shield ground wire to the pump power wires before you put the wiring into the conduit.
			(3)	Temporarily wrap and attach each electrical connector with a protective sheet of plastic to prevent damage to the conduit.
			(4)	Use the cord at the pump location to pull the wiring through the conduit.
			(5)	Remove the plastic sheets from the electrical connectors.
			(6)	Remove the tie from the shield ground wire.
			(7)	Install the clamps and fasteners at each end of the conduit.
				NOTE: Both sleeves must go through the clamps.
			(8)	Inspect the Teflon sleeves to make sure both sleeves are visible at each end of the wiring installation.
			(9)	Cut the installed Teflon sleeves just after the clamp or at the shield termination on the pump end (View B).
		(	(10)	Install inner and outer Teflon sleeves on the pump power wires from the ground shield termination or the clamp to the electrical connector.
			(11)	Make sure the inner and outer Teflon sleeves are under the electrical connector backshell.

EFFECTIVITY	CHECK/INSP	OVERRIDE/JE	TTISON FU	JEL PUMP	WIRING	
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TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(12)	Install the pump shield ground wire (Views C and D).
		(13)	Make sure the bonding resistance between the wire shield and the structure is 0.005 ohm (5 millohms) or less (AMM 20-10-21/601).
		(14)	Connect the electrical connector to the pump.
		(15)	Remove the temporary identication tags from the electrical connector(s).
		(16)	If you installed a main tank boost pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6G24, L FWD FUEL BOOST PUMP
			2) 6G15, L AFT FUEL BOOST PUMP
			3) 6G18, R FWD FUEL BOOST PUMP
			4) 6G21, R AFT FUEL BOOST PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M16, FUEL PUMPS R FWD/L AFT
			2) 11M25, FUEL PUMPS L FWD/R AFT
		(17)	If you installed an auxiliary tank override/jettison pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6F15, L FUEL OVRD PUMP
			2) 6F21, R FUEL OVRD PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M15, L CTR FUEL PUMPS
			2) 11M24, R CTR FUEL PUMPS
			(c) If the fuel jettison pumps are installed, make sure the applicable circuit breakers are closed:
1			

2

AIRLINE CARD NO.



28-025-03

					TASK CARD	
MECH	INSP					
					1) Overhead Circuit Breaker Panel, P11:	
					a) 11M13, L FUEL JTSN CONT	
					b) 11M22, R FUEL JTSN CONT	
					2) Miscellaneous Electrical Equipment Panel, P36:	
					a) 36F4 or 36G7, L FUEL JETT PUMP	
					3) Miscellaneous Electrical Equipment Panel, P37:	
					a) 37F4 or 37G4, R FUEL JETT PUMP	
				(18)	If you installed a jettison pump wire bundle, do the Phase Che the Jettison Pump Wiring procedure (AMM 28-31-00/501).	ck of
				(19)	If you installed a fuel boost or override pump wire bundle, do Phase Check of the Fuel Pump Wiring procedure (AMM 28-22-00/50	
				(20)	If you installed a main tank boost pump wire bundle, install t applicable access cover 532AB or 632AB (AMM 28-11-01/401).	he
				(21)	If you installed an auxiliary tank override/jettison pump wire bundle, install the applicable access cover 531AB or 631AB (AMM 28-11-02/401).	
				(22)	Do an operational test for the applicable boost, override/jett pump(s) (AMM 28-22-00/501).	ison
		2.	<u>Ins</u>	pect	the Boost, Override/Jettison Pump Conduit (Fig. 601)	
			Α.	Refe	rences	
				(1)	AMM 12-11-01/301, Fuel Tank Pressure Fueling	
				(2)	AMM 28-11-00/601, Fuel Tanks	
				(3)	AMM 28-11-01/401, Main Tank Access Panels	
				(4)	AMM 28-11-02/401, Auxiliary Tank Access Panels	
				(5)	AMM 28-22-15/401, Boost, Override/Jettison Wire Conduit	
			В.	Acce	ss	

TASK CARD

AIRLINE CARD NO.

MECH	INSP		
			(1) Location Zones
			531 Center Auxiliary Tank (Left)
			532 Main Tank - Inboard of Rib No. 10 (Left)
			551 Rear Spar to MLG Support Beam (Left)
			631 Center Auxiliary Tank (Right)
			632 Main Tank - Inboard of Rib No. 10 (Right) 651 Rear Spar to MLG Support Beam (Right)
			651 Rear Spar to MLG Support Beam (Right)
			(2) Access Panels
			531AB Access Cover (Left)
			532AB Access Cover (Left)
			631AB Access Cover (Right)
			632AB Access Cover (Right)
		С.	Boost, Override/Jettison Pump Conduit Inspection Preparation
			(1) If you will inspect a main tank boost pump conduit, remove the
			applicable access cover 532AB or 632AB (AMM 28-11-01/401).
			(2) If you will inspect an auxiliary tank override/jettison pump conduit, remove the applicable access cover 531AB or 631AB
			(AMM 28-11-02/401).
			(3) Make sure the steps to prepare and remove the pump wiring in the
			conduit in the task: Inspect the Boost, Override/Jettison Pump Wiring, are completed.
		D.	Inspect the Applicable Boost, Override/Jettison Pump Conduit
			(1) Do one of these tests to find if there is a fuel leak in the conduit:

- 1) Use the necessary fittings to plug one end of the conduit.
- 2) Find the Internal Leaks.

(AMM 28-11-00/601).

- (b) Pressurize the electrical conduit.
  - 1) Use the necessary fittings to plug one end of the conduit.
  - 2) Connect a pressure gage and air supply to the other end of the conduit.

EFFECTIVITY	CHECK/INSP	OVERRIDE/JETT	ISON	FUEL	PUMF	WIR	ING
	28-22-15-6A	28-025-03	PAGE	10 (	OF 14	APR	22/08

(a) Use the backblowing procedure to do a leak check

AIRLINE CARD NO.

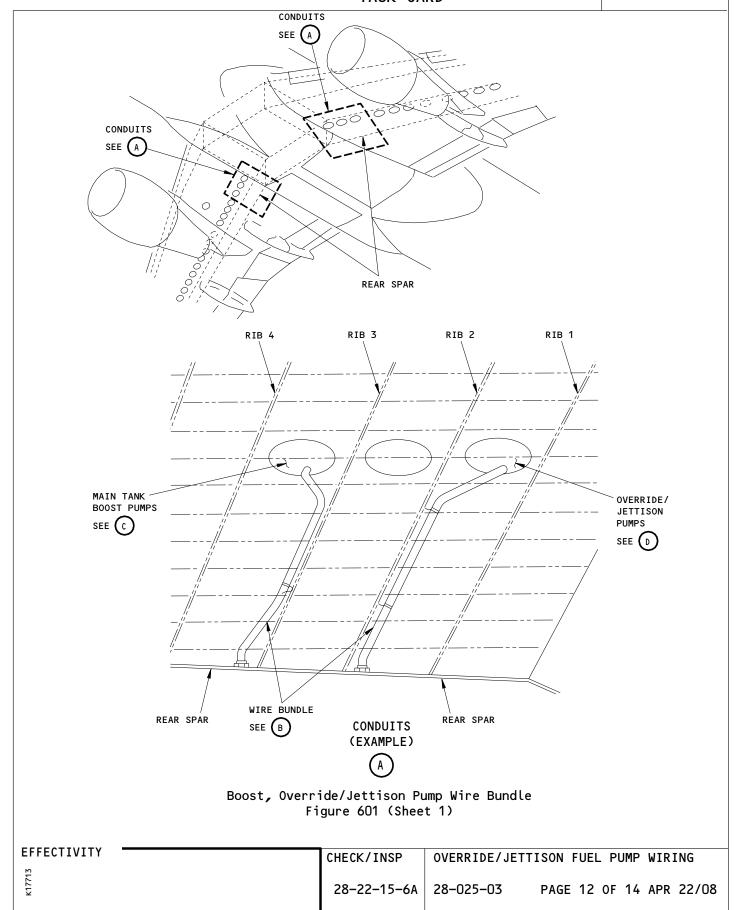
						TASK CARD
MECH	INSP					
					3)	Pressurize the electrical conduit to 20 PSIG.
					4)	Shut off the air supply and wait 5 minutes to examine the pressure gage.
					5)	Make sure the pressure has not decreased more than 0.5 PSIG.
				(c)	Fil	l the applicable fuel tank with fuel (AMM 12-11-01/301).
					1)	Wait 5 minutes, make sure there is no fuel leakage at the ends of the conduit.
					2)	Examine both the end of the electrical conduit at the spar and the end near the fuel pump.
					3)	Pull a clean cloth through the electrical conduit with a string.
					4)	Make sure there is no fuel on the cloth.
			(2)	Remo	ve a	nd replace any damaged conduit (AMM 28-22-15/401).
		Ε.	Put	the A	irpl	ane Back to Its Usual Condition
			(1)	pump	wir	onduit is not replaced, make sure the steps to install the ing in the conduit in the task: Inspect the Boost, /Jettison Pump Wiring, are completed.
			(2)	-		nspected a main tank boost pump wire conduit, install the le access cover 532AB or 632AB (AMM 28-11-01/401).
			(3)	cond	luit,	nspected an auxiliary tank override/jettison pump wire install the applicable access cover 531AB or 631AB 11-02/401).

AIRLINE CARD NO.

28-025-03

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BOEING 767 TASK CARD



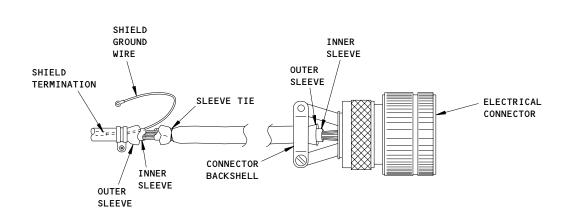
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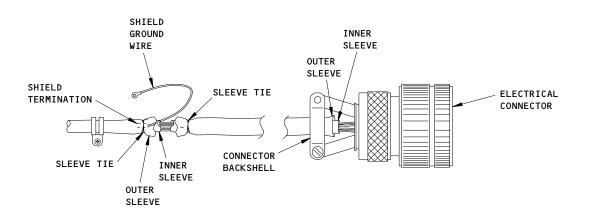
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### WIRE BUNDLE (SHIELD TERMINATION BEFORE CLAMP)





## WIRE BUNDLE (SHIELD TERMINATION AFTER CLAMP)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 2)

CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

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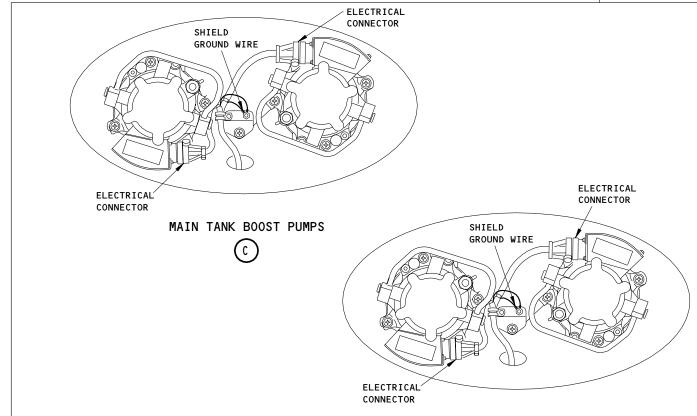
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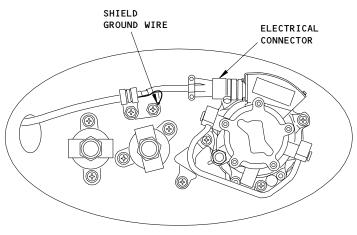


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AIRLINE CARD NO.



OVERRIDE/JETTISON PUMPS
(AIRPLANES WITH JETTISON PUMPS)



OVERRIDE PUMP
(AIRPLANES WITHOUT JETTISON PUMPS)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 3)

CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A 28-025-03 PAGE 14 OF 14 APR 22/08

STATION
TAIL NO.
DATE



BOEING CARD NO.
28-025-04

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REV REVISION **99XXX** AUG 22/08 AIRPL CTR AUX TK NOTE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY ENGINE AIRPLANE CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING ALL ALL ZONES ACCESS PANELS 631 631AB

MECH INSP

MPD ITEM NUMBER

INSPECT (DETAILED) THE RIGHT AUXILIARY TANK OVERRIDE/ JETTISON FUEL PUMP WIRING AND WIRE SLEEVE (SFAR 88). 28-22-15-6A

INTERVAL NOTE: 30,000 FLIGHT CYCLES/60,000 FLIGHT HOURS, WHICHEVER COMES FIRST.

- Inspect the Boost, Override/Jettison Pump Wiring (Fig. 601)
  - A. Consumable Materials
    - (1) Teflon Inner Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #6, also (M23053/12-218C).
    - (2) Teflon Outer Sleeve for the main tank boost pumps TFE-2X, Standard Wall Size #2, also (M23053/12-223C recommended), TFE-2XTW, Thin Wall (M23053/12-327C optional).
    - (3) Teflon Inner Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #4, also (M23053/12-221C)
    - (4) Teflon Outer Sleeve for the override/jettison pumps TFE-2X, Standard Wall Size #0, also (M23053/12-225C, -226C, -227C recommended), TFE-2XTW, Thin Wall (M23053/12-329C optional).

Port Plastics Incorporated 1228 Andover Park East Tukwila, Washington 98188 Phone: (206) 575-4994 Fax: (206) 575-6920

- B. References
  - (1) AMM 20-10-21/601, Electrical Bonding
  - (2) AMM 28-11-01/401, Main Tank Access Panels

CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

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TASK CARD

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				TASK CARD
MEC	H INSP			
			(3)	AMM 28-11-02/401, Auxiliary Tank Access Panels
			(4)	AMM 28-22-00/501, Engine Fuel Feed System
			(5)	AMM 28-31-00/501, Fuel Jettison System
			(6)	SWPM 20-10-13
			(7)	SWPM 20-10-18
		c.	Acce	ess
			(1)	Location Zones 531 Center Auxiliary Tank (Left) 532 Main Tank - Inboard of Rib No. 10 (Left) 551 Rear Spar to MLG Support Beam (Left) 631 Center Auxiliary Tank (Right) 632 Main Tank - Inboard of Rib No. 10 (Right) 651 Rear Spar to MLG Support Beam (Right)
			(2)	Access Panels 531AB Access Cover (Left) 532AB Access Cover (Left) 631AB Access Cover (Right) 632AB Access Cover (Right)
		D.	Prep	pare for the Boost, Override/Jettison Pump Wiring Inspection
			(1)	If you will remove a main tank boost pump wire bundle, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
			(2)	If you will remove an auxiliary tank override/jettison pump wire bundle, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
			(3)	If you will remove a main tank boost pump wire bundle, make sure the applicable circuit breakers are open:
				(a) Main Power Distribution Panel, P6:
				1) 6G24, L FWD FUEL BOOST PUMP
				2) 6G15, L AFT FUEL BOOST PUMP
				3) 6G18, R FWD FUEL BOOST PUMP
	I	I		

EFFECTIVITY

AIRLINE CARD NO.

28-025-04

			TASK CARD	
MECH	INSP			
			4) 6G21, R AFT FUEL BOOST PUMP	
			(b) Overhead Circuit Breaker Panel, P11:	
			1) 11M16, FUEL PUMPS R FWD/L AFT	
			2) 11M25, FUEL PUMPS L FWD/R AFT	
		(4)	If you will remove an auxiliary tank override bundle, make sure the applicable circuit brea	
			(a) Main Power Distribution Panel, P6:	
			1) 6F15, L FUEL OVRD PUMP	
			2) 6F21, R FUEL OVRD PUMP	
			(b) Overhead Circuit Breaker Panel, P11:	
			1) 11M15, L CTR FUEL PUMPS	
			2) 11M24, R CTR FUEL PUMPS	
			(c) If the fuel jettison pumps are installed applicable circuit breakers are open:	d, make sure the
			1) Overhead Circuit Breaker Panel, P11:	
			a) 11M13, L FUEL JTSN CONT	
			b) 11M22, R FUEL JTSN CONT	
			2) Miscellaneous Electrical Equipment F	'anel, P36:
			a) 36F4 or 36G7, L FUEL JETT PUMP	
			3) Miscellaneous Electrical Equipment F	anel, P37:
			a) 37F4 or 37G4, R FUEL JETT PUMP	
		(5)	Install temporary indentification tags to the connector(s) in the pump housing.	e electrical
		(6)	Disconnect the electrical connector from the override/jettison pump.	applicable boost,

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AIRLINE CARD NO.

SAS BOEING
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TASK CARD

MECH INSP

(7) Make sure the inner and outer Teflon sleeves extend out the conduit and are attached under the electrical connector backshell.

NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the electrical connector backshell, then the sleeve(s) are too short and must be replaced.

- (8) Remove the wire bundle clamp inside the boost, override/jettison pump housing.
- (9) Temporarily wrap and attach the connector(s) with a protective sheet of plastic to prevent damage to the conduit.
- (10) Attach a cord to the wire bundle at the boost pump end.

NOTE: The cord length must be sufficient to go through the conduit from the main tank fuel boost pump to the rear spar. You will use the cord to pull the wiring back through the conduit.

- (11) Go to the exit point of the wire bundle at the rear spar.
- (12) Make sure the inner and outer Teflon sleeves extend out of the conduit and are attached under the wire bundle clamp at the rear spar.

NOTE: If the inner and outer Teflon sleeves are not long enough to extend through the wire bundle clamp, then the sleeves are too short and must be replaced.

- (13) Remove the wire bundle clamp at the rear spar.
- (14) Carefully pull the wiring through the conduit.

<u>NOTE</u>: It is possible for the boost pump connector to go through the conduit.

- E. Inspect the Teflon Sleeves
  - (1) Make sure the wiring is covered with inner and outer Teflon sleeves, which are each one continous piece all the way through the conduit.

**EFFECTIVITY** 

CHECK/INSP OVER

OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A

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# TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(2)	Examine the Teflon sleeves for ties:
				NOTE: Ties are not permitted at any other location except the ends of the sleeves. Ties attached at locations along the length of the sleeves can damage the sleeves and the wiring.
				(a) Make sure ties are attached at each end of the Teflon sleeves.
				(b) Make sure ties are not installed at other locations on top of the Teflon sleeves.
			(3)	Inspect the Teflon sleeves for this type of damage:
				(a) Worn or chafed areas
				(b) Cuts
				(c) Splits
				(d) Small pin size holes (possible wiring arcing damage)
				(e) Melting or discoloration caused by too much heat.
			(4)	If the Teflon sleeves are not long enough (or not continuous), are damaged or have ties installed at locations other than the ends, then do these steps:
				(a) Remove and discard the inner and outer Teflon sleeves.
				(b) Do this procedure: Inspect the Boost, Override/Jettison Pump Wiring.
				(c) After the inspection, replace the Teflon sleeves with two continuous Teflon sleeves (SWPM 20-10-18).
			(5)	If the inner and outer Teflon sleeves are satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.
				<u>NOTE</u> : The inspection is complete.
		F.	Insp	ect the Boost, Override/Jettison Pump Wiring
			(1)	Make sure there are no ties on the wiring.
			(2)	Inspect the wiring for this type of damage:

2

6

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		,
			(a) Worn or chafed wiring
			(b) Physical damage
			(c) Damage to the wiring under the ties (if they were present)
			(d) Wire splices (no wire splices are permitted in the conduit)
			(e) Discoloration from too much heat
			(f) Wire damage caused by arcing.
			NOTE: Arcing can show as very small blackened holes in the insulation or as deformation or pitting of the wire.  Worn areas with a black material around the edge is not a sign of arcing (black material is aluminum oxide).
		(3)	If the wiring is chafed, physically damaged or there is a wire splice, then do these steps:
			(a) Repair or replace the damaged wiring (SWPM 20-10-13).
			(b) Replace any wiring that has a wire splice (in the conduit).
			(c) After the repairs, do this procedure: Install the Boost, Override/Jettison Pump Wiring.
		(4)	If the wiring has discoloration from too much heat or electrical arcing, then do these steps:
			(a) Repair or replace all damaged wiring (SWPM 20-10-13).
			(b) Replace the inner and outer Teflon sleeves on the wiring (SWPM 20-10-18).
			(c) Do this task: Inspect the Boost, Override/Jettison Pump Conduit.
			NOTE: You must replace the pump conduit. If however, the conduit passes the inspection, then it is not necessary to replace the conduit immediately.
		(5)	If the wiring is satisfactory, then do this procedure: Install the Boost, Override/Jettison Pump Wiring.

**EFFECTIVITY** 

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		G. I	nstall the Boost, Override/Jettison Pump Wiring
		(	<ol> <li>Install the inner and outer Teflon sleeves on the wiring for the boost, override/jettison pump.</li> </ol>
			(a) Make sure the inner and outer Teflon sleeves are each one continuous piece all the way through the conduit.
			(b) Make sure there are no splices or ties on the wiring under the Teflon sleeves.
			(c) Install ties only at the end of the Teflon sleeves.
			(d) Make sure the inner and outer Teflon sleeves extend to the first breakout after the conduit exit point on the rear spar.
		(	<ol><li>Tie the shield ground wire to the pump power wires before you put the wiring into the conduit.</li></ol>
		(	<ol> <li>Temporarily wrap and attach each electrical connector with a protective sheet of plastic to prevent damage to the conduit.</li> </ol>
		(	4) Use the cord at the pump location to pull the wiring through the conduit.
		(	5) Remove the plastic sheets from the electrical connectors.
		(	6) Remove the tie from the shield ground wire.
		(	7) Install the clamps and fasteners at each end of the conduit.
			<u>NOTE</u> : Both sleeves must go through the clamps.
		(	8) Inspect the Teflon sleeves to make sure both sleeves are visible at each end of the wiring installation.
		(	<ol><li>Cut the installed Teflon sleeves just after the clamp or at the shield termination on the pump end (View B).</li></ol>
		(1	<ol> <li>Install inner and outer Teflon sleeves on the pump power wires from the ground shield termination or the clamp to the electrical connector.</li> </ol>
		(1	<ol> <li>Make sure the inner and outer Teflon sleeves are under the electrical connector backshell.</li> </ol>

TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(12)	Install the pump shield ground wire (Views C and D).
		(13)	Make sure the bonding resistance between the wire shield and the structure is 0.005 ohm (5 millohms) or less (AMM $20-10-21/601$ ).
		(14)	Connect the electrical connector to the pump.
		(15)	Remove the temporary identication tags from the electrical connector(s).
		(16)	If you installed a main tank boost pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6G24, L FWD FUEL BOOST PUMP
			2) 6G15, L AFT FUEL BOOST PUMP
			3) 6G18, R FWD FUEL BOOST PUMP
			4) 6G21, R AFT FUEL BOOST PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M16, FUEL PUMPS R FWD/L AFT
			2) 11M25, FUEL PUMPS L FWD/R AFT
		(17)	If you installed an auxiliary tank override/jettison pump wire bundle, make sure the applicable circuit breakers are closed:
			(a) Main Power Distribution Panel, P6:
			1) 6F15, L FUEL OVRD PUMP
			2) 6F21, R FUEL OVRD PUMP
			(b) Overhead Circuit Breaker Panel, P11:
			1) 11M15, L CTR FUEL PUMPS
			2) 11M24, R CTR FUEL PUMPS
			(c) If the fuel jettison pumps are installed, make sure the applicable circuit breakers are closed:

AIRLINE CARD NO.

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L	MECH	INSP

- 1) Overhead Circuit Breaker Panel, P11:
  - a) 11M13, L FUEL JTSN CONT
  - b) 11M22, R FUEL JTSN CONT
- Miscellaneous Electrical Equipment Panel, P36:
  - a) 36F4 or 36G7, L FUEL JETT PUMP
- 3) Miscellaneous Electrical Equipment Panel, P37:
  - 37F4 or 37G4, R FUEL JETT PUMP
- (18) If you installed a jettison pump wire bundle, do the Phase Check of the Jettison Pump Wiring procedure (AMM 28-31-00/501).
- (19) If you installed a fuel boost or override pump wire bundle, do the Phase Check of the Fuel Pump Wiring procedure (AMM 28-22-00/501).
- If you installed a main tank boost pump wire bundle, install the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
- (21) If you installed an auxiliary tank override/jettison pump wire bundle, install the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
- (22) Do an operational test for the applicable boost, override/jettison pump(s) (AMM 28-22-00/501).
- <u>Inspect the Boost, Override/Jettison Pump Conduit</u> (Fig. 601)
  - References
    - (1) AMM 12-11-01/301, Fuel Tank Pressure Fueling
    - (2) AMM 28-11-00/601, Fuel Tanks
    - (3) AMM 28-11-01/401, Main Tank Access Panels
    - (4) AMM 28-11-02/401, Auxiliary Tank Access Panels
    - (5) AMM 28-22-15/401, Boost, Override/Jettison Wire Conduit
  - B. Access

**EFFECTIVITY** 

CHECK/INSP

OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A

28-025-04

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SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

	(1) Location Zones 531 Center Auxiliary Tank (Left) 532 Main Tank - Inboard of Rib No. 10 (Left) 551 Rear Spar to MLG Support Beam (Left) 631 Center Auxiliary Tank (Right) 632 Main Tank - Inboard of Rib No. 10 (Right) 651 Rear Spar to MLG Support Beam (Right)
	(2) Access Panels 531AB Access Cover (Left)

- 531AB Access Cover (Left)
  532AB Access Cover (Left)
  631AB Access Cover (Right)
  632AB Access Cover (Right)
- C. Boost, Override/Jettison Pump Conduit Inspection Preparation
  - (1) If you will inspect a main tank boost pump conduit, remove the applicable access cover 532AB or 632AB (AMM 28-11-01/401).
  - (2) If you will inspect an auxiliary tank override/jettison pump conduit, remove the applicable access cover 531AB or 631AB (AMM 28-11-02/401).
  - (3) Make sure the steps to prepare and remove the pump wiring in the conduit in the task: Inspect the Boost, Override/Jettison Pump Wiring, are completed.
- D. Inspect the Applicable Boost, Override/Jettison Pump Conduit
  - (1) Do one of these tests to find if there is a fuel leak in the conduit:
    - (a) Use the backblowing procedure to do a leak check (AMM 28-11-00/601).
      - 1) Use the necessary fittings to plug one end of the conduit.
      - 2) Find the Internal Leaks.
    - (b) Pressurize the electrical conduit.
      - 1) Use the necessary fittings to plug one end of the conduit.
      - 2) Connect a pressure gage and air supply to the other end of the conduit.

EFFECTIVITY	CHECK/INSP	OVERRIDE/JETT	ISON F	UEL	PUMP	WIR	ING
	28-22-15-6A	28-025-04	PAGE	10 0	F 14	APR	22/08

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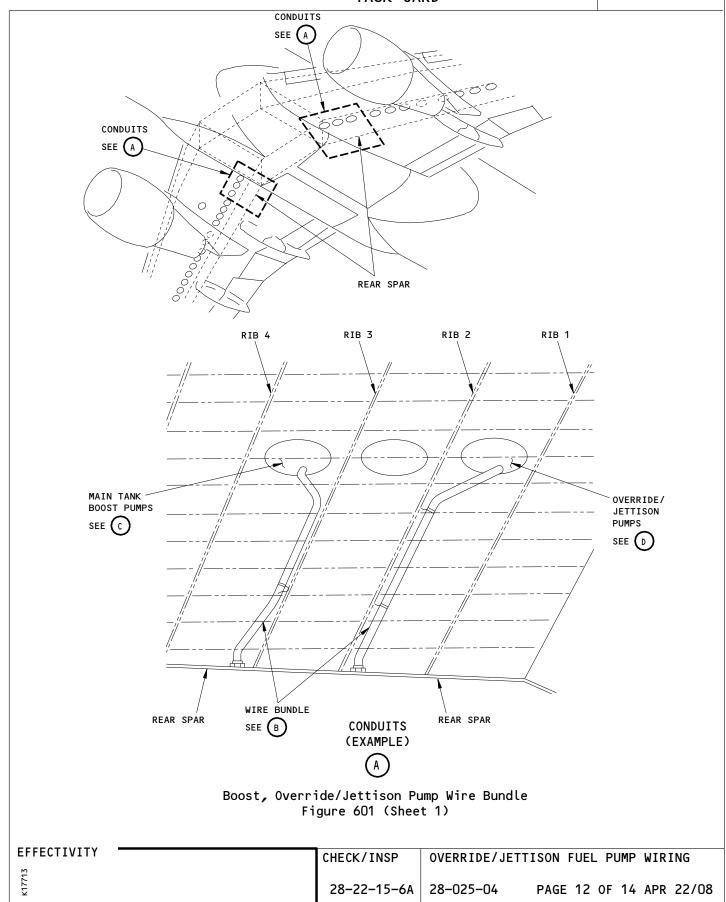
					773	TASK CARD
MECH	INSP					
					3)	Pressurize the electrical conduit to 20 PSIG.
					4)	Shut off the air supply and wait 5 minutes to examine the pressure gage.
					5)	Make sure the pressure has not decreased more than 0.5 PSIG.
				(c)	Fil	l the applicable fuel tank with fuel (AMM 12-11-01/301).
					1)	Wait 5 minutes, make sure there is no fuel leakage at the ends of the conduit.
					2)	Examine both the end of the electrical conduit at the spar and the end near the fuel pump.
					3)	Pull a clean cloth through the electrical conduit with a string.
					4)	Make sure there is no fuel on the cloth.
			(2)	Remo	ve a	nd replace any damaged conduit (AMM 28-22-15/401).
		Ε.	Put	the A	irpl	ane Back to Its Usual Condition
			(1)	pump	wir	onduit is not replaced, make sure the steps to install the ing in the conduit in the task: Inspect the Boost, /Jettison Pump Wiring, are completed.
			(2)			nspected a main tank boost pump wire conduit, install the le access cover 532AB or 632AB (AMM 28-11-01/401).
			(3)	cond	uit,	nspected an auxiliary tank override/jettison pump wire install the applicable access cover 531AB or 631AB 11-02/401).

28-025-04

AIRLINE CARD NO.

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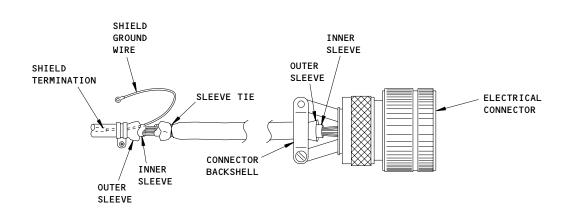
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TASK CARD



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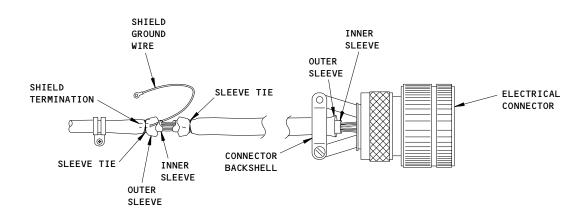
BOEING SAS 767 TASK CARD

AIRLINE CARD NO.



#### WIRE BUNDLE (SHIELD TERMINATION BEFORE CLAMP)





### WIRE BUNDLE (SHIELD TERMINATION AFTER CLAMP)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 2)

**EFFECTIVITY** CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING 28-22-15-6A 28-025-04 PAGE 13 OF 14 APR 22/08

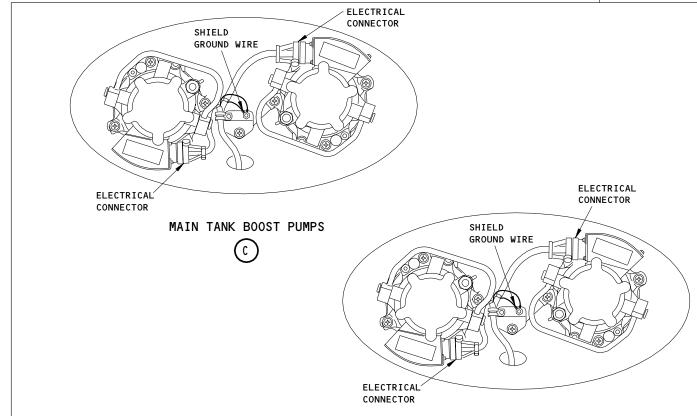
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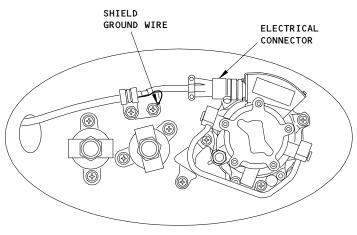


28-025-04

AIRLINE CARD NO.



OVERRIDE/JETTISON PUMPS
(AIRPLANES WITH JETTISON PUMPS)



OVERRIDE PUMP
(AIRPLANES WITHOUT JETTISON PUMPS)



Boost, Override/Jettison Pump Wire Bundle Figure 601 (Sheet 3)

CHECK/INSP OVERRIDE/JETTISON FUEL PUMP WIRING

28-22-15-6A 28-025-04 PAGE 14 OF 14 APR 22/08

STATION											BOE	ING CAR	NO.	
TAIL NO.				OLO ( BOEING								28-026-01		
				S	AS	γ,		767			AIRI	INE CAR	D NO.	
DATE			J	710		TAS	SK CARD							
SKII	-L	WORK ARE	A	RELATED TASK			INTERVAL		PHASE	MPD REV		K CARD VISION		
AIR	PL	L MAIN	TANK				8C			24896		APR	22/09	
	TASK				TITLE STRUCTURAL ILLUSTRATION REFERENCE					APPLICABILITY				
FU	NCTI	ONAL	FUEL	. B00S	T PUMP	МОТО	R HOUSING	BOND			AIRPLAN	E	ENGINE	
											ALL		ALL	
		ZONES							ACCESS PANELS					
53	2				532AE	3								
MECH	INSP										ı	MPD ITEM	NUMBER	
		1												

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE L MAIN TANK FWD/AFT FUEL BOOST PUMP MOTOR HOUSING AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-22-03-6A

- Boost Pump Bonding Resistance Check (Fig. 602)
  - A. References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounding
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure
    - (1) Remove the applicable left or right access cover, 532AB or 632AB.
      - (a) Hold the access cover and remove the mounting bolts.

<u>NOTE</u>: It is not necessary to remove the mounting ring or the gasket.

(b) Lower the access cover until the lanyard holds the access cover.

FUNCTIONAL FUEL BOOST PUMP MOTOR HOUSING BOND

28-22-03-6A 28-026-01 PAGE 1 OF 3 AUG 22/08

28-026-01

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		D.	Bonding Resistance Check
			(1) Measure the bonding resistance between each boost pump and the wing structure (SWPM 20-20-00).
			(a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.
		Ε.	Put the Airplane Back to Its Usual Condition
			(1) Install the applicable left or right access cover, 532AB or 632AB.
			(a) Put and hold the access cover against the lower wing surface.
			1) Make sure the lanyard is in the fuel tank.
			(b) Install the mounting bolts on the access cover.

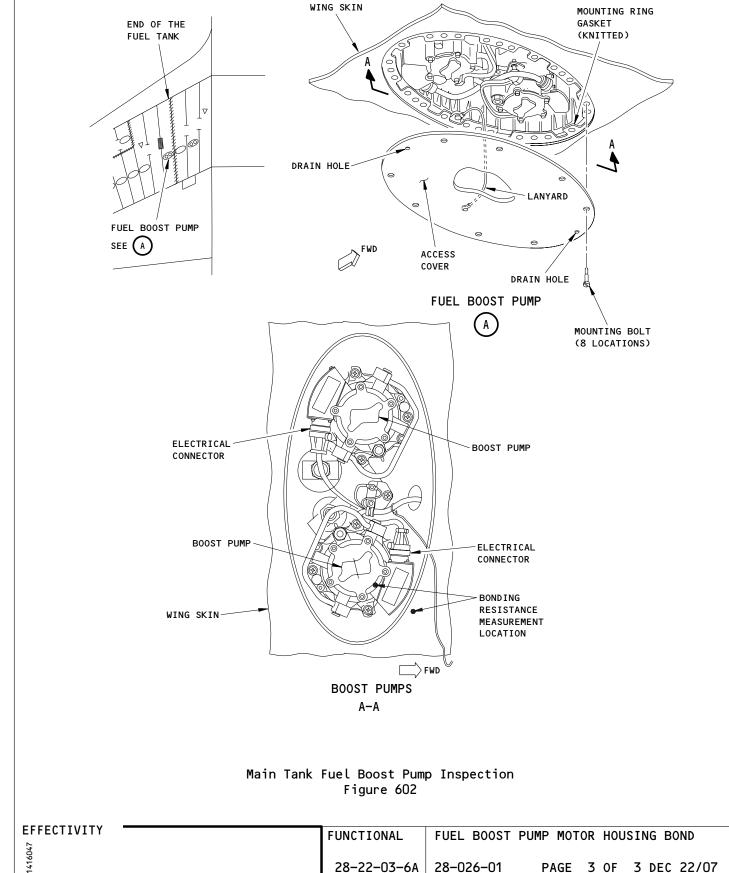
**EFFECTIVITY** 

28-026-01

AIRLINE CARD NO.

SAS

767 TASK CARD



BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

STATION										BOE	ING CARD	NO.
TAI	L NO.					BO	EIN	G		28-0	26-02	) -
			S	AS			767			AIRL	INE CAR	) NO.
DATE				, . •			K CARD					
SKILL	WORK ARI	EA REL		ELATED TASK INTERVAL		INTERVAL		PHASE	MPD REV		K CARD VISION	
AIRPL	R MAIN	TANK				8C			24896		APR	22/09
TAS	SK .			TITLE			STRUCTURAL ILLUSTRATION REFERENCE		APPLICABILITY AIRPLANE ENGIN			
FUNCT	IONAL	FUEL	B00S1	Γ PUMP M	OTOR	HOUSING BOND				AIRPLAN	E	ENGINE
										ALL		ALL
	ZONES							ACCESS PANELS				
632				632AB								
MECH INSP										N	IPD ITEM	NUMBER
	_											

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE R MAIN TANK FWD/AFT FUEL BOOST PUMP MOTOR HOUSING AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-22-03-6A

- Boost Pump Bonding Resistance Check (Fig. 602)
  - A. References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounding
  - B. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - C. Prepare for the Procedure
    - (1) Remove the applicable left or right access cover, 532AB or 632AB.
      - (a) Hold the access cover and remove the mounting bolts.

<u>NOTE</u>: It is not necessary to remove the mounting ring or the gasket.

(b) Lower the access cover until the lanyard holds the access cover.

FUNCTIONAL FUEL BOOST PUMP MOTOR HOUSING BOND

28-22-03-6A 28-026-02 PAGE 1 OF 3 AUG 22/08

28-026-02

AIRLINE CARD NO.



D. Bonding Resistance Check

(1) Measure the bonding resistance between each boost pump and the wing structure (SWPM 20-20-00).

(a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.

E. Put the Airplane Back to Its Usual Condition

(1) Install the applicable left or right access cover, 532AB or 632AB.

(a) Put and hold the access cover against the lower wing surface.

1) Make sure the lanyard is in the fuel tank.

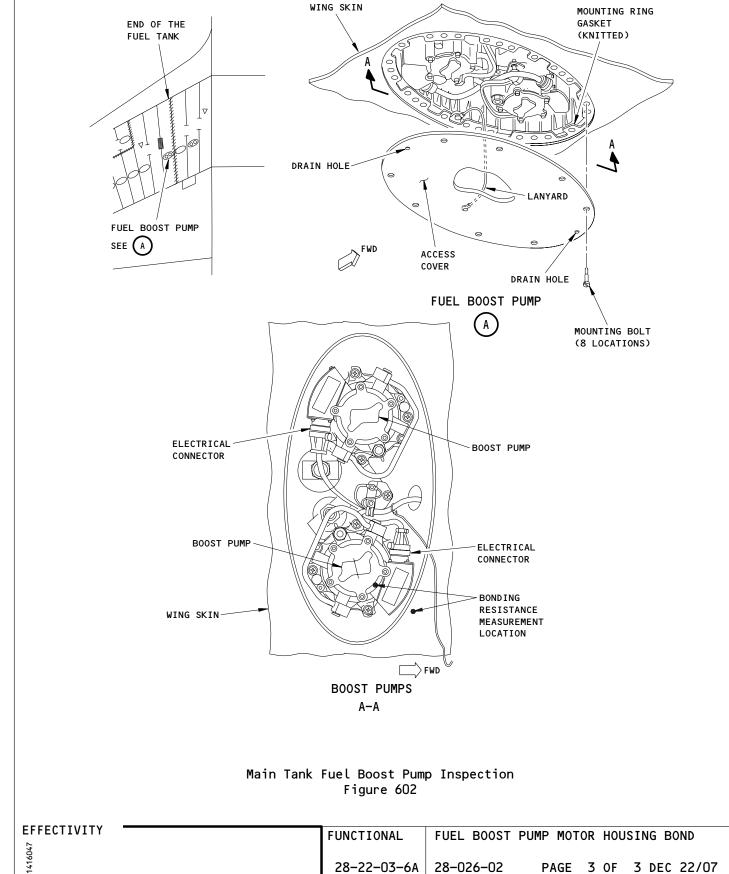
(b) Install the mounting bolts on the access cover.

28-026-02

AIRLINE CARD NO.

SAS

767 TASK CARD



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28-026-07

MPD

AIRLINE CARD NO.

TASK CARD

BOEING CARD NO.

WORK AREA RELATED TASK INTERVAL SKILL PHASE REVISION REV 24896 80 AUG 22/08 AIRPL CTR AUX TK

APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE **FUNCTIONAL** OVERRIDE/JETTISON PUMP HOUSING BOND ALL ALL

ZONES ACCESS PANELS

531 531AB

MPD ITEM NUMBER MECH INSP

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE L/H CTR AUX TANK OVERRIDE/JETTISON PUMP MOTOR HOUSING AND THE STRUCTURE (SFAR 88).

28-22-05-6A

- Center Auxiliary Tank Override Pump Bonding Resistance Check (Fig. 601)
  - Α. Equipment
    - Bonding Meter Use one of these:
      - Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounds
  - Prepare for the Procedure
    - (1) For the left override pump, remove the left access cover, 531AB.
      - Hold the access cover and remove the mounting bolts.

NOTE: It is not necessary to remove the mounting ring or the gasket.

(b) Lower the access cover until the lanyard holds the access cover.

**EFFECTIVITY** 

SAS 050, 051, 162-164 PRE-SB 28-25; SAS 150, 152-154 PRE-SB 28-27; MTH 275 PRE-SB 28-27;

FUNCTIONAL

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A

28-026-07

PAGE 1 OF 3 AUG 22/08

AIRLINE CARD NO.

28-026-07

20 020 01

FOEING 767 TASK CARD

MECH INSP

- (2) For the right override pump, remove the right access cover, 631AB.
  - (a) Hold the access cover and remove the mounting bolts.

<u>NOTE</u>: It is not necessary to remove the mounting ring or the gasket.

- (b) Lower the access cover until the lanyard holds the access cover.
- D. Bonding Resistance Check
  - (1) Measure the bonding resistance between the override pump and the wing structure (SWPM 20-20-00).
    - (a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Install the left access cover, 531AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.
  - (2) Install the right access cover, 631AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.

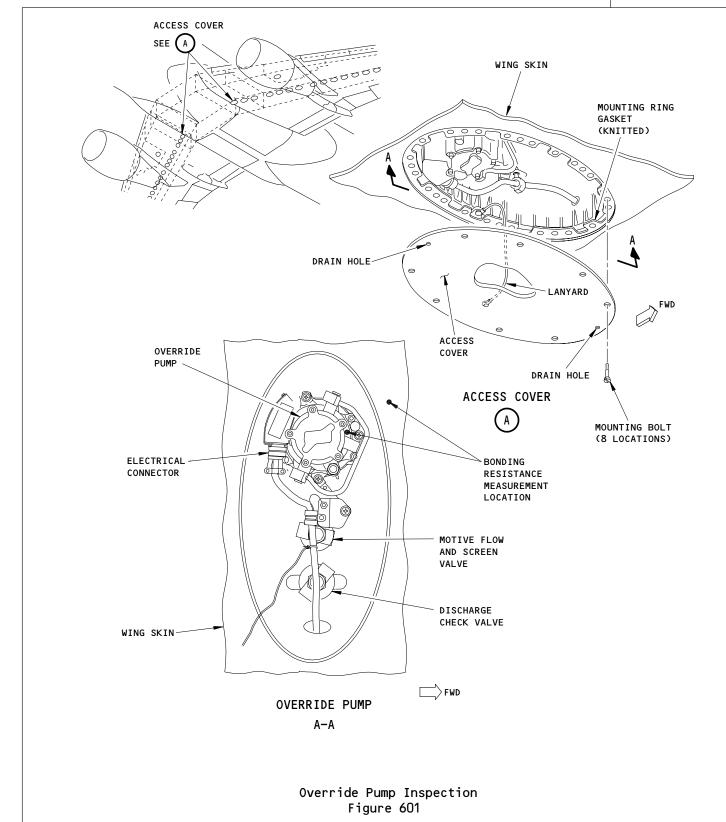
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28-026-07

AIRLINE CARD NO.

SAS

767 TASK CARD



2 7 0 \$\frac{1}{2}\$AS 050, 051, 162-164 PRE-SB 28-25; \$\frac{1}{2}\$AS 150, 152-154 PRE-SB 28-27; MTH 275 PRE-SB 28-27;

FUNCTIONAL

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A 28-026-07

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WORK AREA



BOEING CARD NO. 28-026-08

MPD

PHASE

AIRLINE CARD NO.

TASK CARD

AIRPL CTR AUX TK 8C 24896 AUG 22/08
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

FUNCTIONAL OVERRIDE/JETTISON PUMP HOUSING BOND

OVERRIDE/JETTISON PUMP HOUSING BOND

ALL ALL

ZONES ACCESS PANELS

631 631AB

RELATED TASK

MECH INSP

SKILL

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE R/H CTR AUX TANK OVERRIDE/JETTISON PUMP MOTOR HOUSING AND THE STRUCTURE (SFAR 88).

28-22-05-6A

- Center Auxiliary Tank Override Pump Bonding Resistance Check (Fig. 601)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounds
  - C. Prepare for the Procedure
    - (1) For the left override pump, remove the left access cover, 531AB.
      - (a) Hold the access cover and remove the mounting bolts.

<u>NOTE</u>: It is not necessary to remove the mounting ring or the gasket.

(b) Lower the access cover until the lanyard holds the access cover.

**EFFECTIVITY** 

SAS 050, 051, 162-164 PRE-SB 28-25; SAS 150, 152-154 PRE-SB 28-27; MTH 275 PRE-SB 28-27; FUNCTIONAL

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A

28-026-08

PAGE 1 OF 3 AUG 22/08

28-026-08

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH	INSP
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- (2) For the right override pump, remove the right access cover, 631AB.
  - (a) Hold the access cover and remove the mounting bolts.

<u>NOTE</u>: It is not necessary to remove the mounting ring or the gasket.

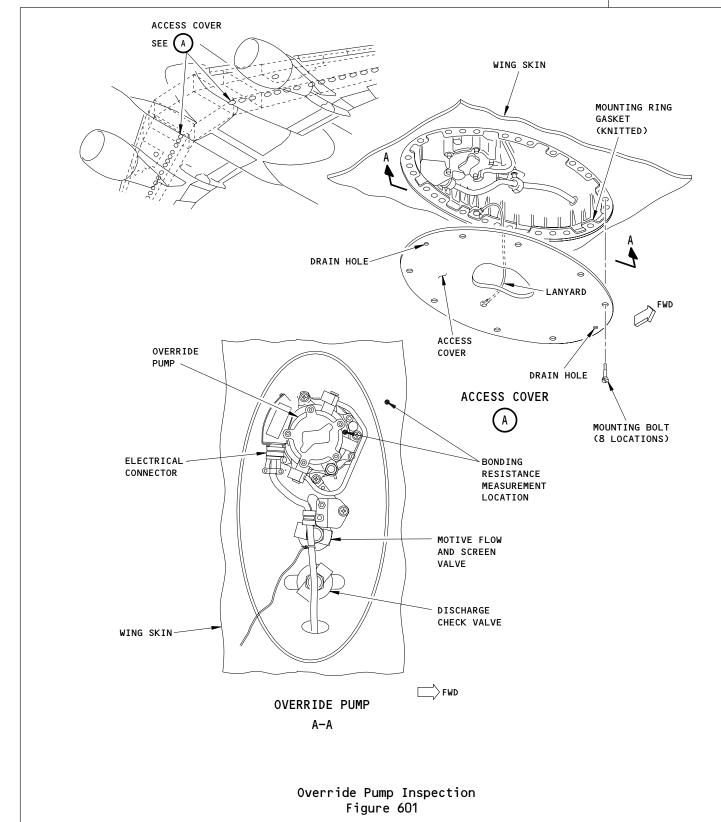
- (b) Lower the access cover until the lanyard holds the access cover.
- D. Bonding Resistance Check
  - (1) Measure the bonding resistance between the override pump and the wing structure (SWPM 20-20-00).
    - (a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Install the left access cover, 531AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.
  - (2) Install the right access cover, 631AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.

28-026-08

AIRLINE CARD NO.

SAS

767 TASK CARD



**EFFECTIVITY** 

STATION	
TAIL NO.	
DATE	$\neg$



BOEING CARD NO. 28-026-09

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REVISION REV 80 24896 APR 22/09 AIRPL CTR AUX TK

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY ENGINE AIRPLANE **FUNCTIONAL** OVERRIDE/JETTISON PUMP HOUSING BOND ALL ALL

ZONES ACCESS PANELS

531 531AB

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE L/H CTR AUX TANK OVERRIDE/JETTISON PUMP MOTOR HOUSING AND THE STRUCTURE (SFAR 88).

28-22-05-6A

- Override/Jettison Pump Bonding Resistance Check (Fig. 601)
  - Α. Equipment
    - Bonding Meter Use one of these:
      - Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounds
  - Prepare for the Procedure
    - (1) Remove the applicable left or right tank access cover, 531AB or 631AB.
      - Hold the access cover and remove the mounting bolts. (a)

NOTE: It is not necessary to remove the mounting ring or the gasket.

28-026-09

(b) Lower the access cover until the lanyard holds the access cover.

**EFFECTIVITY** 

SAS 050, 051, 162-164 POST-SB 28-25; SAS 150, 152-154 POST-SB 28-27; SAS 052-149, 155-161, 165-999;

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A

FUNCTIONAL

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28-026-09

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH	INSP
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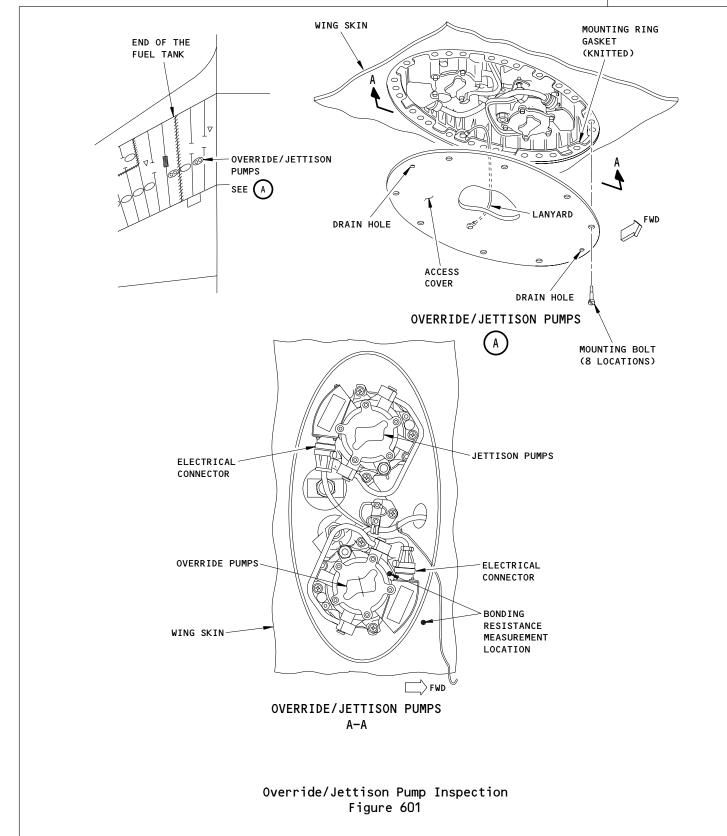
- D. Bonding Resistance Check
  - (1) Measure the bonding resistance between the override pump and the wing structure and between the jettison pump and the wing structure (SWPM 20-20-00).
    - (a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Install the applicable left or right tank access cover, 531AB or 631AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.

AIRLINE CARD NO.

28-026-09

SAS

BOEING 767 TASK CARD



**EFFECTIVITY** 

🖔 AS 050, 051, 162-164 POST-SB 28-25; \$AS 150, 152-154 POST-SB 28-27; SAS 052-149, 155-161, 165-999;

**FUNCTIONAL** 

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A

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**FUNCTIONAL** 



BOEING CARD NO. 28-026-10

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REVISION REV 24896 80 APR 22/09 AIRPL CTR AUX TK

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY ENGINE AIRPLANE

ALL

OVERRIDE/JETTISON PUMP HOUSING BOND ZONES ACCESS PANELS

631AB

631

MECH INSP

MPD ITEM NUMBER

ALL

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE R/H CTR AUX TANK OVERRIDE/JETTISON PUMP MOTOR HOUSING AND THE STRUCTURE (SFAR 88).

28-22-05-6A

- Override/Jettison Pump Bonding Resistance Check (Fig. 601)
  - Α. Equipment
    - Bonding Meter Use one of these:
      - Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - References
    - (1) SWPM 20-20-00, Electrical Bonding and Grounds
  - Prepare for the Procedure
    - (1) Remove the applicable left or right tank access cover, 531AB or 631AB.
      - (a) Hold the access cover and remove the mounting bolts.

NOTE: It is not necessary to remove the mounting ring or the gasket.

(b) Lower the access cover until the lanyard holds the access cover.

**EFFECTIVITY** 

FUNCTIONAL

OVERRIDE/JETTISON PUMP HOUSING BOND

SAS 050, 051, 162-164 POST-SB 28-25; SAS 150, 152-154 POST-SB 28-27; SAS 052-149, 155-161, 165-999;

28-22-05-6A

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28-026-10

AIRLINE CARD NO.



MECH INSP

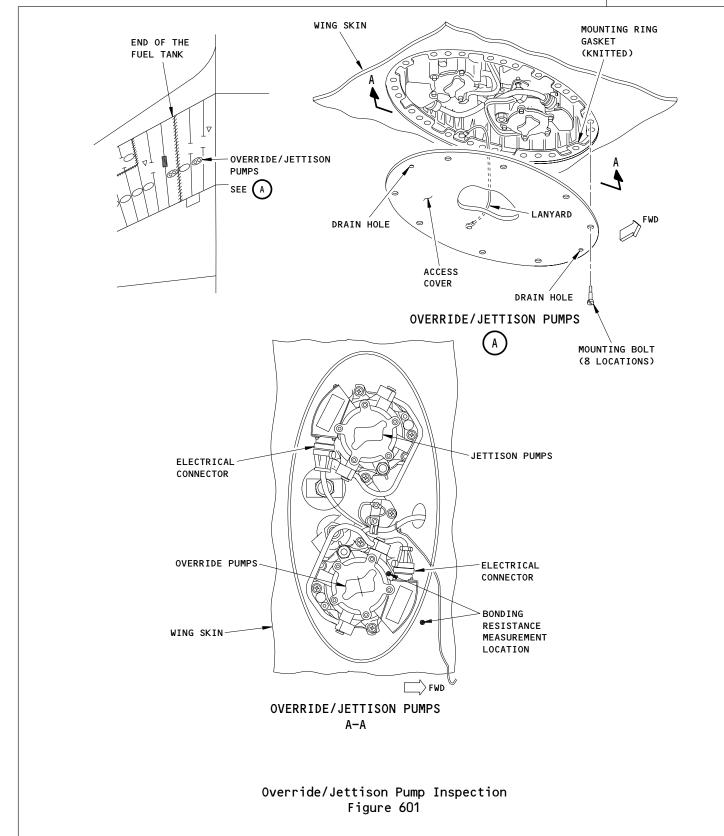
- D. Bonding Resistance Check
  - (1) Measure the bonding resistance between the override pump and the wing structure and between the jettison pump and the wing structure (SWPM 20-20-00).
    - (a) Make sure the resistance is 0.65 milliohm (0.00065 ohm) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Install the applicable left or right tank access cover, 531AB or 631AB.
    - (a) Put and hold the access cover against the lower wing surface.
      - 1) Make sure the lanyard is in the fuel tank.
    - (b) Install the mounting bolts on the access cover.

28-026-10

AIRLINE CARD NO.

SAS

767 TASK CARD



**EFFECTIVITY** 

\$AS 050, 051, 162-164 POST-SB 28-25; \$AS 150, 152-154 POST-SB 28-27; SAS 052-149, 155-161, 165-999; FUNCTIONAL

OVERRIDE/JETTISON PUMP HOUSING BOND

28-22-05-6A

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STA	TION									BOE	ING CAR	D NO.
TAIL NO.						801	EIN	G		28-0	27 <b>–</b> 0	1
			SA	۱S		_	67			AIRI	LINE CAF	RD NO.
D	ATE		•	. •			CARD					
SKILL	WORK ARE	EA RELATED TASK			INTERVAL		PHASE	MPD REV		SK CARD EVISION		
AIRPL	L MAIN	TANK				8C			24896		AUG	22/09
TASK			TITLE			STRUCTURAL ILLUSTRATION RE	EFERENCE	AF AIRPLAN	PLICABI	LITY		
FUNCTIONAL FUEL SHUT		SHUTOF	F VALVE	BOND					AIRPLAN	IE.	ENGINE	
										ALL		ALL
	ZONES							ACCESS PANELS				
551				551TB								

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE ENGINE FUEL SHUTOFF VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-22-11-6A

- 1. Engine Fuel Shutoff Valve Bonding Resistance Check (Fig. 601, 601A)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. References
    - (1) AMM 06-44-00/201, Wing Access Doors and Panels
    - (2) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (3) AMM 32-00-15/201, Landing Gear Door Locks

FUNCTIONAL FUEL SHUTOFF VALVE BOND

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28-027-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure
  - (1) Open these circuit breakers on the main power distribution panel, P6, and attach a D0-N0T-CLOSE tags:
    - (a) 6E1, FUEL VALVES L SPAR
    - (b) 6E2, FUEL VALVES R SPAR

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).
- WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
- (3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (4) For the left actuator (1), remove the left trailing edge skin panel, 551TB (AMM 06-44-00/201).
- (5) For the right actuator (1), remove the right trailing edge skin panel, 651TB (AMM 06-44-00/201).
- (6) Disconnect the electrical connector (5) from the actuator.
- E. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper (2) from the actuator (1).
  - (2) Measure the bonding resistance between the actuator (1) and the rear spar (SWPM 20-20-00).

EFFECTIVITY

FUNCTIONAL FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-01

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28-027-01

20 021 01

S FOEING 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
				(a) Make sure the resistance is 0.005 ohm (5 milliohms) or less.
			(3)	Connect the screw (4), washers (3), and nut to attach the bonding jumper (2) to the actuator (1).
			(4)	AIRPLANES WITH A REDUNDANT WIRE PATH TO OPEN AND CLOSE THE ENGINE-FUEL-SHUTOFF VALVE (POST-SB 28-66 OR PRR B12901-13S); Do a check for continuity between pin 5 and pin 6 in the electrical connector (5).
				(a) Repair the wire if there is no continuity.
		F.		PLANES WITH ACTUATOR MA20A2027 OR MA30A1001; strical Bonding Measurement
			(1)	Disconnect the bonding jumper (2) from the actuator (1).
			(2)	Measure the bonding resistance between the actuator (1) and the rear spar (SWPM 20-20-00).
				(a) Make sure the resistance is 0.005 ohm (5 milliohms) or less.
			(3)	Do these steps to install the bonding jumper (2) to the actuator (1).
				(a) Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
				1) Clean the surface until the cotton wiper is clean.
				(b) Apply a thin continuous layer of sealant to both surfaces of the bonding jumper (2) and the washers (3).
				1) Use BMS 5-142 sealant for the faying surface seal.
				(c) Install the screw (4), washers (3), and nut to attach the bonding jumper (2) to the actuator (1).
				(d) AIRPLANES WITHOUT ACTUATOR MA3OA1001; Tighten the screw (4) to 20 in-lb (2.3 Nm).
				(e) AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw (4) to 35 in-lb (4.0 Nm).
1	1 1			

(f) Measure the elecrtical bonding resistance between the upper

housing of the actuator (1) and the attached bonding jumper (2)

terminal (SWPM 20-20-00).

28-027-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- Do not touch the screw (4) when you do the bonding measurement.
- 2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.

NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-23.

- (g) Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper (2) and screw (4).
- G. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector (5) on the actuator (1).
  - (2) Install the applicable left or right trailing edge skin panel, 551TB or 651TB (AMM 06-44-00/201).
  - (3) Remove the DO-NOT-CLOSE tags, and close these circuit breakers:
    - (a) On the P6 panel:
      - 1) 6E1, FUEL VALVES L SPAR
      - 2) 6E2, FUEL VALVES R SPAR

WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(4) Remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).

**EFFECTIVITY** 

FUNCTIONAL

FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-01

PAGE 4 OF 6 AUG 22/09

28-027-01

AIRLINE CARD NO.

SAS

767 TASK CARD

**ENGINE FUEL** SHUTOFF VALVE ACTUATOR SEE (A) ENGINE FUEL SHUTOFF VALVE ACTUATOR TRAILING EDGE TRAILING EDGE SEE (A) SKIN PANEL, SKIN PANEL, REAR SPAR 551TB 651TB ELECTRICAL CONNECTOR ELECTRICAL REAR SPAR CONNECTOR **ACTUATOR** OF THE NOZZLE VALVE **ACTUATOR** IN THE OF THE **FUEL TANK** NOZZLE **BOLT** VALVE WASHER IN THE NUT **FUEL TANK BOLT** WASHER BONDING NUT JUMPER INBD BONDING BONDING MANUAL RESISTANCE JUMPER OVERRIDE **MEASUREMENT** LOCATION HANDLE MANUAL BONDING OVERRIDE INBD RESISTANCE FWD HANDLE **MEASUREMENT** LOCATION ENGINE FUEL SHUTOFF VALVE ACTUATOR ENGINE FUEL SHUTOFF VALVE ACTUATOR > ALTERNATE (EXAMPLE)

Engine Fuel Shutoff Valve Actuator Inspection Figure 601

FFFECTIVITY

AIRPLANES WITHOUT ACTUATOR MA20A2027 OR

MA30A1001

FUNCTIONAL 28-22-11-6A FUEL SHUTOFF VALVE BOND

28-027-01

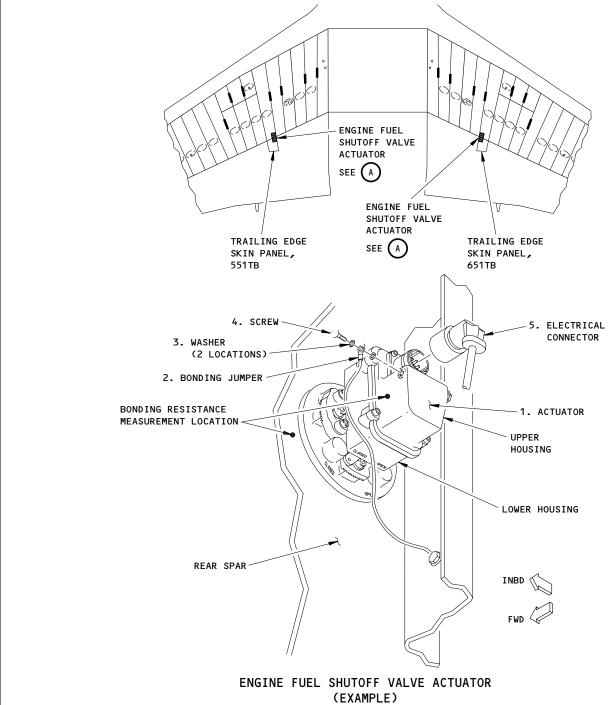
PAGE 5 OF 6 DEC 22/07

28-027-01

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD





Engine Fuel Shutoff Valve Actuator Inspection Figure 601A

EFFECTIVITY

∰AIRPLANES WITH ACTUATOR MA2OA2O27 OR ∰MA3OA1OO1 FUNCTIONAL

FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-01

PAGE 6 OF 6 DEC 22/07

STA	TION						BOE	ING CARD NO.
TAIL NO.				BOEIN	i G		28-0	27–02
D	ATE		SAS &	767			AIRI	INE CARD NO.
-				TASK CARD				
SKILL	WORK ARE	REA RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	R MAIN	TANK		8C		24896		AUG 22/09
TASK			TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE
FUNCT	IONAL	FUEL	SHUTOFF VALVE B	OND			MINPLAN	E ENGINE
							ALL	ALL

MECH INSP MPD ITEM NUMBER

ACCESS PANELS

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE ENGINE FUEL SHUTOFF VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

651TB

28-22-11-6A

- Engine Fuel Shutoff Valve Bonding Resistance Check (Fig. 601, 601A)
  - A. Equipment

ZONES

651

- (1) Bonding Meter Use one of these:
  - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
  - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
- B. Consumable Materials
  - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
  - (2) Sealant, BMS 5-142
  - (3) B01008 Solvent Series 88
- C. References
  - (1) AMM 06-44-00/201, Wing Access Doors and Panels
  - (2) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
  - (3) AMM 32-00-15/201, Landing Gear Door Locks

FUNCTIONAL FUEL SHUTOFF VALVE BOND

28-22-11-6A 28-027-02 PAGE 1 OF 6 APR 22/09

28-027-02

AIRLINE CARD NO.



MECH INSP

- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure
  - (1) Open these circuit breakers on the main power distribution panel, P6, and attach a D0-N0T-CLOSE tags:
    - (a) 6E1, FUEL VALVES L SPAR
    - (b) 6E2, FUEL VALVES R SPAR

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).
- WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
- (3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (4) For the left actuator (1), remove the left trailing edge skin panel, 551TB (AMM 06-44-00/201).
- (5) For the right actuator (1), remove the right trailing edge skin panel, 651TB (AMM 06-44-00/201).
- (6) Disconnect the electrical connector (5) from the actuator.
- E. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper (2) from the actuator (1).
  - (2) Measure the bonding resistance between the actuator (1) and the rear spar (SWPM 20-20-00).

**EFFECTIVITY** 

FUNCTIONAL FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-02

PAGE 2 OF 6 DEC 22/08

28-027-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (a) Make sure the resistance is 0.005 ohm (5 milliohms) or less.
- (3) Connect the screw (4), washers (3), and nut to attach the bonding jumper (2) to the actuator (1).
- (4) AIRPLANES WITH A REDUNDANT WIRE PATH TO OPEN AND CLOSE THE ENGINE-FUEL-SHUTOFF VALVE (POST-SB 28-66 OR PRR B12901-13S); Do a check for continuity between pin 5 and pin 6 in the electrical connector (5).
  - (a) Repair the wire if there is no continuity.
- F. AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper (2) from the actuator (1).
  - (2) Measure the bonding resistance between the actuator (1) and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 0.005 ohm (5 milliohms) or less.
  - (3) Do these steps to install the bonding jumper (2) to the actuator (1).
    - (a) Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - 1) Clean the surface until the cotton wiper is clean.
    - (b) Apply a thin continuous layer of sealant to both surfaces of the bonding jumper (2) and the washers (3).
      - 1) Use BMS 5-142 sealant for the faying surface seal.
    - (c) Install the screw (4), washers (3), and nut to attach the bonding jumper (2) to the actuator (1).
    - (d) AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw (4) to 20 in-lb (2.3 Nm).
    - (e) AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw (4) to 35 in-lb (4.0 Nm).
    - (f) Measure the elecrtical bonding resistance between the upper housing of the actuator (1) and the attached bonding jumper (2) terminal (SWPM 20-20-00).

EFFECTIVITY

FUNCTIONAL | FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-02

PAGE 3 OF 6 AUG 22/09

28-027-02

AIRLINE CARD NO.

	TASK CARD	
MECH INSE		
	<ol> <li>Do not touch the screw (4) when you do the bond measurement.</li> </ol>	ing
	2) Make sure the bonding resistance is 0.001 ohm (1 or less.	milliohm)
	NOTE: CDCCL - Refer to the task: Airworthiness Precautions (AMM 28-00-00/201), for impor information on Critical Design Configurat Limitations (CDCCLs).	tant
	NOTE: This is applicable to Airworthiness Limit 28-AWL-23.	ation
	(g) Apply a cap seal of BMS 5-142 sealant over the terming bonding jumper (2) and screw (4).	inal of the
	G. Put the Airplane Back to Its Usual Condition	
	(1) Connect the electrical connector (5) on the actuator (1).	ı
	(2) Install the applicable left or right trailing edge skin por 651TB (AMM 06-44-00/201).	anel, 551TB
	(3) Remove the DO-NOT-CLOSE tags, and close these circuit bre	akers:
	(a) On the P6 panel:	
	1) 6E1, FUEL VALVES L SPAR	
	2) 6E2, FUEL VALVES R SPAR	
	WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAINJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	DOORS OPEN AUSE
	(4) Remove the door locks from the main gear doors and close (AMM 32-00-15/201).	the doors

2 7

2

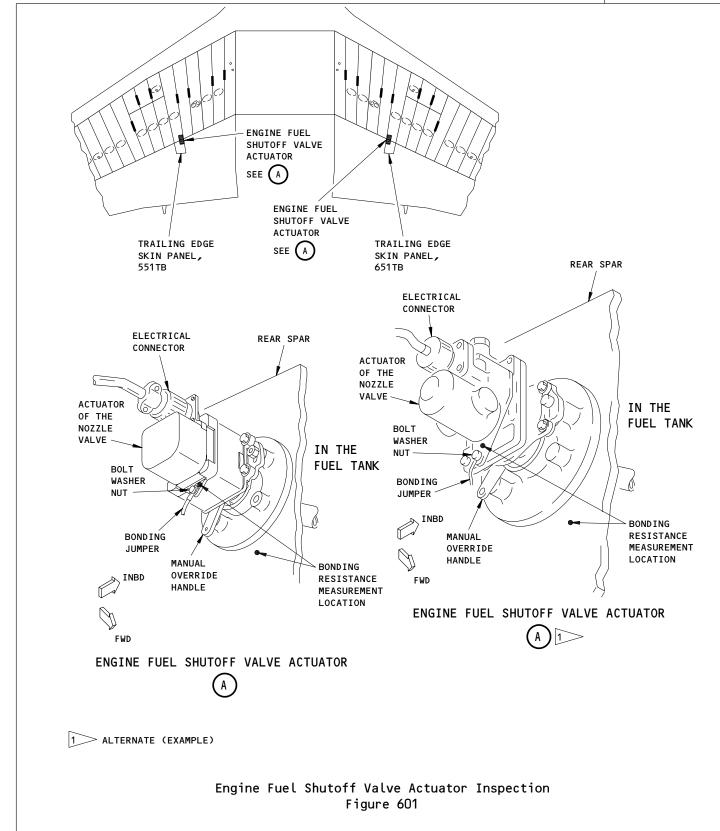
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AIRLINE CARD NO.

28-027-02

SAS





**EFFECTIVITY** 

MA30A1001

ÄIRPLANES WITHOUT ACTUATOR MA2OA2O27 O

**FUNCTIONAL** 

28-22-11-6A

FUEL SHUTOFF VALVE BOND

PAGE 5 OF 6 DEC 22/07

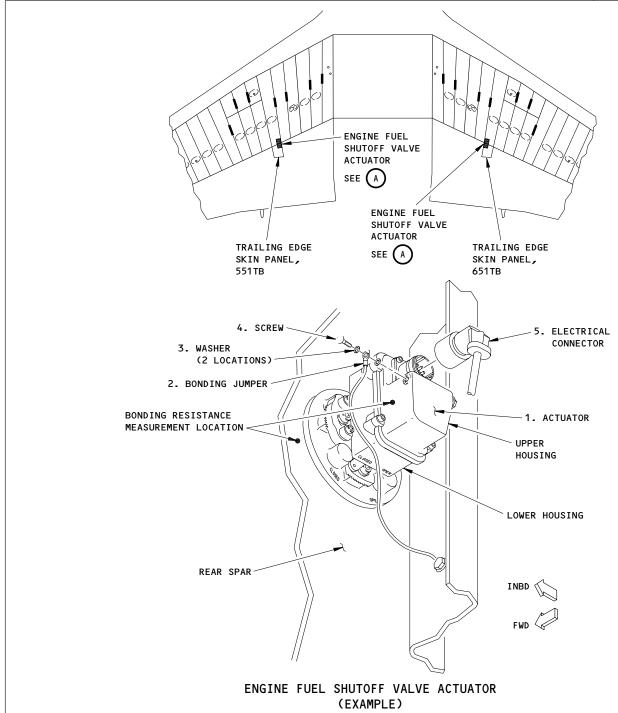
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28-027-02

AIRLINE CARD NO.

SAS







Engine Fuel Shutoff Valve Actuator Inspection Figure 601A

EFFECTIVITY

∰AIRPLANES WITH ACTUATOR MA20A2027 OR

MA30A1001

FUNCTIONAL

FUEL SHUTOFF VALVE BOND

28-22-11-6A

28-027-02

PAGE 6 OF 6 DEC 22/07

STA	TION	]								BOE	ING CARD	NO.
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<u> </u>	ATE	-	SAS	s &		767				AIRL	INE CAR	D NO.
	A12					TASK CARD						
SKILL	WORK AR	EA	RELATED	TASK		INTERVAL			PHASE	MPD REV		K CARD VISION
AIRPL	CTR AUX	( TK				8C			24896		AUG	22/09
TASK				TITLE			STRUCTURAL	ILLUSTRATION RE	FERENCE		PLICABI	
FUNCTIONAL		FUEL	CROSSFE	ED VALVE	BOND					AIRPLAN	E	ENGINE
										ALL		ALL
	70NES					•	ACCESS PAN	IFI S				

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE CROSSFEED VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-22-12-6A

- 1. Engine Fuel Crossfeed Valve Actuator Bonding Resistance Check (Fig. 601)
  - A. Equipment

133 531

- (1) Bonding Meter Use one of these:
  - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
  - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
- B. Consumable Materials
  - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
  - (2) Sealant, BMS 5-142
  - (3) B01008 Solvent Series 88
- C. References
  - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
  - (2) AMM 32-00-15/201, Landing Gear Door Locks
  - (3) AMM 32-00-20/201, Landing Gear Downlocks

EFFECTIVITY	FUNCTIONAL	FUEL CROSSFEED VALVE BOND				
	28-22-12-6A	28-028-01	PAGE	1 OF	8 APR 22/09	

AIRLINE CARD NO.

28-028-01

## SAS BOEING TASK CARD

MECH INSP

- (4) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure
  - (1) AIRPLANES WITH A SINGLE ENGINE FUEL CROSSFEED VALVE Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
    - (a) 11D36, FUEL CROSSFEED VALVE
  - (2) AIRPLANES WITH FORWARD AND AFT ENGINE FUEL CROSSFEED VALVES Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
    - (a) 11M2O, FWD FUEL CROSSFEED VALVE
    - (b) 11M21, AFT FUEL CROSSFEED VALVE
    - (c) 11D36, CROSSFEED IND

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (4) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (5) Disconnect the electrical connector from the actuator.
- AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the electrical bonding resistance between the actuator and the structure (SWPM 20-20-00).

**EFFECTIVITY** 

FUNCTIONAL FUEL CROSSFEED VALVE BOND

28-22-12-6A

28-028-01

PAGE 2 OF 8 AUG 22/08

AIRLINE CARD NO.

28-028-01

SAS BOEING TASK CARD

MECH	INSP

- (a) Make sure the bonding resistance is 0.005 ohm (5 milliohms) or
- (3) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the electrical bonding resistance between the actuator and the structure (SWPM 20-20-00).
    - (a) Make sure the bonding resistance is 0.005 ohm (5 milliohms) or less.
  - (3) Do these steps to install the bonding jumper to the actuator:
    - Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - 1) Clean and dry the surface until the cotton wiper stays clean.
    - Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washers.
      - 1) Use BMS 5-142 sealant for the faying surface seal.
    - Install the screw, washers, and nut to attach the bonding jumper to the actuator.
    - (d) AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
    - AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
    - Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-00-00).
      - Do not touch the screw when you make the bonding measurement.

**EFFECTIVITY** 

FUNCTIONAL

FUEL CROSSFEED VALVE BOND

28-22-12-6A

28-028-01

PAGE 3 OF 8 AUG 22/09

28-028-01

AIRLINE CARD NO.

TASK CARD
2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.
NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Configuration ControlLimitations (CDCCLs).
NOTE: This is applicable to Airworthiness Limitation 28-AWL-23.
<ol> <li>Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and screw.</li> </ol>
6. Put the Airplane Back to Its Usual Condition
(1) Connect the electrical connector to the actuator.
(2) AIRPLANES WITH A SINGLE ENGINE FUEL CROSSFEED VALVE; Remove the DO-NOT-CLOSE tag, and close this circuit breaker on the overhead circuit breaker panel, P11:
(a) 11D36, FUEL CROSSFEED VALVE
(3) AIRPLANES WITH FORWARD AND AFT ENGINE FUEL CROSSFEED VALVES; Remove the DO-NOT-CLOSE tags, and close these circuit breakers on the overhead circuit breaker panel, P11:
(a) 11M2O, FWD FUEL CROSSFEED VALVE
(b) 11M21, AFT FUEL CROSSFEED VALVE
(c) 11D36, CROSSFEED IND
WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
(4) Remove the door locks (AMM 32-00-15/201).
(5) When the maintenance and servicing of the airplane is complete, remove the downlocks from the landing gear (AMM 32-00-20/201).

2 7

3

2

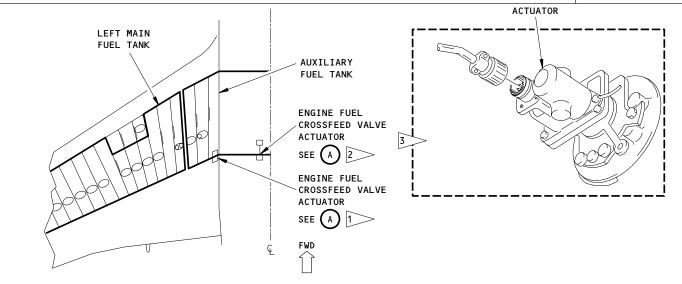
EFFECTIVITY

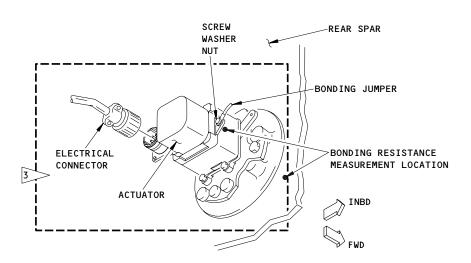
28-028-01

AIRLINE CARD NO.

SAS







#### ENGINE FUEL CROSSFEED VALVE ACTUATOR (EXAMPLE)



1 AIRPLANES WITH ENGINE FUEL CROSSFEED VALVE ACTUATOR IN LEFT AUXILIARY FUEL TANK
2 AIRPLANES WITH ENGINE FUEL CROSSFEED VALVE ACTUATOR IN CENTER AUXILIARY FUEL TANK
3 ALTERNATE

### Engine Fuel Crossfeed Valve Actuator Inspection Figure 601 (Sheet 1)

AIRPLANES WITH A SINGLE ENGINE FUEL TROSSFEED VALVE (PRE-SB 28-34) AND WITHOUT ACTUATOR MA20A2027 OR MA30A100

FUNCTIONAL

FUEL CROSSFEED VALVE BOND

28-22-12-6A

28-028-01

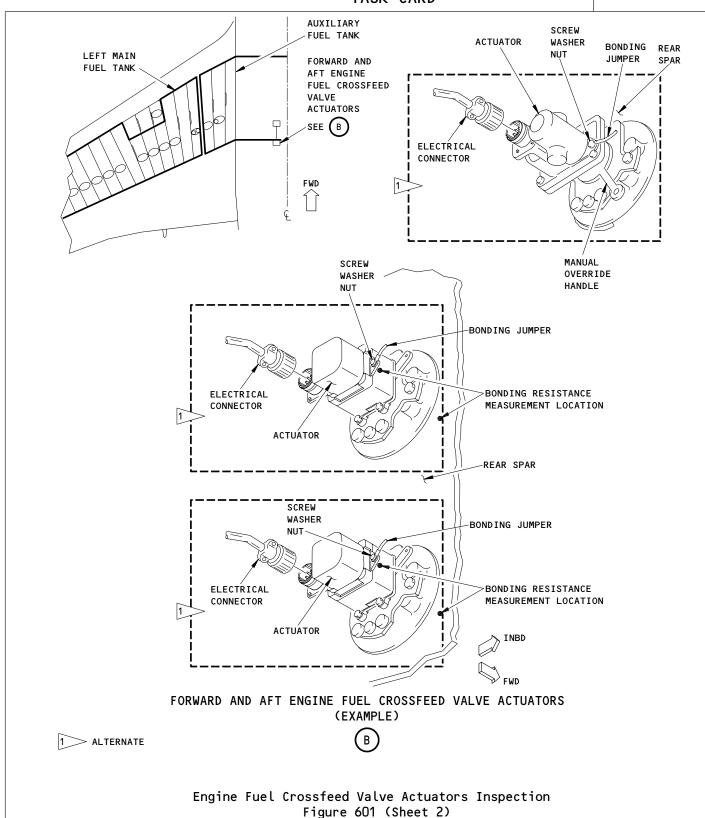
PAGE 5 OF 8 DEC 22/07

AIRLINE CARD NO.

28-028-01

SAS

BOEING 767 TASK CARD



**EFFECTIVITY** 

♠IRPLANES WITH FWD AND AFT CROSSFEED \$\text{ALVES (POST-SB 28-34 OR PRR12221) AND} WITHOUT ACTUATOR MA20A2027 OR MA30A100

FUNCTIONAL

FUEL CROSSFEED VALVE BOND

28-22-12-6A

28-028-01 PAGE 6 OF 8 DEC 22/08

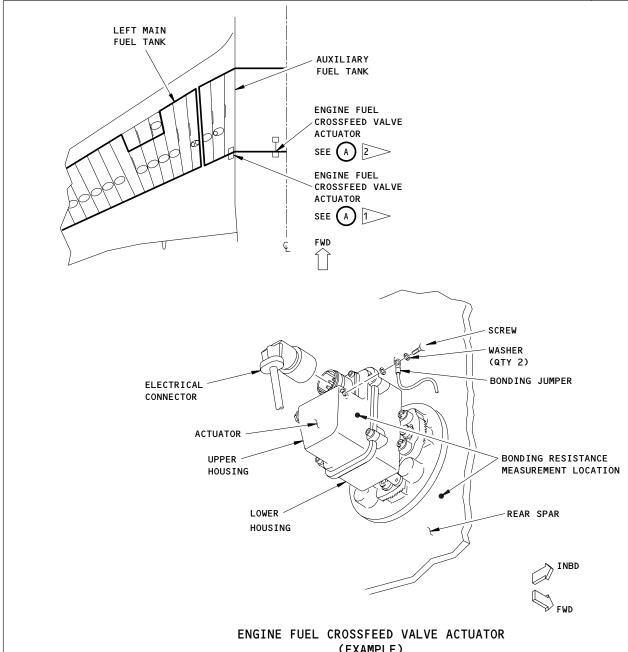
BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

28-028-01

AIRLINE CARD NO.

SAS





(EXAMPLE)



> AIRPLANES WITH ENGINE FUEL CROSSFEED VALVE ACTUATOR IN LEFT AUXILIARY FUEL TANK > AIRPLANES WITH ENGINE FUEL CROSSFEED VALVE ACTUATOR IN CENTER AUXILIARY FUEL TANK

> Engine Fuel Crossfeed Valve Actuator Inspection Figure 601A (Sheet 1)

**EFFECTIVITY** ÄAIRPLANES WITH A SINGLE ENGINE FUEL ₹ROSSFEED VALVE (PRE-SB 28-34) AND WITH 28-22-12-6A ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL

FUEL CROSSFEED VALVE BOND

28-028-01

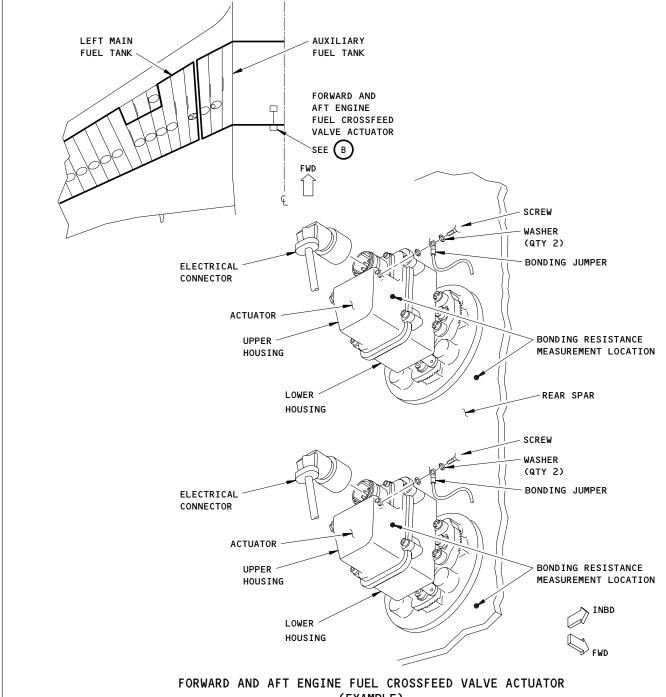
PAGE 7 OF 8 DEC 22/07

28-028-01

AIRLINE CARD NO.

SAS





(EXAMPLE)



Engine Fuel Crossfeed Valve Actuator Inspection Figure 601A (Sheet 2)

**EFFECTIVITY** 

🛣 IRPLANES WITH FWD AND AFT CROSSFEED \$\text{ALVES (POST-SB 28-34 OR PRR12221) AND} WITH ACTUATOR MA20A2027 OR MA30A1001

**FUNCTIONAL** 

FUEL CROSSFEED VALVE BOND

28-22-12-6A

28-028-01

PAGE 8 OF 8 DEC 22/08

STA	TION	1							
TAIL NO.			0.4.0		BOEING				
DATE			SAS 767						
					TASK CARD				
SKILL	WORK ARE	EA	RELATED TASK		INTERVAL				
AIRPL	C WING	TANK			8C				

APU DC FUEL PUMP MOTOR HOUSING BOND

REV REVISION

24896 AUG 22/08

ERENCE APPLICABILITY AIRPLANE ENGINE

BOEING CARD NO.

AIRLINE CARD NO.

28-029-01

MPD

PHASE

MPD ITEM NUMBER

ALL

ALL

TASK CARD

ACCESS PANELS

STRUCTURAL ILLUSTRATION REFERENCE

531

ZONES

TASK

**FUNCTIONAL** 

531BB

MECH INSP

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE APU FUEL PUMP MOTOR HOUSING AND STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-25-01-6A

- APU DC Fuel Pump Bonding Resistance Check (Fig. 601)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. References
    - (1) AMM 06-44-00/201, Wing Access Doors and Panels
    - (2) AMM 28-11-00/201, Fuel Tanks
    - (3) AMM 28-11-02/401, Center Auxiliary Tank Access Door
    - (4) AMM 28-26-00/201, Defueling
    - (5) SWPM 20-20-00, Electrical Bonding and Grounds
  - C. Prepare for Examination
    - (1) Defuel the auxiliary and left main fuel tanks (AMM 28-26-00/201).
    - (2) Drain and purge the auxiliary fuel tank (AMM 28-11-00/201).

FUNCTIONAL APU DC FUEL PUMP MOTOR HOUSING BOND
28-25-01-6A 28-029-01 PAGE 1 OF 3 AUG 22/08

28-029-01

AIRLINE CARD NO.

# SAS BOEING 767 TASK CARD

MECH INSP

- (3) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11D34, FUEL DC PUMP PWR
    - 2) 11D35, FUEL DC PUMP CONT
- (4) Remove the left auxiliary tank access door, 531BB (AMM 28-11-02/401).

WARNING: OBEY THE FUEL TANK ENTRY PRECAUTIONS. FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (5) Obey the fuel tank entry precautions (AMM 28-11-00/201).
- D. Bonding Resistance Check
  - (1) Use a bonding meter to measure the bonding resistance between the housing (1) and the rear spar (SWPM 20-20-00).
    - (a) Make sure the electrical bonding resistance is 0.003 ohm (3 milliohms) or less.
- E. Put the Airplane Back to Its Usual Condition
  - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11D34, FUEL DC PUMP PWR
      - 2) 11D35, FUEL DC PUMP CONT
  - (2) Install the left auxiliary tank access door, 531BB (AMM 28-11-02/401).

**EFFECTIVITY** 

FUNCTIONAL

APU DC FUEL PUMP MOTOR HOUSING BOND

28-25-01-6A

28-029-01

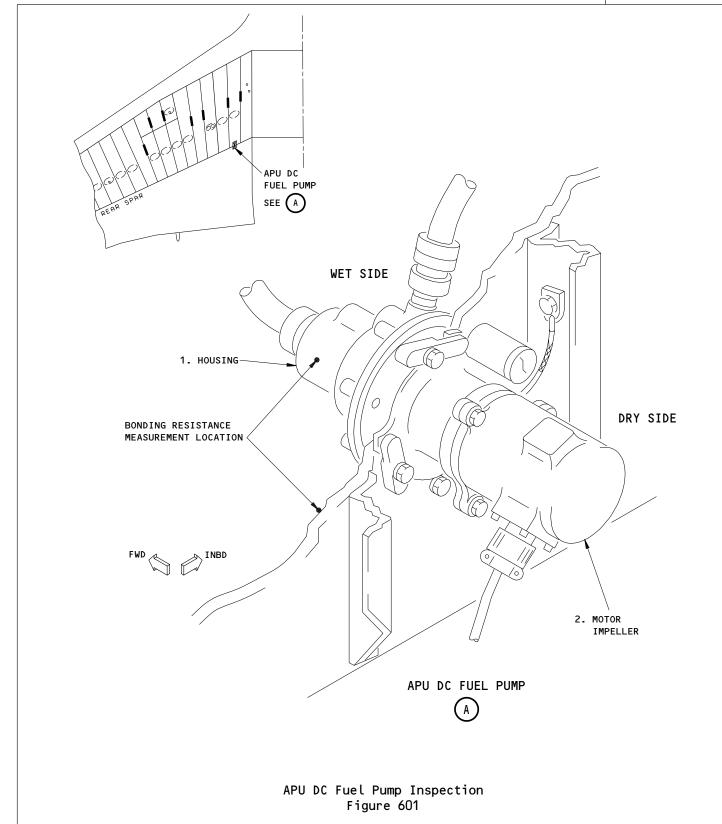
PAGE 2 OF 3 AUG 22/08

28-029-01

AIRLINE CARD NO.

SAS





**EFFECTIVITY** 

FUNCTIONAL

28-25-01-6A

28-029-01

APU DC FUEL PUMP MOTOR HOUSING BOND

PAGE 3 OF 3 AUG 22/08

STATION
TAIL NO.
DATE

MECH INSP



BOEING CARD NO. 28-030-01

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REVISION REV 24896 AUG 22/09 **AIRPL** L/H WING 80 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE **FUNCTIONAL** APU FUEL SHUTOFF VALVE BOND ALL ALL ZONES ACCESS PANELS 551

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE APU FUEL SHUTOFF VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-25-02-6A

- 1. <u>APU Fuel Shutoff Valve Bonding Resistance Check</u> (Fig. 601)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1
         (Serial Number A000012 and subsequent)
         BCD Electronics Ltd.
         Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvent (Series 88)
    - (2) AMM 32-00-15/201, Landing Gear Door Locks
    - (3) AMM 32-00-20/201, Landing Gear Downlocks

FUNCTIONAL APU FUEL SHUTOFF VALVE BOND

28-25-02-6A 28-030-01 PAGE 1 OF 5 APR 22/09

28-030-01

### SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- (4) SWPM 20-20-00, Electrical Bonds and Grounds
- D. Prepare for Examination

MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE WARNING: LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open this circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the main power distribution panel, P6:
    - 1) 6E3, APU FUEL VALVES
- (4) Disconnect the electrical connector (7) from the actuator (1).
- AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bolt (3), washer (4), and nut (5) to disconnect the bonding jumper (2) from the actuator (1).
  - (2) Use a bonding meter to measure the bonding resistance between the actuator (1) and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Install the bolt (3), washers (4), and nut (5) to connect the bonding jumper (2) to the actuator (1).
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check

EFFECTIVITY	FUNCTIONAL	APU FUEL SHU	JTOFF VA	LVE BO	ND
	28-25-02-6A	28-030-01	PAGE	2 OF	5 AUG 22/08

28-030-01

AIRLINE CARD NO.

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				TASK CARD	
MECH	INSP				
		(1)		the bolt (3), washer (4), and nut (5) to disconne g jumper (2) from the actuator (1).	ect the
		(2)		oonding meter to measure the bonding resistance be or (1) and the rear spar (SWPM 20-20-00).	tween the
			(a) Ma	ake sure the resistance is 5 milliohms (0.005 ohm)	or less.
		(3)	Do thes	se steps to install the bonding jumper (2) to the	actuator
				lean the contact surfaces with a cotton wiper soak eries 88 solvent (AMM 20-30-88/201).	ed with
			1)	Clean and dry the surface until the cotton wipe clean.	er stays
			-	oply a thin continuous layer of sealant to both sune bonding jumper (2) and the washers (4).	ırfaces of
			1)	Use BMS 5-142 sealant for the faying surface se	al.
				nstall the bolt (3), washers (4), and nut (5) to a ponding jumper (2) to the actuator (1).	ttach the
			1)	AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the bolt (3) to 20 in-lb (2.3 Nm).	
			2)	AIRPLANES WITH ACTUATOR MA30A1001; Tighten the bolt (3) to 35 in-lb (4.0 Nm).	
			ho	easure the electical bonding resistance between thousing of the actuator (1) and the attached bondinerminal (SWPM 20–20–00).	
			1)	Do not touch the bolt (3) when you make the bon measurement.	ding

**EFFECTIVITY** 

FUNCTIONAL

APU FUEL SHUTOFF VALVE BOND

28-25-02-6A 28-030-01 PAGE 3 OF 5 AUG 22/09

28-030-01

AIRLINE CARD NO.

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		TASK CARD
MECH	INSP	
		2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.
		NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).
		<u>NOTE</u> : This is applicable to Airworthiness Limitation 28-AWL-23.
		(e) Apply a cap seal of BMS 5-142 selant over the terminal of the bonding jumper (2) and the bolt (3).
		G. Put the Airplane Back to Its Usual Condition.
		(1) Connect the electrical connector (7) to the actuator (1).
		(2) Remove the DO-NOT-CLOSE tags and close this circuit breaker:
		(a) On the main power distribution panel, P6:
		1) 6E3, APU FUEL VALVE
		WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(3) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
		(4) When the maintenance and servicing of the airplane is complete, remove the downlocks from the landing gear (AMM 32-00-20/201).

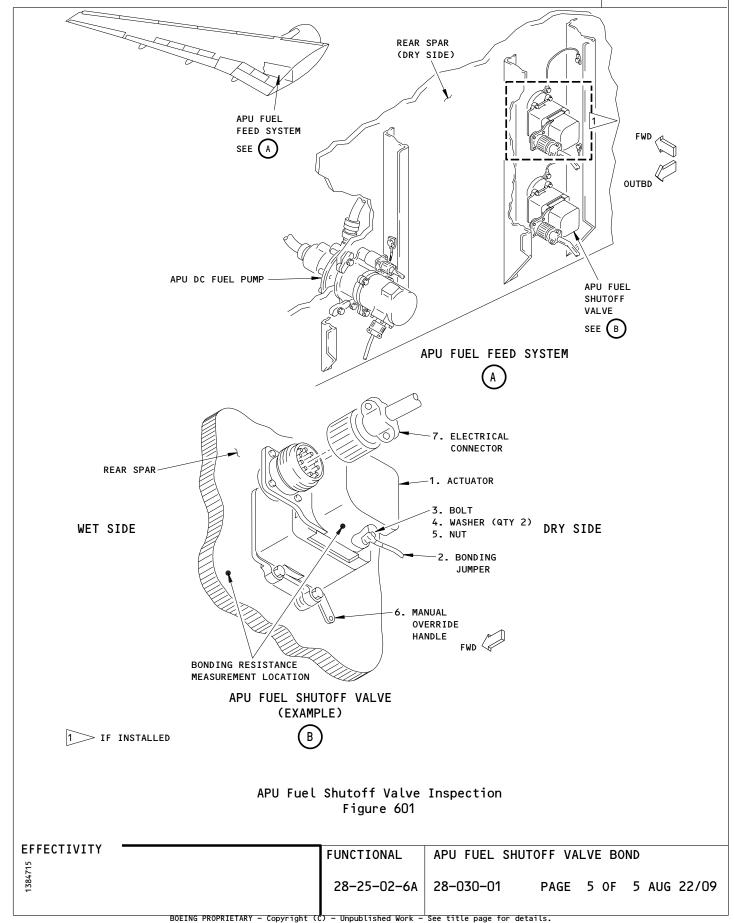
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28-030-01

AIRLINE CARD NO.

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TASK CARD



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BOEING CARD NO. 28-031-01

AIRLINE CARD NO.

WORK AREA RELATED TASK SKILL

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MPD PHASE REV

REVISION AUG 22/09

TASK CARD

**FUNCTIONAL** 

STRUCTURAL ILLUSTRATION REFERENCE

ACCESS PANELS

APPLICABILITY
ANE ENGINE AIRPLANE

NOTE

APU FUEL ISOLATION VALVE BOND

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ZONES

L/H WING

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551

AIRPL

MECH INSP

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE APU FUEL ISOLATION VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-25-04-6A

MPD ITEM NUMBER

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH INSTALLED APU ISOLATION VALVES.

- <u>APU Fuel Isolation Valve Bonding Resistance Check</u> (Fig. 601)
  - Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter - T477W Avtron Manufacturing Co. Cleveland, OH
      - Bonding Meter Model M1 (b) (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
    - (2) Consumable Materials
      - G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheese cloth, gauze) BMS 15-5
      - (b) Sealant, BMS 5-142
      - (c) B01008 Solvent Series 88
  - References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (2) AMM 32-00-15/201, Landing Gear Door Locks

**EFFECTIVITY** 

SAS 050, 051, 150-167 PRE-SB 28-34; MTH 275-280 PRE-SB 28-34

FUNCTIONAL

APU FUEL ISOLATION VALVE BOND

28-25-04-6A

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AIRLINE CARD NO.

28-031-01

### SAS BOEING TASK CARD

MECH INSP

- (3) AMM 32-00-20/201, Landing Gear Downlocks
- (4) SWPM 20-20-00, Electrical Bonding and Grounds
- Prepare for the Procedure С.
  - (1) Open this circuit breaker and attach a DO-NOT-CLOSE tag:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11D35, FUEL DC PUMP CONT

MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE WARNING: LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (4) Disconnect the electrical connector from the actuator.
- AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; **Electrical Bonding Measurement** 
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear (2) spar (SWPM 20-20-00).
    - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or
  - (3) Install the bolt, washers, and nut to attach the bonding jumper to the actuator.

**EFFECTIVITY** 

SAS 050, 051, 150-167 PRE-SB 28-34; MTH 275-280 PRE-SB 28-34

FUNCTIONAL

APU FUEL ISOLATION VALVE BOND

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AIRLINE CARD NO.

28-031-01

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	TASK CARD

- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; **Electrical Bonding Measurement** 
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or
  - (3) Do these steps to install the bonding jumper to the actuator:
    - Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - Clean the surface until the dry cotton wiper stays clean.
    - Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washer.
      - 1) Use the BMS 5-142 sealant for the faying surface seal.
    - Install the bolt, washers, and nut to attach the bonding jumper to the actuator.
      - AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the bolt to 20 in-lb (2.3 Nm).
      - AIRPLANES WITH ACTUATOR MA30A1001; Tighten the bolt to 35 in-lb (4.0 Nm).
    - Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
      - Do not touch the bolt when you make the bonding measurement.

**EFFECTIVITY** 

SAS 050, 051, 150-167 PRE-SB 28-34; MTH 275-280 PRE-SB 28-34

FUNCTIONAL

APU FUEL ISOLATION VALVE BOND

28-25-04-6A

28-031-01

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28-031-01

AIRLINE CARD NO.



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2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.

NOTE: CDCCL - Refer to the task: Airworthiness Limitation

Precautions (AMM 28-00-00/201), for important

information on Critical Design Configuration Control

Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation

28-AWL-23.

(e) Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and the bolt.

- F. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector to the actuator.
  - (2) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11D35, FUEL DC PUMP CONT

WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Remove the door locks and close the landing gear doors (AMM 32-00-15/201).

**EFFECTIVITY** 

SAS 050, 051, 150-167 PRE-SB 28-34; MTH 275-280 PRE-SB 28-34 FUNCTIONAL

APU FUEL ISOLATION VALVE BOND

28-25-04-6A

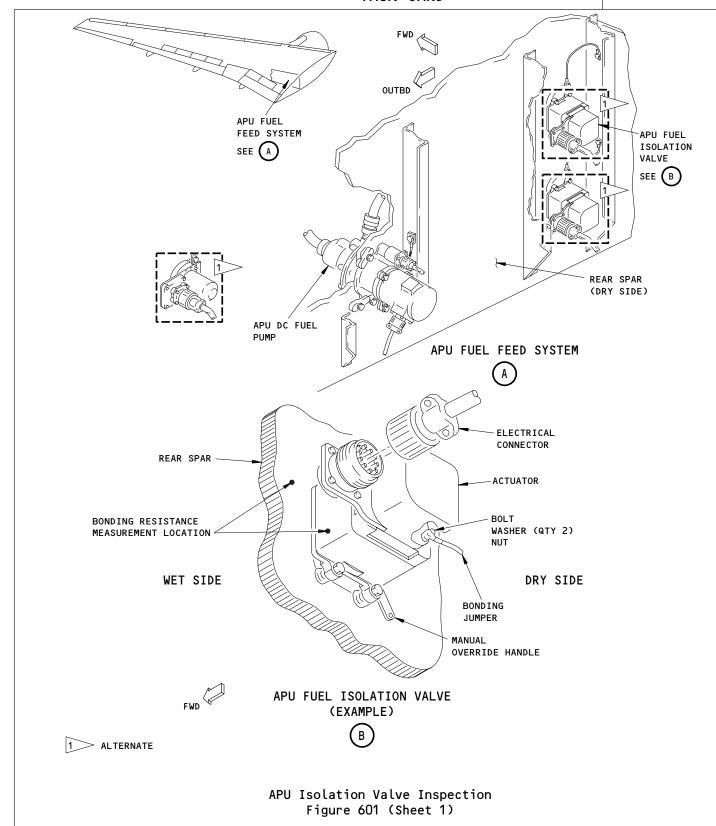
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AIRLINE CARD NO.

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BOEING 767 TASK CARD



FUNCTIONAL

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28-25-04-6A

APU FUEL ISOLATION VALVE BOND

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28-031-01

**EFFECTIVITY** 

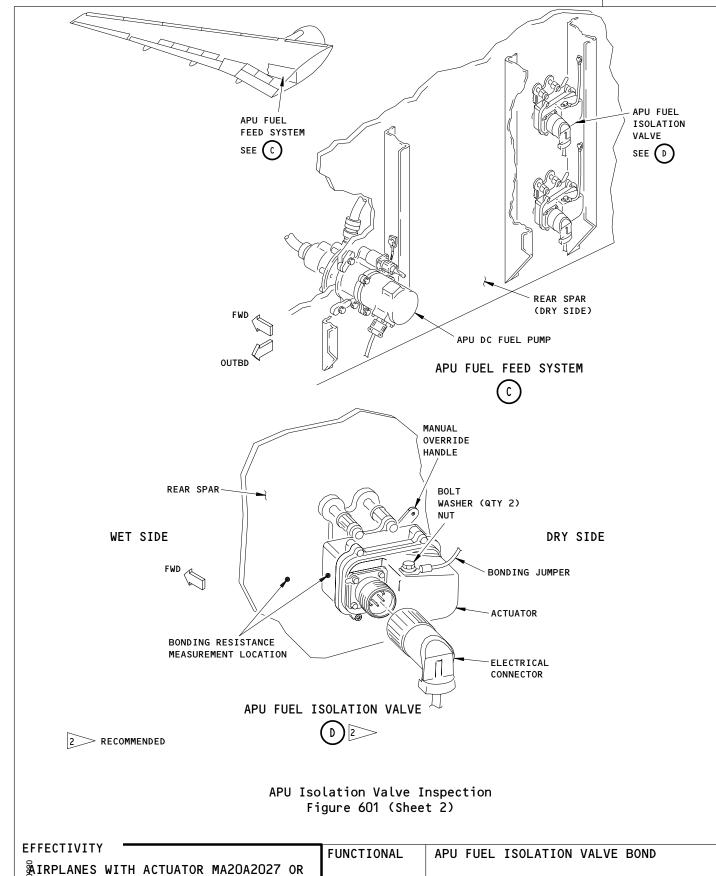
MA30A1001

AIRPLANES WITHOUT ACTUATOR MA20A2027 OR

28-031-01

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BOEING 767 TASK CARD



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MA30A1001

STATION
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DATE



BOEING CARD NO. 28-032-01

AIRLINE CARD NO.

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SKILL	WORK AR	RK AREA REI		ATED TASK	INTERVAL			PHASE	MPD REV	l	K CARD VISION
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TAS	SK			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AP	PLICABI	LITY
FUNCTIONAL DEFUELING		ELING	VALVE ACTU	ATOR BOND				AIRPLAN	E	ENGINE	
									ALL		ALL
	ZONES						ACCESS PANELS				
551				551TB							

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE L/H MAIN TANK DEFUELING VALVE AND THE STRUCTURE TO ENSURE IT IS WITHIN IN-SERVICE LIMITS (SFAR 88).

28-26-11-6A

- 1. <u>Defueling Valve Actuator Bonding Resistance Check</u> (Fig. 601, 601A)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheese cloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (2) AMM 06-44-00/201, Wings Access Doors and Panels
    - (3) AMM 32-00-15/201, Landing Gear Door Locks

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28-032-01

AIRLINE CARD NO.

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MECH INSP

- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the main power distribution panel, P6:
    - 1) 6E7, DEFUEL VALVES
  - (b) On the APU external power panel, P34:
    - 1) 34L4, DEFUELING VALVES
- (4) To get access to the defueling valve actuator in the left main fuel tank, remove the left trailing edge skin panel, 551TB (AMM 06-44-00/201).
- (5) To get access to the defueling valve actuator in the right main fuel tank, remove the right trailing edge skin panel, 651TB (AMM 06-44-00/201).
- (6) Disconnect the electrical connector from the actuator.
- E. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement

**EFFECTIVITY** 

FUNCTIONAL

DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

28-032-01

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28-032-01

SAS BOEING TASK CARD

MECH INSP

- (1) Disconnect the bonding jumper from the actuator.
- Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
  - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
- (3) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; **Electrical Bonding Measurement** 
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear (2) spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - Do these steps to install the bonding jumper to the actuator:
    - Final clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - Clean the surface until the dry cotton wiper stays clean.
    - Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washers.
      - 1) Use the BMS 5-142 sealant for the faying surface seal.
    - Install the screw, washers, and nut to attach the bonding jumper to the actuator.
      - AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
      - AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
    - Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
      - 1) Do not touch the screw when you make the bonding measurement.

**EFFECTIVITY** 

FUNCTIONAL

DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

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BOEING CARD NO.

28-032-01

AIRLINE CARD NO.

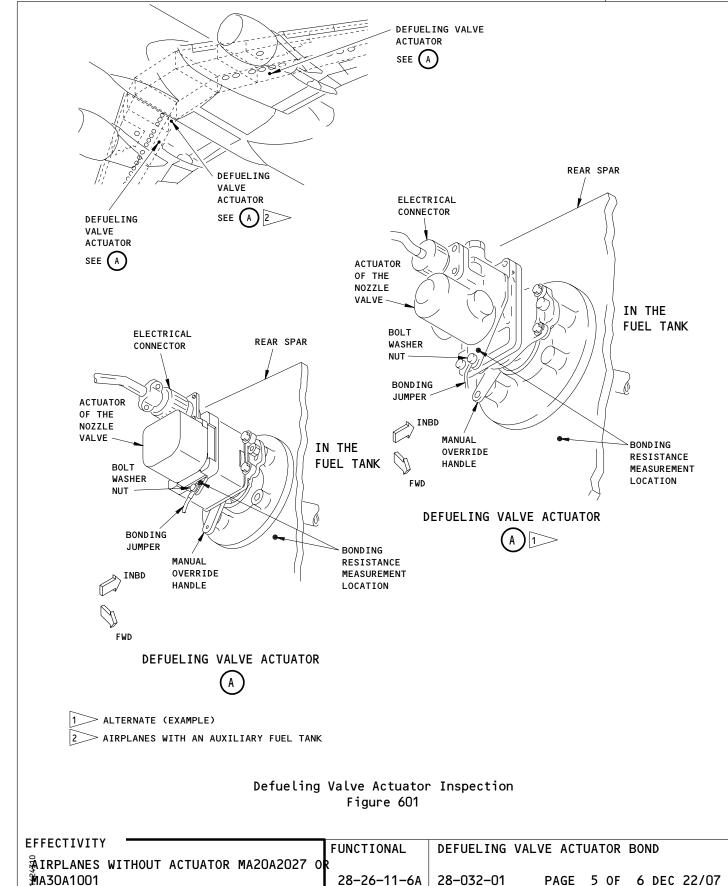
			•		TACK CARD	
					TASK CARD	
MECH	INSP					
				2) Make su or less	ure the bonding resistance is 0.001 ohm (	1 milliohm)
				NOTE:	CDCCL - Refer to the task: Airworthines Precautions (AMM 28-00-00/201), for impoinformation on Critical Design Control C Limitations (CDCCLs).	rtant
				NOTE:	This is applicable to Airworthiness Limi 28-AWL-23.	tation
			(e)		o seal of BMS 5-142 sealant over the term nper and the screw.	inal of the
		G.	Put the A	irplane Back	c to Its Usual Condition	
			(1) Conn	ect the elec	ctrical connector on the actuator.	
					licable left or right trailing edge skin 6-44-00/201).	panel, 551TB
			(3) Remo	ve the DO-NO	OT-CLOSE tags and close these circuit bre	akers:
			(a)	On the mair	n power distribution panel, P6:	
				1) 6E7, DE	EFUELING VALVES	
			(b)	On the APU	external power panel, P34:	
				1) 34L4, [	DEFUELING VALVES	
			WARNING:	AND CLOSE G	EMOVAL PRECEDURE FOR THE DOOR LOCKS. THE QUICKLY. THE MOVEMENT OF THE DOORS CAN C D PERSONS AND DAMAGE TO EQUIPMENT.	
				ve the door 32-00-15/20	locks from the main gear doors and close 01).	the doors

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AIRLINE CARD NO.

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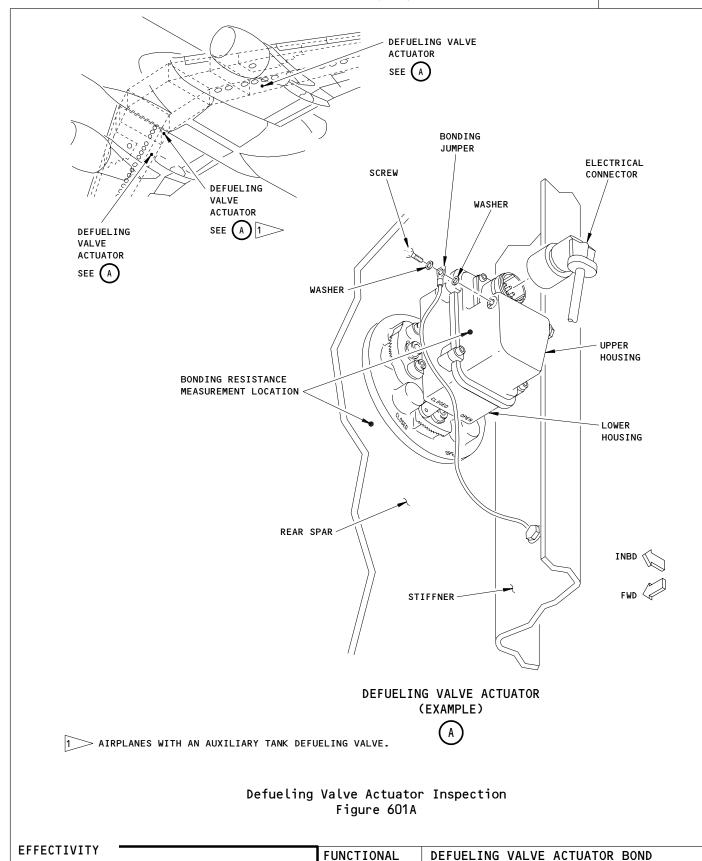


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28-032-01

SAS

BOEING 767 TASK CARD



MA30A1001

ÄIRPLANES WITH ACTUATOR MA2OA2O27 OR

28-26-11-6A

28-032-01

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STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 28-032-02

AIRLINE CARD NO.

			TASK CARD								
SKILL WORK AREA		REL	ATED TASK	INTERVAL			PHASE	MPD REV		K CARD VISION	
AIRPL	CTR AUX	R AUX TK			80			24896			22/09
TASK FUNCTIONAL DE		DEFU	DEFUELING VALVE ACTUATOR BOND				STRUCTURAL ILLUSTRATION RE	APPLICABILITY AIRPLANE ENGINE			
									NOT	<u>E</u>	ALL
	ZONES						ACCESS PANELS				
631				551CB							

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE CTR AUX TANK DEFUELING VALVE AND THE STRUCTURE TO ENSURE IT IS WITHIN IN-SERVICE LIMITS (SFAR 88).

28-26-11-6A

AIRPLANE NOTE: TASK APPLICABLE TO 767 AIRPLANES THAT HAVE THE CTR AUX TANK DEFUELING VALVE INSTALLED.

1. <u>Defueling Valve Actuator - Bonding Resistance Check</u> (Fig. 601, 601A)

- A. Equipment
  - (1) Bonding Meter Use one of these:
    - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
    - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
- B. Consumable Materials
  - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheese cloth, gauze) BMS 15-5
  - (2) Sealant, BMS 5-142
  - (3) B01008 Solvent Series 88
- C. References
  - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)

EFFECTIVITY	FUNCTIONAL	DEFUELING VALVE ACTUATOR BOND
	28-26-11-6A	28-032-02 PAGE 1 OF 6 APR 22/09

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AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (2) AMM 06-44-00/201, Wings Access Doors and Panels
- (3) AMM 32-00-15/201, Landing Gear Door Locks
- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the main power distribution panel, P6:
    - 1) 6E7, DEFUEL VALVES
  - (b) On the APU external power panel, P34:
    - 1) 34L4, DEFUELING VALVES
- (4) To get access to the defueling valve actuator in the left main fuel tank, remove the left trailing edge skin panel, 551TB (AMM 06-44-00/201).
- (5) To get access to the defueling valve actuator in the right main fuel tank, remove the right trailing edge skin panel, 651TB (AMM 06-44-00/201).
- (6) Disconnect the electrical connector from the actuator.

EFFECTIVITY

FUNCTIONAL DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

28-032-02

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28-032-02

SAS BOEING TASK CARD

MECH	INSP

- E. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Do these steps to install the bonding jumper to the actuator:
    - (a) Final clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - 1) Clean the surface until the dry cotton wiper stays clean.
    - Apply a thin continuous layer of sealant to both surfaces of (b) the bonding jumper and the washers.
      - 1) Use the BMS 5-142 sealant for the faying surface seal.
    - Install the screw, washers, and nut to attach the bonding jumper to the actuator.
      - AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
      - AIRPLANES WITH ACTUATOR MA30A1001; 2) Tighten the screw to 35 in-lb (4.0 Nm).
    - Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).

**EFFECTIVITY** 

FUNCTIONAL

DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

28-032-02

PAGE 3 OF 6 AUG 22/09

BOEING CARD NO.

28-032-02

SAC BOEING

AIRLINE CARD NO.

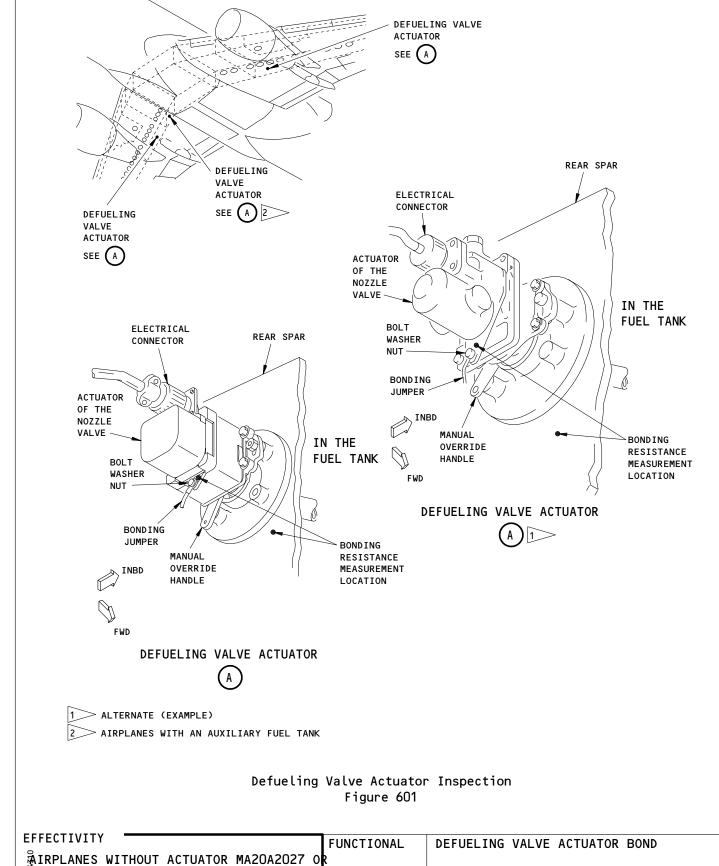
		(	SAS &	767	AIRLINE CARD NO.						
				TASK CARD							
MECH	INSP										
				ot touch the screw when you make the bonding urement.							
			_	2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.							
			<u>NOTE</u> :	CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Control Configuration Limitations (CDCCLs).							
			NOTE:	This is applicable to Airworthiness Limi 28-AWL-23.	tation						
		(e)		ap seal of BMS 5–142 sealant over the term umper and the screw.	inal of the						
		G. Put the	Airplane Bac	ck to Its Usual Condition							
		(1) Connect the electrical connector on the actuator.									
		(2) Install the applicable left or right trailing edge skin pane or 651TB (AMM 06-44-00/201).									
		(3) Remo	ove the DO-N	NOT-CLOSE tags and close these circuit bre	akers:						
		(a)	On the mai	in power distribution panel, P6:							
			1) 6E7, D	DEFUELING VALVES							
		(b)	On the APl	J external power panel, P34:							
			1) 34L4,	DEFUELING VALVES							
		<u>WARNING</u> :	: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.								
			ove the door M 32-00-15/2	r locks from the main gear doors and close 201).	the doors						
	1										

EFFECTIVITY

28-032-02

SAS





28-26-11-6A

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

28-032-02

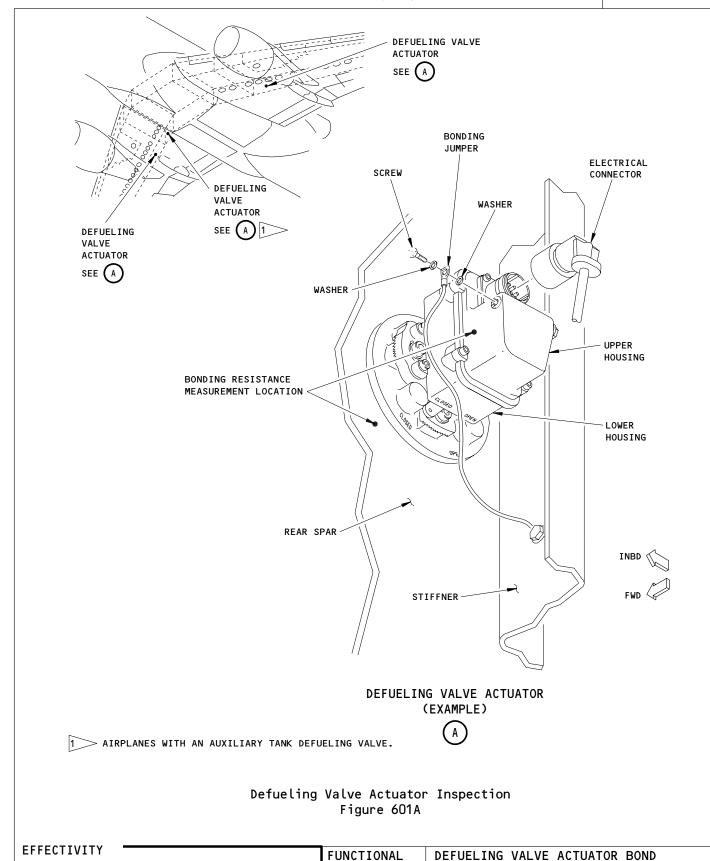
PAGE 5 OF 6 DEC 22/07

MA30A1001

28-032-02

SAS

BOEING 767 TASK CARD



MA30A1001

ÄIRPLANES WITH ACTUATOR MA2OA2O27 OR

28-26-11-6A

28-032-02

PAGE 6 OF 6 DEC 22/07

STATION
TAIL NO.
DATE



BOEING CARD NO.
28-032-03

AIRLINE CARD NO.

						TAS	SK CARD					
SKILL		WORK ARI	ΕA	REL	LATED TASK		INTERVAL	PHASE		MPD		
										REV	RE	VISION
AIRPL	R	WING	TE			8C			24896		AUG	22/09
TASI	K				TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	APPLICABILITY		
FUNCT					\/AL\/E AOTII	ATOD DOND				AIRPLAN	E	ENGINE
FUNCT	TON	AL	DEFL	JELING	VALVE ACTU	ATOK BOND						
										ALL		ALL
	ZO	ONES						ACCESS PANELS				
651					651TB							

MECH INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE R/H MAIN TANK DEFUELING VALVE AND THE STRUCTURE TO ENSURE IT IS WITHIN IN-SERVICE LIMITS (SFAR 88).

28-26-11-6A

- 1. <u>Defueling Valve Actuator Bonding Resistance Check</u> (Fig. 601, 601A)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheese cloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (2) AMM 06-44-00/201, Wings Access Doors and Panels
    - (3) AMM 32-00-15/201, Landing Gear Door Locks

FUNCTIONAL DEFUELING VALVE ACTUATOR BOND

28-26-11-6A 28-032-03 PAGE 1 OF 6 APR 22/09

28-032-03

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (4) AMM 32-00-20/201, Landing Gear Downlocks
- (5) SWPM 20-20-00, Electrical Bonding and Grounds
- D. Prepare for the Procedure

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the main power distribution panel, P6:
    - 1) 6E7, DEFUEL VALVES
  - (b) On the APU external power panel, P34:
    - 1) 34L4, DEFUELING VALVES
- (4) To get access to the defueling valve actuator in the left main fuel tank, remove the left trailing edge skin panel, 551TB (AMM 06-44-00/201).
- (5) To get access to the defueling valve actuator in the right main fuel tank, remove the right trailing edge skin panel, 651TB (AMM 06-44-00/201).
- (6) Disconnect the electrical connector from the actuator.
- E. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement

**EFFECTIVITY** 

FUNCTIONAL

DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

28-032-03

PAGE 2 OF 6 AUG 22/08

28-032-03

SAS BOEING TASK CARD

MECH	INSP
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- (1) Disconnect the bonding jumper from the actuator.
- Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
  - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
- (3) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Electrical Bonding Measurement
  - (1) Disconnect the bonding jumper from the actuator.
  - Measure the bonding resistance between the actuator and the rear (2) spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - Do these steps to install the bonding jumper to the actuator:
    - Final clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
      - Clean the surface until the dry cotton wiper stays clean.
    - Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washers.
      - 1) Use the BMS 5-142 sealant for the faying surface seal.
    - Install the screw, washers, and nut to attach the bonding jumper to the actuator.
      - AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
      - AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
    - Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
      - Do not touch the screw when you make the bonding 1) measurement.

**EFFECTIVITY** 

FUNCTIONAL

DEFUELING VALVE ACTUATOR BOND

28-26-11-6A

28-032-03

PAGE 3 OF 6 AUG 22/09

2

BOEING CARD NO.

AIRLINE CARD NO.

28-032-03

SAS BOEING TASK CARD

MECH INSP 2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less. NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Control Configuration Limitations (CDCCLs). NOTE: This is applicable to Airworthiness Limitation 28-AWL-23. (e) Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and the screw. Put the Airplane Back to Its Usual Condition (1) Connect the electrical connector on the actuator. (2) Install the applicable left or right trailing edge skin panel, 551TB or 651TB (AMM 06-44-00/201). (3) Remove the DO-NOT-CLOSE tags and close these circuit breakers: (a) On the main power distribution panel, P6: 1) 6E7, DEFUELING VALVES (b) On the APU external power panel, P34: 1) 34L4, DEFUELING VALVES WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (4) Remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).

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28-032-03

BOEING 767 TASK CARD

SAS

DEFUELING VALVE **ACTUATOR** SEE (A) REAR SPAR DEFUELING VALVE **ACTUATOR** ELECTRICAL CONNECTOR DEFUELING VALVE **ACTUATOR** SEE (A) **ACTUATOR** OF THE NOZZLE VALVE -IN THE **FUEL TANK BOLT** ELECTRICAL REAR SPAR CONNECTOR WASHER NUT BONDING **JUMPER ACTUATOR** OF THE INBD NOZZLE VALVE -MANUAL BONDING IN THE OVERRIDE RESISTANCE **FUEL TANK** HANDLE **BOLT MEASUREMENT** WASHER LOCATION NUT **DEFUELING VALVE ACTUATOR** BONDING JUMPER BONDING MANUAL RESISTANCE OVERRIDE **MEASUREMENT** INBD HANDLE LOCATION DEFUELING VALVE ACTUATOR ALTERNATE (EXAMPLE) > AIRPLANES WITH AN AUXILIARY FUEL TANK Defueling Valve Actuator Inspection Figure 601 **EFFECTIVITY FUNCTIONAL** DEFUELING VALVE ACTUATOR BOND ÄIRPLANES WITHOUT ACTUATOR MA2OA2O27 ok

MA30A1001

28-26-11-6A

28-032-03

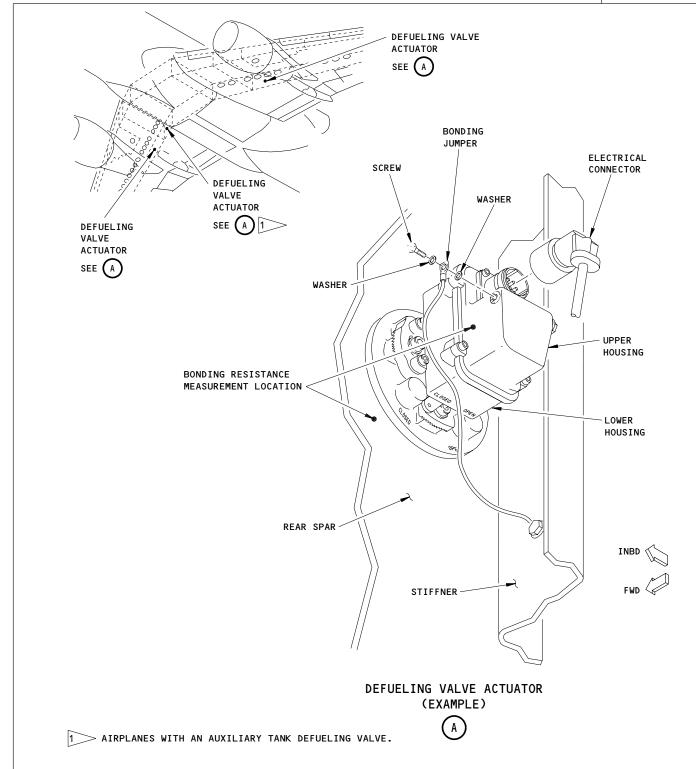
PAGE 5 OF 6 DEC 22/07

28-032-03

SAS



AIRLINE CARD NO.



Defueling Valve Actuator Inspection Figure 601A

AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL 28-26-11-6A

DEFUELING VALVE ACTUATOR BOND

28-032-03

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STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO. 28-033-01

AIRLINE CARD NO.

TASK CARD

MPD

RELATED TASK INTERVAL SKILL PHASE REVISION REV 80 24896 AUG 22/09 AIRPL L MAIN TANK STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE **FUNCTIONAL** JETTISON NOZZLE VALVE BOND NOTE ALL

ZONES ACCESS PANELS

561

MPD ITEM NUMBER MECH INSP

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE JETTISON NOZZLE VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-31-05-6A

NOTE: APPLICABLE TO AIRPLANES WITH JETTISON SYSTEMS.

- Fuel Jettison Nozzle Valve Actuator Bonding Resistance Check (Fig. 601, 601A)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - Bonding Meter Model M1 (b) (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - References
    - (1) AMM 06-44-00/201, Wings Access Doors
    - (2) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-01

PAGE 1 OF 6 APR 22/09

2

28-033-01

# BOEING 767 TASK CARD

MECH INSP

- (3) AMM 27-51-00/201, Flight Controls
- (4) SWPM 20-20-00, Electrical Bonding and Grounds
- Prepare for the Procedure

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

- (1) Deactivate the trailing edge flaps (AMM 27-51-00/201).
- (2) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M14, LEFT JETT NOZZLE VALVE
    - 11M23, RIGHT JETT NOZZLE VALVE
- (3) Open the applicable access panel (AMM 06-44-00/201).
- (4) Disconnect the electrical connector from the actuator.
- AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bolt, washer, and nut to disconnect the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or
  - Install the bolt, washers, and nut to connect the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bolt, washer, and nut to disconnect the bonding jumper from the actuator.

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-01

PAGE 2 OF 6 AUG 22/08

28-033-01

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
  - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or less.
- (3) Do these steps to install the bonding jumper to the actuator.
  - (a) Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
    - Clean and dry the surface until the cotton wiper stays clean.
  - (b) Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washers.
    - 1) Use BMS 5-142 sealant for the faying surface seal.
  - (c) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
    - 1) AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
    - 2) AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
  - (d) Measure the bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
    - Do not touch the screw when you make the bonding measurement.
    - Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.

NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Control Configuration

Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-23.

**EFFECTIVITY** 

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SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-01

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BOEING CARD NO.

28-033-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 3) Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and the screw.
- G. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector on the actuator.
  - (2) Close the applicable access panel (AMM 06-44-00/201).
  - (3) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11M14, LEFT JETT NOZZLE VALVE
      - 2) 11M23, RIGHT JETT NOZZLE VALVE

WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS.

ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

(4) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-01

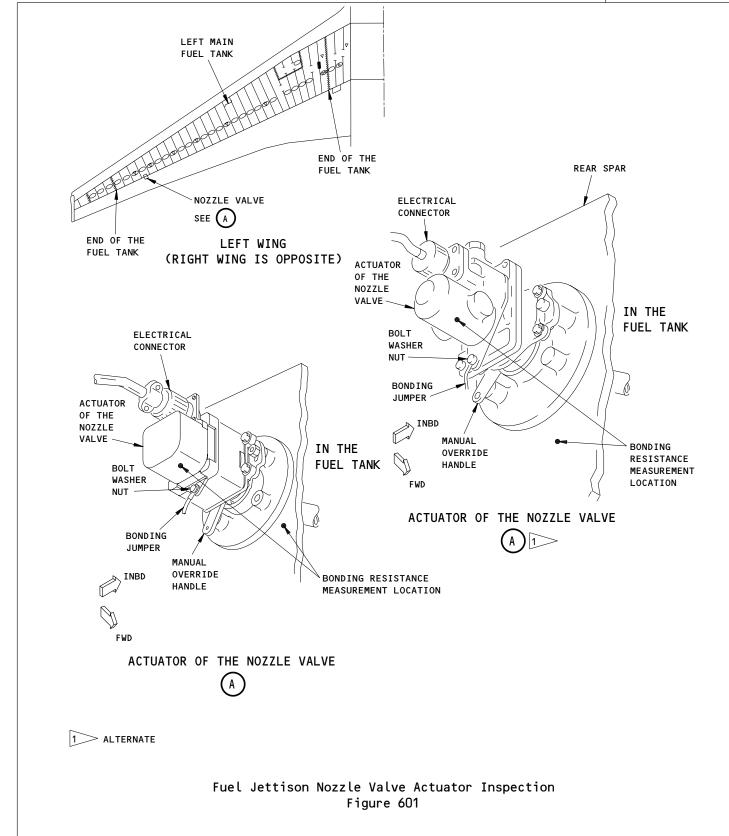
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28-033-01

AIRLINE CARD NO.

SAS

767 TASK CARD



**FUNCTIONAL** 

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28-31-05-6A

JETTISON NOZZLE VALVE BOND

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28-033-01

**EFFECTIVITY** 

₹MA30A1001

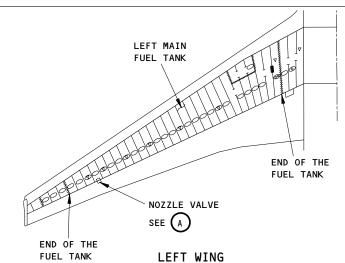
ÄIRPLANES WITHOUT ACTUATOR MA20A2027 Ok

28-033-01

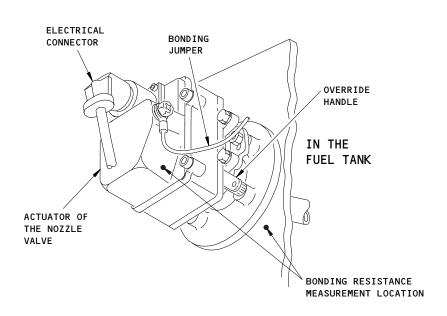
AIRLINE CARD NO.

SAS

767 TASK CARD



(RIGHT WING IS OPPOSITE)



## ACTUATOR OF THE NOZZLE VALVE



Fuel Jettison Nozzle Valve Actuator Inspection Figure 601A

#AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-01

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BOEING CARD NO. 28-033-02

AIRLINE CARD NO.

SKILL WORK AREA RELATED TASK INTERVAL PHASE MPD REV REVISION

AIRPL R MAIN TANK 8C 24896 AUG 22/09

TASK
TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

NOTE

ALL

ZONES ACCESS PANELS

661

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE JETTISON NOZZLE VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-31-05-6A

NOTE: APPLICABLE TO AIRPLANES WITH JETTISON SYSTEMS.

- Fuel Jettison Nozzle Valve Actuator Bonding Resistance Check (Fig. 601, 601A)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (Cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. References
    - (1) AMM 06-44-00/201, Wings Access Doors
    - (2) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)

**EFFECTIVITY** 

2

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SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-02

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28-033-02

## BOEING 767 TASK CARD

MECH INSP

- (3) AMM 27-51-00/201, Flight Controls
- (4) SWPM 20-20-00, Electrical Bonding and Grounds
- Prepare for the Procedure

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS. ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

- (1) Deactivate the trailing edge flaps (AMM 27-51-00/201).
- (2) Open these circuit breakers and attach DO-NOT-CLOSE tags:
  - (a) On the overhead circuit breaker panel, P11:
    - 1) 11M14, LEFT JETT NOZZLE VALVE
    - 11M23, RIGHT JETT NOZZLE VALVE
- (3) Open the applicable access panel (AMM 06-44-00/201).
- (4) Disconnect the electrical connector from the actuator.
- AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bolt, washer, and nut to disconnect the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or
  - Install the bolt, washers, and nut to connect the bonding jumper to the actuator.
- AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bolt, washer, and nut to disconnect the bonding jumper from the actuator.

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-02

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20 033 02

28-033-02

SAS BOEING 767 TASK CARD

MECH	INSP
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- (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
  - (a) Make sure the bonding resistance is 5 milliohms (0.005 ohm) or less.
- (3) Do these steps to install the bonding jumper to the actuator.
  - (a) Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).
    - Clean and dry the surface until the cotton wiper stays clean.
  - (b) Apply a thin continuous layer of sealant to both surfaces of the bonding jumper and the washers.
    - 1) Use BMS 5-142 sealant for the faying surface seal.
  - (c) Install the screw, washers, and nut to attach the bonding jumper to the actuator.
    - 1) AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
    - 2) AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
  - (d) Measure the bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
    - Do not touch the screw when you make the bonding measurement.
    - 2) Make sure the bonding resistance is 0.001 ohm (1 milliohm) or less.

NOTE: CDCCL - Refer to the task: Airworthiness Limitation Precautions (AMM 28-00-00/201), for important information on Critical Design Control Configuration

Limitations (CDCCLs).

NOTE: This is applicable to Airworthiness Limitation 28-AWL-23.

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-02

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BOEING CARD NO.

28-033-02

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH	INSP
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- 3) Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and the screw.
- G. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector on the actuator.
  - (2) Close the applicable access panel (AMM 06-44-00/201).
  - (3) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
    - (a) On the overhead circuit breaker panel, P11:
      - 1) 11M14, LEFT JETT NOZZLE VALVE
      - 2) 11M23, RIGHT JETT NOZZLE VALVE

WARNING: DO THE ACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS.

ACCIDENTAL OPERATION OF THE TRAILING EDGE FLAPS COULD CAUSE INJURY TO PERSONS.

(4) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-02

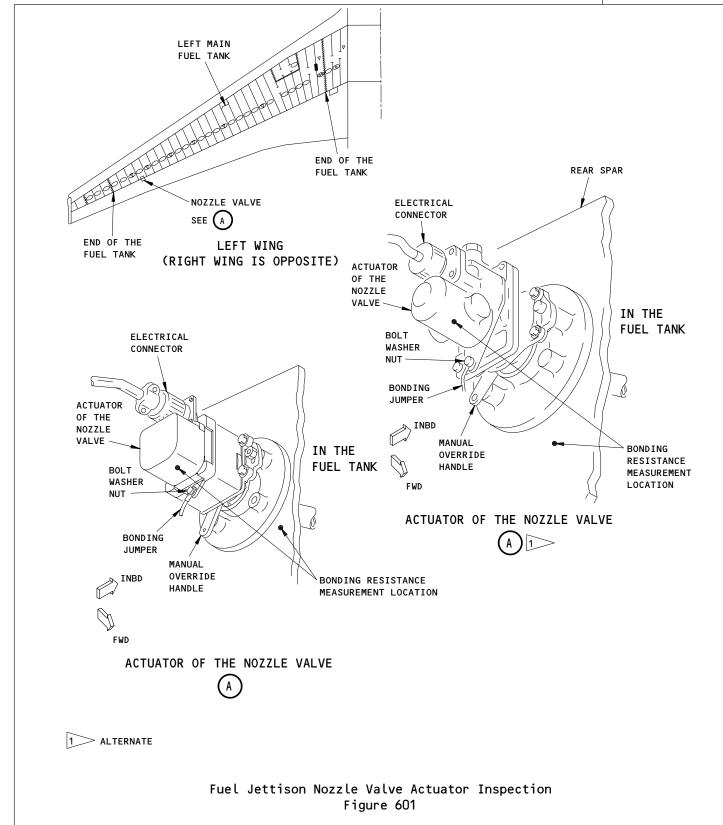
PAGE 4 OF 6 AUG 22/09

28-033-02

AIRLINE CARD NO.

SAS

767 TASK CARD



**EFFECTIVITY** 

₹MA30A1001

ÄIRPLANES WITHOUT ACTUATOR MA20A2027 Ok

**FUNCTIONAL** 

28-31-05-6A

JETTISON NOZZLE VALVE BOND

PAGE 5 OF 6 AUG 22/09

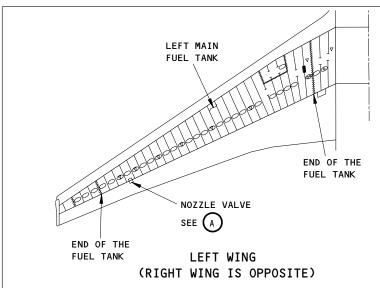
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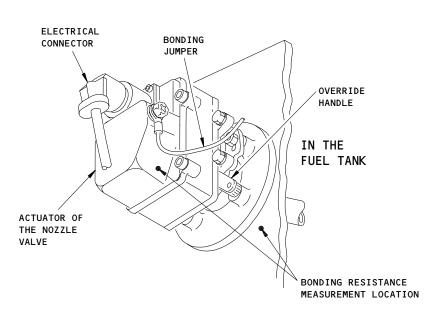
28-033-02

AIRLINE CARD NO.

SAS

767 TASK CARD





### ACTUATOR OF THE NOZZLE VALVE



Fuel Jettison Nozzle Valve Actuator Inspection Figure 601A

#AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL

JETTISON NOZZLE VALVE BOND

28-31-05-6A

28-033-02

PAGE 6 OF 6 AUG 22/09

STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 28-034-01

AIRLINE CARD NO.

ALL

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REVISION REV AUG 22/09 AIRPL L MAIN TANK 80 24896 STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY ENGINE AIRPLANE **FUNCTIONAL** JETTISON TRANSFER VALVE BOND

ZONES ACCESS PANELS

551

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE JETTISON TRANSFER VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-31-04-6A

NOTE

NOTE: APPLICABLE TO AIRPLANES WITH JETTISON SYSTEMS.

- Fuel Jettison Transfer Valve Actuator Bonding Resistance Check (Fig. 601, Fig. 601A)
  - A. References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (2) AMM 32-00-15/201, Landing Gear Door Locks
    - (3) AMM 32-00-20/201, Landing Gear Downlocks
    - (4) SWPM 20-20-00, Electrical Bonding and Grounds
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. Procedure
    - (1) Open these circuit breakers, and attach DO-NOT-CLOSE tags:
      - (a) On the overhead equipment panel, P11:
        - 1) 11M13, LEFT JETT CONT

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-01

PAGE 1 OF 6 APR 22/09

28-034-01

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

2) 11M22, RIGHT JETT CONT

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (4) Disconnect the electrical connector from the actuator of the transfer valve.
- D. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Connect the screw, washers, and nut to attach the bonding jumper to the actuator.
- E. AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Do these steps to install the bonding jumper to the actuator:

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-01

PAGE 2 OF 6 DEC 22/08

28-034-01

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH	INSP					
			(a)		contact surfaces with a cotton wiper soaked solvent (AMM 20-30-88/201).	l with
				1) Clean clean.	and dry the surface until the cotton wiper	stays
			(b)		nin continuous layer of sealant to both surfing jumper and the washers.	aces of
				1) Use BM	1S 5-142 sealant for the faying surface seal	
			(c)		ne screw, washers, and nut to attach the bon the actuator.	ding
					NNES WITHOUT ACTUATOR MA30A1001; en the screw to 20 in-lb (2.3 Nm).	
					NNES WITH ACTUATOR MA3OA1001; en the screw to 35 in-lb (4.0 Nm).	
			(d)	housing of	ne electrical bonding resistance between the the actuator and the attached bonding jump (SWPM 20-20-00).	
					touch the screw when you make the bonding rement.	resistance
				2) Make s or les	sure the bonding reisistance is 0.001 ohm (1 ss.	milliohm)
				<u>NOTE</u> :	CDCCL - Refer to the task: Airworthiness Precautions (AMM 28-00-00/201), for import information on Critical Design Configurati Limitations (CDCCLs).	ant
				NOTE:	This is applicable to Airworthiness Limita 28-AWL-23.	tion
			(e)		ap seal of BMS 5-142 sealant over the termin umper and screw.	al of the
		F. Put	the A	irplane Bac	ck to Its Usual Condition	
		(1)	Conn	ect the ele	ectrical connector to the actuator.	
		(2)	_		107 01 007 1	

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SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999; MTH 275 POST-SB 28-27; FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

(2) Remove the DO-NOT-CLOSE tags, and close these circuit breakers:

28-034-01

PAGE 3 OF 6 AUG 22/09

BOEING CARD NO.

28-034-01

AIRLINE CARD NO.



MECH INSP

- (a) On the P11 panel:
  - 1) 11M13, LEFT JETT CONT
  - 2) 11M22, RIGHT JETT CONT

WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).
- (4) When the maintenance and servicing of the airplanes is complete, remove the downlocks from the landing gear (AMM 32-00-20/201).

EFFECTIVITY

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-01

PAGE 4 OF 6 AUG 22/09

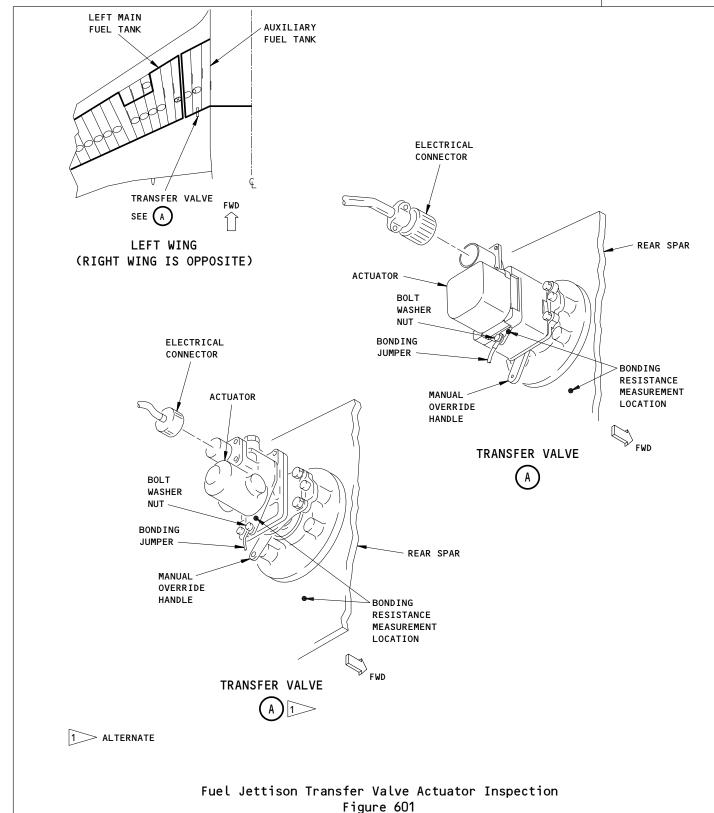
BOEING CARD NO.

SAS



28-034-01

AIRLINE CARD NO.



**EFFECTIVITY** 

MA30A1001

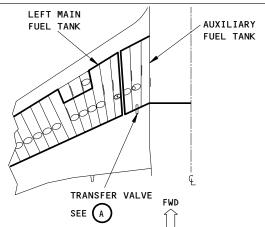
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28-034-01

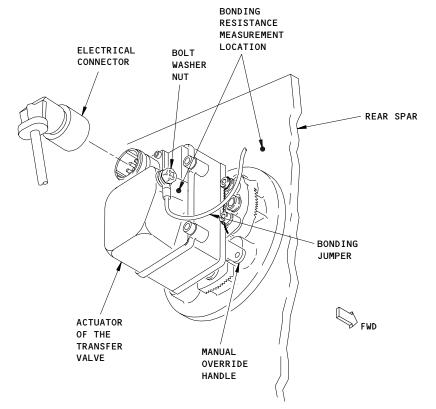
AIRLINE CARD NO.

SAS





## LEFT WING (RIGHT WING IS OPPOSITE)



TRANSFER VALVE



Fuel Jettison Transfer Valve Actuator Inspection Figure 601A

AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-01

PAGE 6 OF 6 AUG 22/09

STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO. 28-034-02

AIRLINE CARD NO.

TASK CARD

REVISION

MPD

REV

PHASE

AIRPL R MAIN TANK 8C 24896 AUG 22/09

TASK
FUNCTIONAL JETTISON TRANSFER VALVE BOND

TASK
OF TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE NOTE ALL

INTERVAL

ZONES ACCESS PANELS

RELATED TASK

651

SKILL

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE JETTISON TRANSFER VALVE (MOV) AND THE STRUCTURE TO ENSURE IT IS WITHIN SERVICE LIMITS (SFAR 88).

28-31-04-6A

NOTE: APPLICABLE TO AIRPLANES WITH JETTISON SYSTEMS.

- Fuel Jettison Transfer Valve Actuator Bonding Resistance Check (Fig. 601, Fig. 601A)
  - A. References
    - (1) AMM 20-30-88/201, Airplane Structure Cleaning Solvents (Series 88)
    - (2) AMM 32-00-15/201, Landing Gear Door Locks
    - (3) AMM 32-00-20/201, Landing Gear Downlocks
    - (4) SWPM 20-20-00, Electrical Bonding and Grounds
  - B. Consumable Materials
    - (1) G00034 Cotton Wiper, Process Cleaning Absorbent Wiper (cheesecloth, gauze) BMS 15-5
    - (2) Sealant, BMS 5-142
    - (3) B01008 Solvent Series 88
  - C. Procedure
    - (1) Open these circuit breakers, and attach DO-NOT-CLOSE tags:
      - (a) On the overhead equipment panel, P11:
        - 1) 11M13, LEFT JETT CONT

EFFECTIVITY

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-02

PAGE 1 OF 6 APR 22/09

28-034-02

SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

MECH II	NSP
---------	-----

2) 11M22, RIGHT JETT CONT

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (4) Disconnect the electrical connector from the actuator of the transfer valve.
- D. AIRPLANES WITHOUT ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Connect the screw, washers, and nut to attach the bonding jumper to the actuator.
- E. AIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001; Bonding Resistance Check
  - (1) Remove the bonding jumper from the actuator.
  - (2) Measure the bonding resistance between the actuator and the rear spar (SWPM 20-20-00).
    - (a) Make sure the resistance is 5 milliohms (0.005 ohm) or less.
  - (3) Do these steps to install the bonding jumper to the actuator:

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-02

PAGE 2 OF 6 DEC 22/08

28-034-02

AIRLINE CARD NO.

MECH INSP

SAS BOEING TASK CARD

(a) Clean the contact surfaces with a cotton wiper soaked with Series 88 solvent (AMM 20-30-88/201).

- Clean and dry the surface until the cotton wiper stays clean.
- Apply a thin continuous layer of sealant to both surfaces of (b) the bonding jumper and the washers.
  - 1) Use BMS 5-142 sealant for the faying surface seal.
- Install the screw, washers, and nut to attach the bonding jumper to the actuator.
  - AIRPLANES WITHOUT ACTUATOR MA30A1001; Tighten the screw to 20 in-lb (2.3 Nm).
  - AIRPLANES WITH ACTUATOR MA30A1001; Tighten the screw to 35 in-lb (4.0 Nm).
- Measure the electrical bonding resistance between the upper housing of the actuator and the attached bonding jumper terminal (SWPM 20-20-00).
  - Do not touch the screw when you make the bonding resistance
  - Make sure the bonding reisistance is 0.001 ohm (1 milliohm) or less.

CDCCL - Refer to the task: Airworthiness Limitation NOTE: Precautions (AMM 28-00-00/201), for important information on Critical Design Configuration Control Limitations (CDCCLs).

This is applicable to Airworthiness Limitation NOTE: 28-AWL-23.

- Apply a cap seal of BMS 5-142 sealant over the terminal of the bonding jumper and screw.
- F. Put the Airplane Back to Its Usual Condition
  - (1) Connect the electrical connector to the actuator.
  - (2) Remove the DO-NOT-CLOSE tags, and close these circuit breakers:

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-02

PAGE 3 OF 6 AUG 22/09

2

7

8

28-034-02

AIRLINE CARD NO.



MECH INSP

- (a) On the P11 panel:
  - 1) 11M13, LEFT JETT CONT
  - 2) 11M22, RIGHT JETT CONT

WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN

AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (3) Remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).
- (4) When the maintenance and servicing of the airplanes is complete, remove the downlocks from the landing gear (AMM 32-00-20/201).

**EFFECTIVITY** 

SAS 150, 152-154 POST-SB 28-27; SAS 050-149, 155-999;

MTH 275 POST-SB 28-27;

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-02

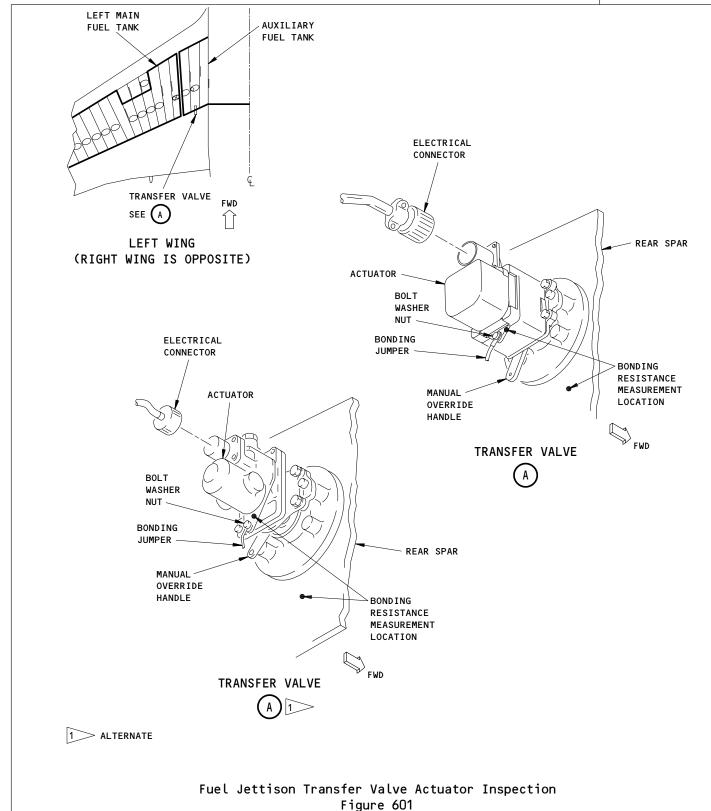
PAGE 4 OF 6 AUG 22/09

SAS



28-034-02

AIRLINE CARD NO.



**EFFECTIVITY** 

MA30A1001

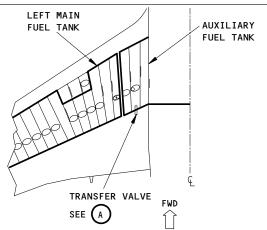
**FUNCTIONAL** 

28-034-02

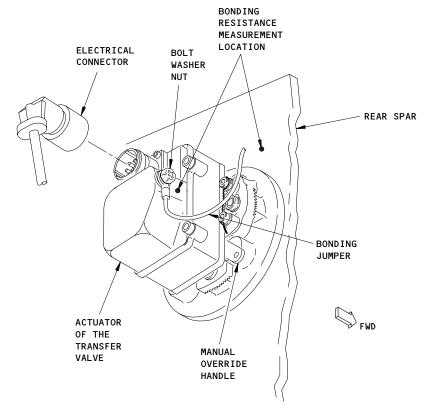
AIRLINE CARD NO.

SAS





LEFT WING (RIGHT WING IS OPPOSITE)



TRANSFER VALVE



Fuel Jettison Transfer Valve Actuator Inspection Figure 601A

EFFECTIVITY

ÄIRPLANES WITH ACTUATOR MA20A2027 OR MA30A1001

FUNCTIONAL

JETTISON TRANSFER VALVE BOND

28-31-04-6A

28-034-02

PAGE 6 OF 6 AUG 22/09

	TATION						< <b>-</b>							35-01
TA	IL NO.			C	SAS				EIA					LINE CARD NO.
	DATE			3	HS	0			67					
	_							TASK	CARD					
SKILL		WORK AR	EA	RE	LATED TAS	SK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRPL		MAIN	TK					28				24896		AUG 22/09
	ASK					TITLE				STRUCTURA	L ILLUSTRATION	REFERENCE	AIRPLAN	PPLICABILITY NE ENGINE
CHECK	K/IN:	SP	FQIS	S IN-I	ANK W.	IRE HAF	RNESS	SUPPOR	R I				ALL	ALL
	ZO	NES								ACCESS PA	NELS		ALL	
532	541				5521	НВ								
MECH INS	P												-	MPD ITEM NUMBER
	II	NSPE	CT (DE	TAILE	D) THI	E IN-T/	ANK FQ	IS WIF	RE HARN	NESS SUI	PPORT		28-4	1-09-6A
						SECUR								
	1.			the Terence		<u>iring </u>	<u>Harnes</u>	<u>s</u> (Fig	g. 601)	)				
		Α.	(1)			-00/201	1 Fue	ıl Tank	rs (Pur	raina a	nd Entry)			
			(2)							ss Doors				
			(3)							Access				
						-00/201								
		В.	Acce	ess			·							
				_		_								
			(1)		tion 7 133 134 531 532 541 631 632 641	Wing Wing Cente Main Main Cente Main	Cente er Aux Tank Tank er Aux Tank	er Sect (iliar) – Inbo – Outk (iliar) – Inbo	oard of ooard o Tank oard of	Right) (Left) f Rib No of Rib I (Right) f Rib No	o. 10 (Le No. 10 (Lo ) o. 10 (Ri No. 10 (R	eft) ght)		
		С.	Prod	edure Defu		e appl <sup>e</sup>	icable	fuel:	tank (	(AMM 28-	-26-00/20 <sup>,</sup>	1).		
			(2)								c (AMM 28		201).	

EFFECTIVITY

TASK CARD

AIRLINE CARD NO.

MECH	INSP		
			emove the applicable main or center tank access doors AMM 28-11-01/401 or AMM 28-11-02/401).
		<u>WARNIN</u>	G: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(4) 0	bey the fuel tank entry precautions (AMM 28-11-00/201).
		(5) G	o into the applicable fuel tank.
		(6) V	isually inspect the FQIS tank wiring harness for these problems:
		(	a) Insulation that is abraded, cracked, or over-stressed.
		(	b) Conductors or shields that are broken or exposed.
		(	<ul> <li>c) Clearance from the structure or fuel tubing that is not sufficient.</li> </ul>
		(	d) Support clamps that are broken, loose, or missing.
		(	e) Wiring that is routed incorrectly.
			isually inspect the compensators, tank units, and densitometers for hese problems:
		(	a) Wiring that is not correctly attached to the terminals.
		(	b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
		(	c) An end cap that is missing (tank unit or compensator).
		(	d) Clearance from the structure that is not sufficient.
		(	e) Mounting brackets and hardware that are loose.
		(	f) Terminals that are bent.
			nspect the electrical connectors and seals for damage, wear, or uel leakage.

2 7

9

4

**EFFECTIVITY** 

28-035-01

AIRLINE CARD NO.

TASK CARD

MECH	INSP						
		C	9) Go out of the fuel	tank (AMM 28-1	1-00/201).		
		(1)	)) Install the applica	ble main or ce	nter tank acce	ess doors	
			(AMM 28-11-01/401 o	r AMM 28-11-02	/401).		
	 			_			
EFF	ECTI	ATIA ——		CHECK/INSP	FQIS IN-TANK	WIRE HARNESS	SUPPORT
				28-41-09-6A	28-035-01	PAGE 3 OF	7 AUG 22/09

SAS



28-035-01

AIRLINE CARD NO.

LEFT AUXILIARY TANK WIRING HARNESS LEFT MAIN TANK LEFT MAIN COMPENSATOR FUEL TANK TANK UNIT (EXAMPLE) DRY BAY FUELING CONTROL MAIN TANK PANEL, P28 ACCESS DOOR (EXAMPLE) FRONT SPAR FUEL MEASURING STICK (EXAMPLE) LEFT SURGE TANK LEADING LEFT MAIN TANK LEFT AUXILIARY **EDGE** TANK LO-Z DENSITOMETER CONNECTOR **PLUG** LEFT MAIN LEFT MAIN TANK LO-Z TANK HI-Z LEFT AUXILIARY CONNECTOR BUSSING TANK HI-Z PLUG PLUG BUSSING PLUG LEFT MAIN TANK WIRING **HARNESS** REAR SPAR TRAILING **EDGE** 

LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

AIRPLANES WITH HONEYWELL FQIS

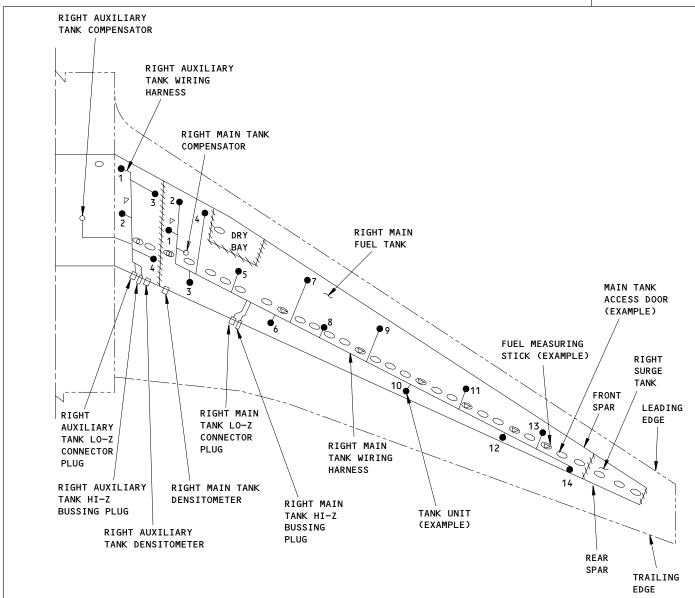
28-41-09-6A 28-035-01 PAGE 4 OF 7 DEC 22/07

28-035-01

AIRLINE CARD NO.

SAS





RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

AIRPLANES WITH HONEYWELL FQIS

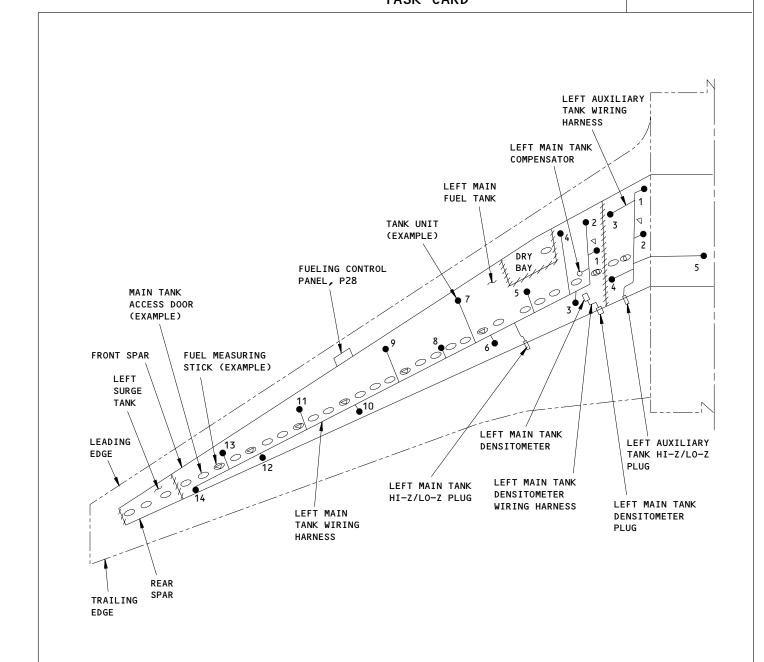
28-41-09-6A 28-035-01 PAGE 5 OF 7 DEC 22/07

**BOEING** 

SAS

767 TASK CARD 28-035-01

AIRLINE CARD NO.



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT
RAIRPLANES WITH SIMMONDS FQIS

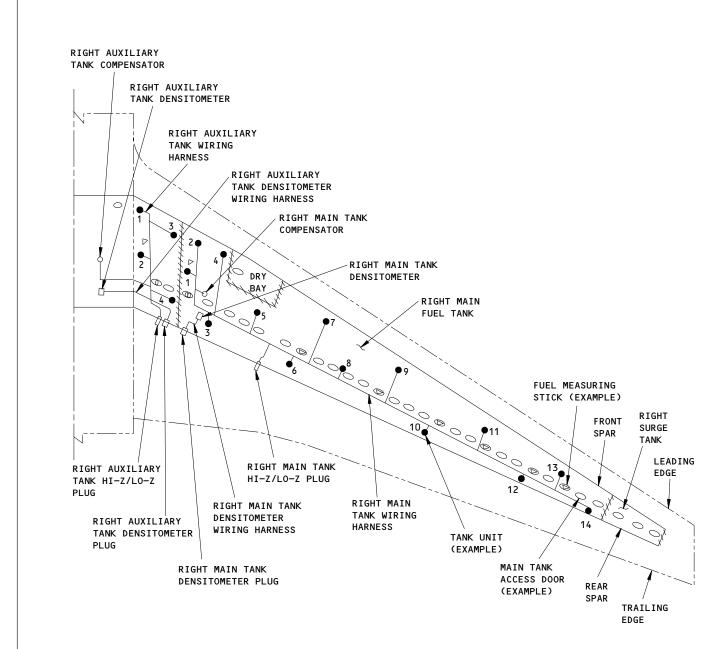
28-41-09-6A 28-035-01 PAGE 6 OF 7 DEC 22/07

28-035-01

AIRLINE CARD NO.

SAS





RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

PAIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-035-01 PAGE 7 OF 7 DEC 22/07

STA	ATION	]							ВОЕ	EING CARD NO.
TAI	IL NO.	-		0	BOE	ING			28-0	35-02
			SAS	K	767				AIR	LINE CARD NO.
	DATE				TASK C	ARD				
SKILL	WORK AR	EA	RELATED TAS	SK	INTE	ERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	R MAIN	TK		TITLE	80	CTRUCTURAL TI	LUSTRATION R	24896		AUG 22/09
CHECK	sk K/INSP	FQIS	S IN-TANK W	TITLE IRE HAR	NESS SUPPORT	STRUCTURAL II	LUSIKATION RI	EFERENCE	AIRPLAN	PPLICABILITY NE ENGINE
	ZONES					ACCESS PANEL	•		ALL	. ALL
632			6521	НВ		ACCESS FAINEL	3			
ECH INSP									I	MPD ITEM NUMBER
	INSPE	CT (DE	TAILED) TH	E IN-TA	NK FQIS WIRE	HARNESS SUPP	ORT		28-4	1-09-6A
					TY (SFAR 88).					
	1. <u>Ins</u>	spect	the Tank W	iring H	<u>larness</u> (Fig.	601)				
	Α.	Pofe	erences		_					
	Α.	Kere								
		(1)	AMM 28-11-	-00/201	, Fuel Tanks	(Purging and	Entry)			
		(2)	AMM 28-11-	-01/401	, Main Tank A	ccess Doors				
		(3)	AMM 28-11-	-02/401	, Auxiliary T	ank Access Do	oors			
		(4)	AMM 28-26-	-00/201	, Defueling					
	В.	Acce	ess							
		(4)		-						
		(1)	Location 7		Center Section	n (Left)				
			134	Wing	Center Section	n (Right)				
			531 532		er Auxiliary T Tank – Inboar		10 (Lef	+)		
			541		Tank - Outboa					
			631		er Auxiliary T					
			632 641		Tank - Inboar Tank - Outboa					
			041	ria i i	Tank - Outboa	I G OT KID NO	. 10 (K1	girez		
	c.	Prod	cedure							
		(1)	Defuel the	e appli	cable fuel ta	nk (AMM 28-2	6-00/201	).		
		(2)	Drain and	purge	the applicabl	e fuel tank	(AMM 28-	11-00/2	201).	

EFFECTIVITY

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AS BOEING 767 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).
		<u>WARNI</u>	NG: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(4)	Obey the fuel tank entry precautions (AMM 28-11-00/201).
		(5)	Go into the applicable fuel tank.
		(6)	Visually inspect the FQIS tank wiring harness for these problems:
			(a) Insulation that is abraded, cracked, or over-stressed.
			(b) Conductors or shields that are broken or exposed.
			(c) Clearance from the structure or fuel tubing that is not sufficient.
			(d) Support clamps that are broken, loose, or missing.
			(e) Wiring that is routed incorrectly.
			Visually inspect the compensators, tank units, and densitometers for these problems:
			(a) Wiring that is not correctly attached to the terminals.
			(b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
			(c) An end cap that is missing (tank unit or compensator).
			(d) Clearance from the structure that is not sufficient.
			(e) Mounting brackets and hardware that are loose.
			(f) Terminals that are bent.
			Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

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28-035-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

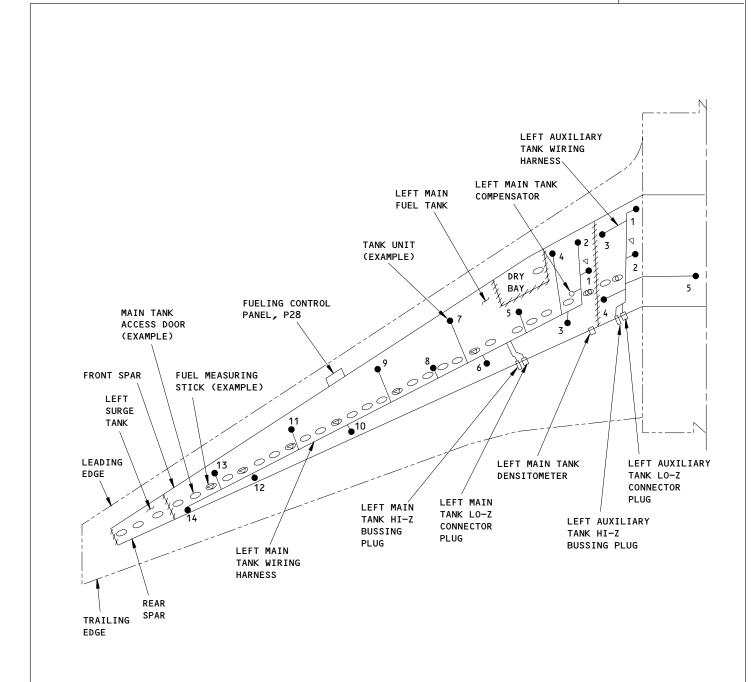
MECH	INSP						
		(9)	Go out of the fuel	tank (AMM 28-1	1-00/201).		
		(10)	Install the applica (AMM 28-11-01/401 o	ble main or ce r AMM 28-11-02	nter tank acco	ess doors	
EFF	ECTI	VITY		CHECK/INSP	FQIS IN-TANK	WIRE HARNES	S SUPPORT
				28-41-09-6A	28-035-02	PAGE 3 OF	7 AUG 22/09

SAS



28-035-02

AIRLINE CARD NO.



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-035-02 PAGE 4 OF 7 DEC 22/07

28-035-02

AIRLINE CARD NO.

**EDGE** 

SAS

767 TASK CARD

RIGHT AUXILIARY TANK COMPENSATOR RIGHT AUXILIARY TANK WIRING **HARNESS** RIGHT MAIN TANK COMPENSATOR 0 RIGHT MAIN FUEL TANK MAIN TANK ACCESS DOOR (EXAMPLE) FUEL MEASURING STICK (EXAMPLE) RIGHT SURGE TANK FRONT LEADING SPAR RIGHT MAIN RIGHT **EDGE** TANK LO-Z AUXILIARY CONNECTOR TANK LO-Z RIGHT MAIN PLUG CONNECTOR TANK WIRING PLUG **HARNESS** RIGHT AUXILIARY RIGHT MAIN TANK TANK HI-Z DENSITOMETER RIGHT MAIN BUSSING PLUG TANK UNIT TANK HI-Z (EXAMPLE) BUSSING RIGHT AUXILIARY **PLUG** TANK DENSITOMETER REAR SPAR TRAILING

RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-035-02 PAGE 5 OF 7 DEC 22/07

AIRLINE CARD NO.

28-035-02

SAS

767 TASK CARD

LEFT AUXILIARY TANK WIRING HARNESS LEFT MAIN TANK COMPENSATOR LEFT MAIN FUEL TANK TANK UNIT (EXAMPLE) DRY FUELING CONTROL 5 PANEL, P28 MAIN TANK ACCESS DOOR (EXAMPLE) FUEL MEASURING FRONT SPAR STICK (EXAMPLE) LEFT SURGE TANK LEFT MAIN TANK LEADING LEFT AUXILIARY DENSITOMETER **EDGE** TANK HI-Z/LO-Z PLUG LEFT MAIN TANK LEFT MAIN TANK DENSITOMETER HI-Z/LO-Z PLUG LEFT MAIN TANK WIRING HARNESS LEFT MAIN DENSITOMETER TANK WIRING PLUG **HARNESS** REAR SPAR TRAILING **EDGE** 

LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT
RAIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-035-02 PAGE 6 OF 7 DEC 22/07

AIRLINE CARD NO.

28-035-02

EDGE

SAS

767
TASK CARD

RIGHT AUXILIARY TANK COMPENSATOR RIGHT AUXILIARY TANK DENSITOMETER RIGHT AUXILIARY TANK WIRING HARNESS RIGHT AUXILIARY TANK DENSITOMETER WIRING HARNESS RIGHT MAIN TANK COMPENSATOR RIGHT MAIN TANK DENSITOMETER RIGHT MAIN FUEL TANK FUEL MEASURING STICK (EXAMPLE) 2 0 0 RIGHT FRONT SURGE SPAR TANK LEADING RIGHT MAIN TANK RIGHT AUXILIARY **EDGE** HI-Z/LO-Z PLUG TANK HI-Z/LO-Z PLUG RIGHT MAIN TANK RIGHT MAIN TANK WIRING DENSITOMETER RIGHT AUXILIARY HARNESS WIRING HARNESS TANK DENSITOMETER TANK UNIT PLUG (EXAMPLE) MAIN TANK RIGHT MAIN TANK ACCESS DOOR DENSITOMETER PLUG REAR (EXAMPLE) **SPAR** TRAILING

RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

PAIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-035-02 PAGE 7 OF 7 DEC 22/07

	STAT	TION												BOE	ING CARD NO.
	TAIL	. NO.						S A	70	EIA				28-0	35-03
	D.	ATE			(	SAS	K			67				AIR	LINE CARD NO.
	<i>D F</i>	115							TASK	CARD					
SKII	.L	W	ORK ARE	ΕA	F	RELATED TAS	SK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIR			AUX	TK					80				24896		AUG 22/09
СН	TASK FCK	· /INS	P	FOIS	TN-	TANK W	TITLE  IRE HAI	RNESS	SUPPOR	₹T	STRUCTURA	L ILLUSTRATION	KEFEKENCE	AIRPLAN	PPLICABILITY E ENGINE
011				. 410	,		- T.							ALL	ALL
13	3 !	zone 5 <b>31</b>									ACCESS P	IVELS			
MECH	INSP													I	MPD ITEM NUMBER
			R DA	MAGE	AND I	PROPER	E IN-TA SECUR iring	ITY (S	FAR 88	3).	NESS SU	PPORT		28-4	1-09-6A
			Α.	Refe	rence	es									
				(1)	AMM	28-11	-00/20 <sup>-</sup>	1, Fue	l Tank	cs (Pur	ging a	nd Entry)			
				(2)	AMM	28-11	-01/40 <sup>-</sup>	1, Mai	n Tank	Acces	ss Door	s			
				(3)	AMM	28-11	-02/40 <sup>°</sup>	1, Aux	iliary	/ Tank	Access	Doors			
				(4)	AMM	28-26	-00/20 <sup>-</sup>	1, Def	ueling	3					
			В.	Acce	ss										
				(1)	Loca	133 134 531 532 541 631 632 641	Wing Wing Cent Main Main Cent Main	Cente er Aux Tank Tank er Aux Tank	r Sect iliary - Inbo - Outb iliary - Inbo	oard of ooard o / Tank oard of	Right) (Left) f Rib N of Rib (Right f Rib N	o. 10 (Le No. 10 (L ) o. 10 (Ri No. 10 (R	eft) ght)		
			С.	Proc (1) (2)		uel th						-26-00/20 k (AMM 28		201).	

20-035-03

AS FOR TASK CARD

AIRLINE CARD NO.

MECH	INSP		
		(3)	Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).
		WARN	ING: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(4)	Obey the fuel tank entry precautions (AMM 28-11-00/201).
		(5)	Go into the applicable fuel tank.
		(6)	Visually inspect the FQIS tank wiring harness for these problems:
			(a) Insulation that is abraded, cracked, or over-stressed.
			(b) Conductors or shields that are broken or exposed.
			(c) Clearance from the structure or fuel tubing that is not sufficient.
			(d) Support clamps that are broken, loose, or missing.
			(e) Wiring that is routed incorrectly.
		(7)	Visually inspect the compensators, tank units, and densitometers for these problems:
			(a) Wiring that is not correctly attached to the terminals.
			(b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
			(c) An end cap that is missing (tank unit or compensator).
			(d) Clearance from the structure that is not sufficient.
			(e) Mounting brackets and hardware that are loose.
			(f) Terminals that are bent.
		(8)	Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

**EFFECTIVITY** 

28-035-03

AIRLINE CARD NO.

TASK CARD

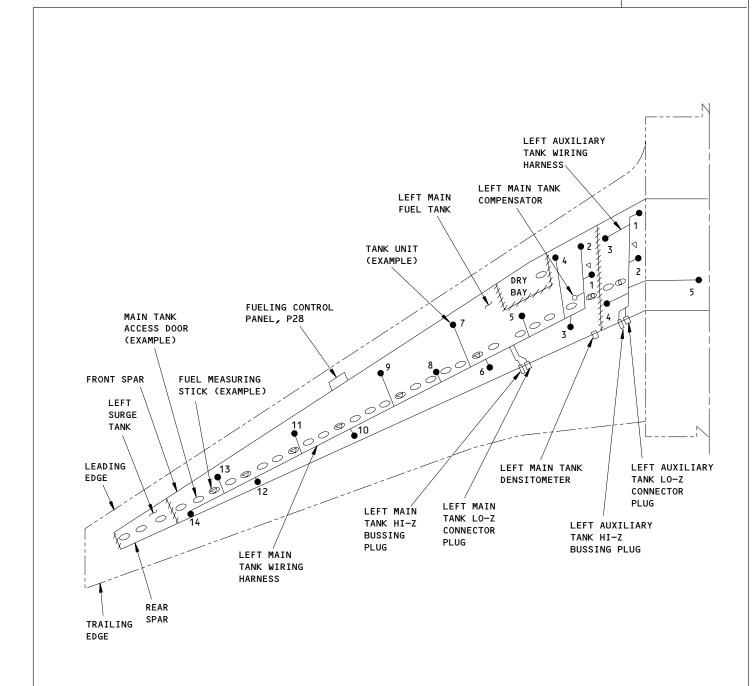
MECH INSP (9) Go out of the fuel tank (AMM 28-11-00/201). (10) Install the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).**EFFECTIVITY** CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT BOEING 767

TASK CARD

SAS

28-035-03

AIRLINE CARD NO.



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

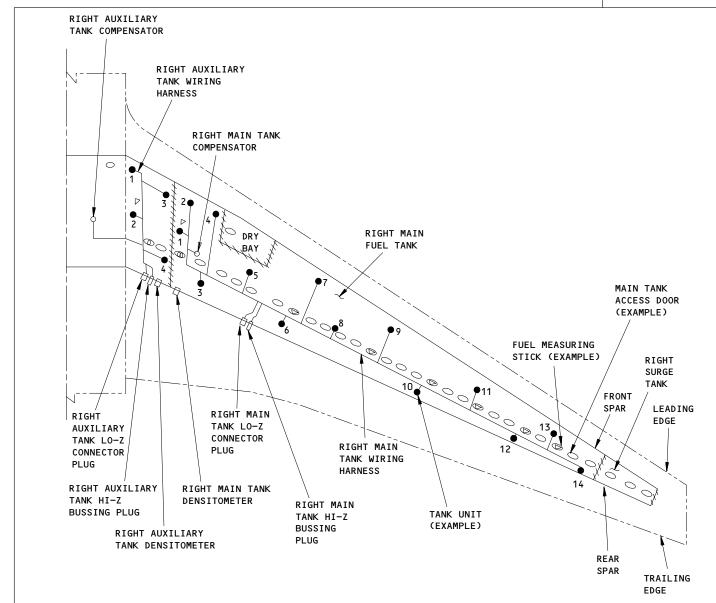
AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-035-03 PAGE 4 OF 7 DEC 22/07

AIRLINE CARD NO.

SAS

767 TASK CARD



RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

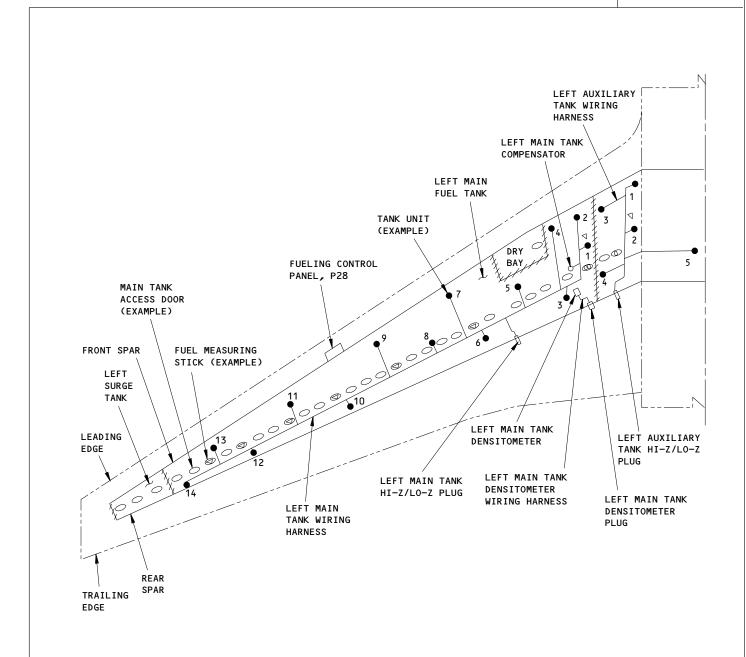
AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-035-03 PAGE 5 OF 7 DEC 22/07

AIRLINE CARD NO.

SAS

767 TASK CARD



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

RAIRPLANES WITH SIMMONDS FQIS

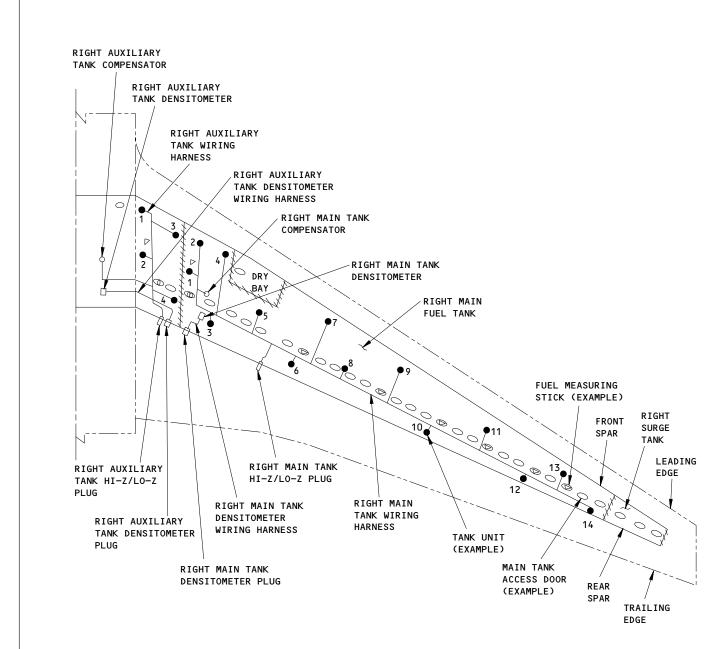
28-41-09-6A 28-035-03 PAGE 6 OF 7 DEC 22/07

28-035-03

AIRLINE CARD NO.

SAS





RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT

PAIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-035-03 PAGE 7 OF 7 DEC 22/07

	STAT	TION							BOE	ING CARD NO.
	TAIL	. NO .				( BOEII	V <i>G</i>		28-0	35-04
	D.	ATE.			SAS	767			AIRI	LINE CARD NO.
	<i>DF</i>					TASK CAR	D			
SKII	LL	4	IORK AR	EA	RELATED TASK	INTERVA	L	PHASE	MPD REV	TASK CARD REVISION
AIR	PL TASK		AUX	TK	TIT	8C	STRUCTURAL ILLUSTRATION R	24896	4.5	AUG 22/09
СН		· /INS	Р	FQIS		HARNESS SUPPORT	STRUCTURAL TELESTRATION R	LILKENCE	AIRPLAN	
		ZON	ES				ACCESS PANELS		ALL	ALL
13	4 (	631								
MECH	INSP				·				ı	MPD ITEM NUMBER
		IN	ISPEC	T (DE	TAILED) THE IN	N-TANK FQIS WIRE HA	RNESS SUPPORT		28-4	1-09-6A
		FO	R DA	MAGE	AND PROPER SEC	CURITY (SFAR 88).				
		1.	Ins	pect	the Tank Wirir	ng Harness (Fig. 60	1)			
						<u> </u>				
			Α.	Rete	rences					
				(1)	AMM 28-11-00	/201, Fuel Tanks (P	urging and Entry)			
				(2)	AMM 28-11-01	/401, Main Tank Acc	ess Doors			
				(3)	AMM 28-11-02	/401, Auxiliary Tan	k Access Doors			
				(4)	AMM 28-26-00	/201, Defueling				
			В.	Acce	ss					
				(1)	134 W <sup>-</sup> 531 Ce 532 Ma 541 Ma 631 Ce 632 Ma	es ing Center Section ing Center Section enter Auxiliary Tank ain Tank – Inboard ain Tank – Outboard enter Auxiliary Tank ain Tank – Outboard	(Right) c (Left) of Rib No. 10 (Lef of Rib No. 10 (Lef c (Right) of Rib No. 10 (Rig	ft) ht)		
			С.	Proc	edure					
				(1)	Defuel the ap	pplicable fuel tank	(AMM 28-26-00/201	).		
				(2)	Drain and pur	rge the applicable	fuel tank (AMM 28-	11-00/2	201).	

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).
		<u>WARNI</u>	NG: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(4)	Obey the fuel tank entry precautions (AMM 28-11-00/201).
		(5)	Go into the applicable fuel tank.
		(6)	Visually inspect the FQIS tank wiring harness for these problems:
			(a) Insulation that is abraded, cracked, or over-stressed.
			(b) Conductors or shields that are broken or exposed.
			(c) Clearance from the structure or fuel tubing that is not sufficient.
			(d) Support clamps that are broken, loose, or missing.
			(e) Wiring that is routed incorrectly.
			Visually inspect the compensators, tank units, and densitometers for these problems:
			(a) Wiring that is not correctly attached to the terminals.
			(b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
			(c) An end cap that is missing (tank unit or compensator).
			(d) Clearance from the structure that is not sufficient.
			(e) Mounting brackets and hardware that are loose.
			(f) Terminals that are bent.
			Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

28-035-04

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

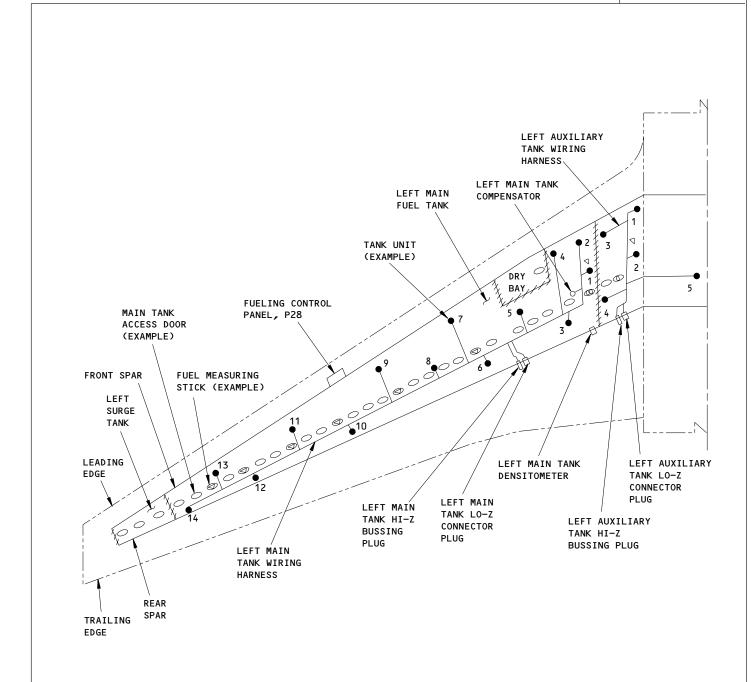
MECH	INSP									
			(9)	Go out of the fuel	tank (AMM 28-1	1-00/201).				
		(	10)	Install the applical	able main or center tank access doors or AMM 28-11-02/401).					
				(APP 28-11-017401 0	1 AMM 20-11-02	74017.				
EFF	ECTI	VITY —			CHECK/INSP	FQIS IN-TANK	WIRE HARNESS	SUPPORT		
					28-41-09-64	28-035-04	PAGE 3 OF	7 AUG 22/09		

SAS



28-035-04

AIRLINE CARD NO.



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT
PAIRPLANES WITH HONEYWELL FQIS

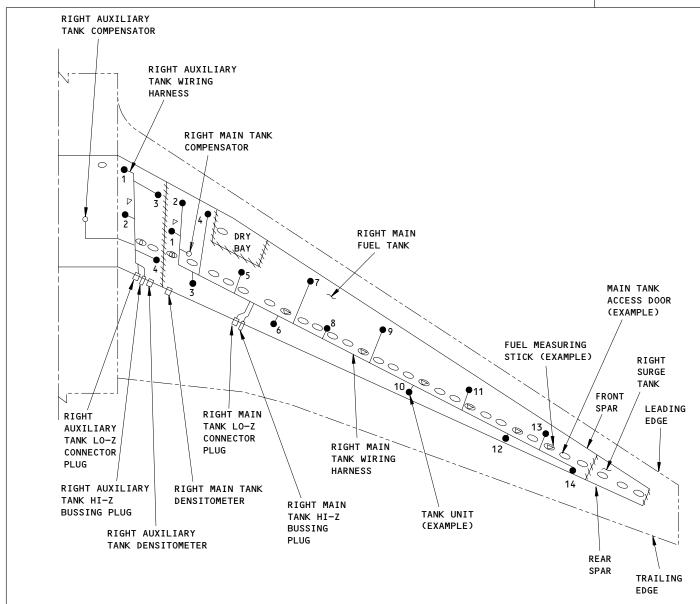
28-41-09-6A 28-035-04 PAGE 4 OF 7 DEC 22/07

AIRLINE CARD NO.

28-035-04

SAS

BOEING 767 TASK CARD



RIGHT WING

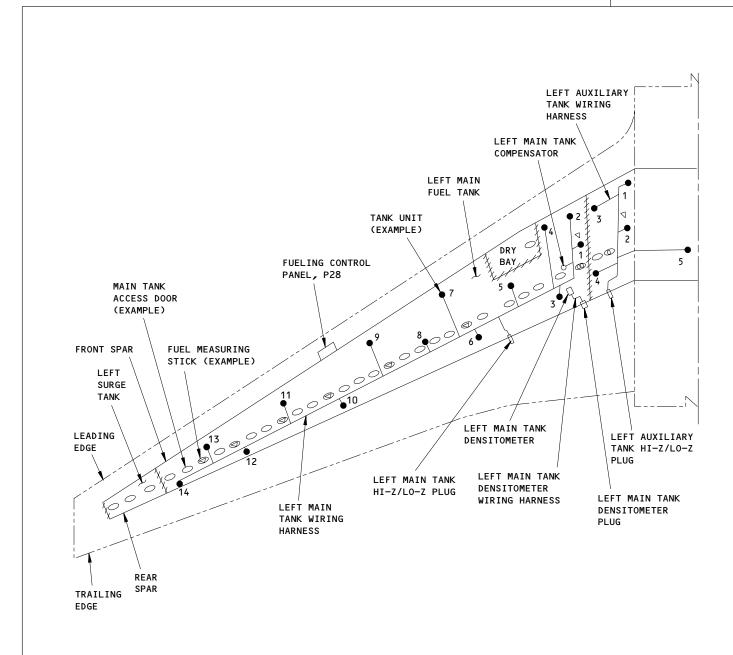
Tank Wiring Harness Figure 601 (Sheet 2)

**EFFECTIVITY** CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT AIRPLANES WITH HONEYWELL FQIS 28-41-09-6A 28-035-04 PAGE 5 OF 7 DEC 22/07

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



LEFT WING

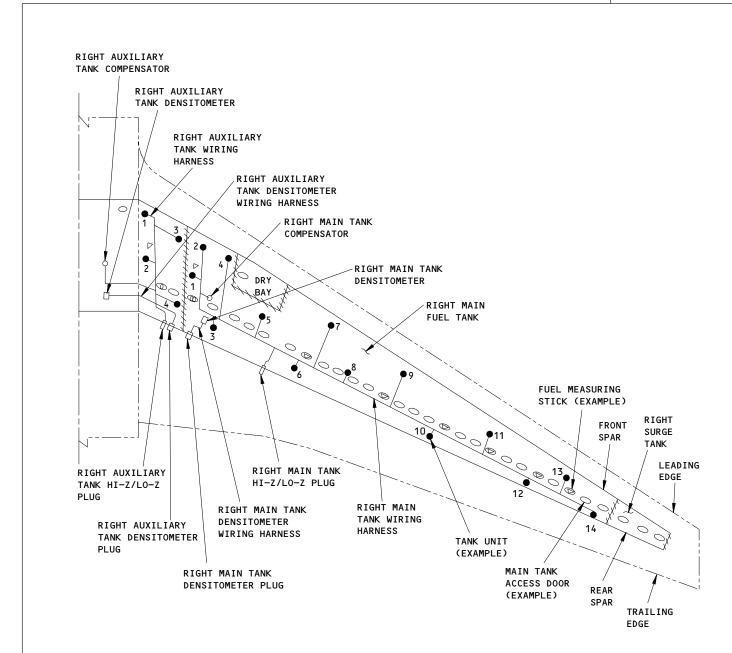
Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT
RAIRPLANES WITH SIMMONDS FQIS
28-41-09-6A 28-035-04 PAGE 6 OF 7 DEC 22/07

AIRLINE CARD NO.

SAS

767 TASK CARD



RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK WIRE HARNESS SUPPORT 28-41-09-6A 28-035-04 PAGE 7 OF 7 DEC 22/07

	STAT	ION												ING CARD NO.
	TAIL	NO.		OND A BOEING							28-036-01			
DATE					SAS 767						AIRLINE CARD NO.			
SKIL	L I		VORK AR	EA	F	RELATED TAS	K		TASK CARD			PHASE	MPD	TASK CARD
AIR		1 N	IA T N	TANK				8	BC .			24896	REV	REVISION AUG 22/09
	TASK			TITLE				STRUCTURAL ILL	USTRATION R		AF AIRPLAN	PPLICABILITY		
CHECK/INSP FQIS IN-TA						TANK CC	MPONE	NTS					ALL	ALL
53	2 5	zon 541	IES			552H	ΙΒ			ACCESS PANELS				
	Г													MPD ITEM NUMBER
MECH	INSP													o Trem Monden
	INSPECT (DETAILED) THE IN-TANK FQIS COMPONENTS FOR CHAFFING, 28-41-09-CONDITION/SECURITY, RUBBING, AND ADEQUATE SEPARATION FROM STRUCTURE (SFAR 88).										1-09-6A			
	1. <u>Inspect the Tank Wiring Harness</u> (Fig. 601)													
		A. References												
				(1) AMM 28-11-00/201, Fuel Tanks (Purging and Entry)										
				(2) AMM 28-11-01/401, Main Tank Access Doors										
				(3) AMM 28-11-02/401, Auxiliary Tank Access Doors (4) AMM 28-26-00/201, Defueling										
		B. Access												
	(1) Location Zones  133 Wing Center Section (Left)  134 Wing Center Section (Right)  531 Center Auxiliary Tank (Left)  532 Main Tank - Inboard of Rib No. 10 (Left)  541 Main Tank - Outboard of Rib No. 10 (Left)  631 Center Auxiliary Tank (Right)  632 Main Tank - Inboard of Rib No. 10 (Right)  641 Main Tank - Outboard of Rib No. 10 (Right)							ft) ht)						
	C. Procedure  (1) Defuel the applicable fuel tank (AMM 28-26-00/201).													
				(2)	Dra	in and	purge	the ap	plicable f	uel tank (	AMM 28-	11-00/2	201).	

EFFECTIVITY

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH	INSP
------	------

(3) Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).

OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). WARNING: FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Obey the fuel tank entry precautions (AMM 28-11-00/201).
- (5) Go into the applicable fuel tank.
- (6) Visually inspect the FQIS tank wiring harness for these problems:
  - (a) Insulation that is abraded, cracked, or over-stressed.
  - (b) Conductors or shields that are broken or exposed.
  - (c) Clearance from the structure or fuel tubing that is not sufficient.
  - (d) Support clamps that are broken, loose, or missing.
  - (e) Wiring that is routed incorrectly.
- (7) Visually inspect the compensators, tank units, and densitometers for these problems:
  - (a) Wiring that is not correctly attached to the terminals.
  - Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
  - (c) An end cap that is missing (tank unit or compensator).
  - (d) Clearance from the structure that is not sufficient.
  - (e) Mounting brackets and hardware that are loose.
  - (f) Terminals that are bent.
- (8) Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

**EFFECTIVITY** 

CHECK/INSP

FQIS IN-TANK COMPONENTS

28-41-09-6A

28-036-01

PAGE 2 OF 7 AUG 22/09

AIRLINE CARD NO.

28-036-01

TASK CARD

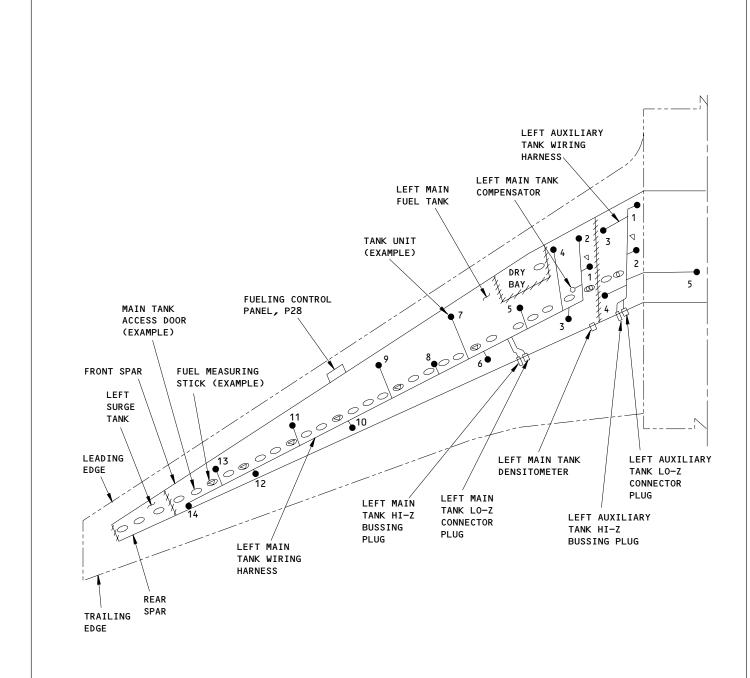
MECH	INSP								l			
		(	9)	Go out of the f	uel 1	tank (AMM 28-	11-00/201)					
		(1	0)	Install the app (AMM 28-11-01/4	licak 01 or	ole main or o r AMM 28-11-0	enter tank 2/401).	access	doors			
cer	     ECTT											
crt	CUII	VITY				CHECK/INSP	FQIS IN-					
						28-41-09-6A	28-036-0°	1 P	AGE 3	OF 7	7 Alig 2	2/09

SAS

28-036-01

AIRLINE CARD NO.

BOEING 767 TASK CARD



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-036-01 PAGE 4 OF 7 APR 22/08

AIRLINE CARD NO.

TRAILING EDGE

SAS



RIGHT AUXILIARY TANK COMPENSATOR RIGHT AUXILIARY TANK WIRING **HARNESS** RIGHT MAIN TANK COMPENSATOR 0 RIGHT MAIN FUEL TANK MAIN TANK ACCESS DOOR (EXAMPLE) FUEL MEASURING STICK (EXAMPLE) RIGHT SURGE TANK FRONT LEADING SPAR RIGHT MAIN RIGHT **EDGE** TANK LO-Z AUXILIARY CONNECTOR TANK LO-Z RIGHT MAIN PLUG CONNECTOR TANK WIRING PLUG **HARNESS** RIGHT AUXILIARY RIGHT MAIN TANK TANK HI-Z DENSITOMETER RIGHT MAIN BUSSING PLUG TANK UNIT TANK HI-Z (EXAMPLE) BUSSING RIGHT AUXILIARY **PLUG** TANK DENSITOMETER REAR SPAR

RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH HONEYWELL FQIS

28-41-09-6A 28-036-01 PAGE 5 OF 7 APR 22/08

AIRLINE CARD NO.

SAS



LEFT AUXILIARY TANK WIRING HARNESS LEFT MAIN TANK COMPENSATOR LEFT MAIN FUEL TANK TANK UNIT (EXAMPLE) DRY FUELING CONTROL 5 PANEL, P28 MAIN TANK ACCESS DOOR (EXAMPLE) FUEL MEASURING FRONT SPAR STICK (EXAMPLE) LEFT SURGE TANK LEFT MAIN TANK LEADING LEFT AUXILIARY DENSITOMETER **EDGE** TANK HI-Z/LO-Z PLUG LEFT MAIN TANK LEFT MAIN TANK DENSITOMETER HI-Z/LO-Z PLUG LEFT MAIN TANK WIRING HARNESS LEFT MAIN DENSITOMETER TANK WIRING PLUG **HARNESS** REAR SPAR TRAILING **EDGE** 

LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK COMPONENTS

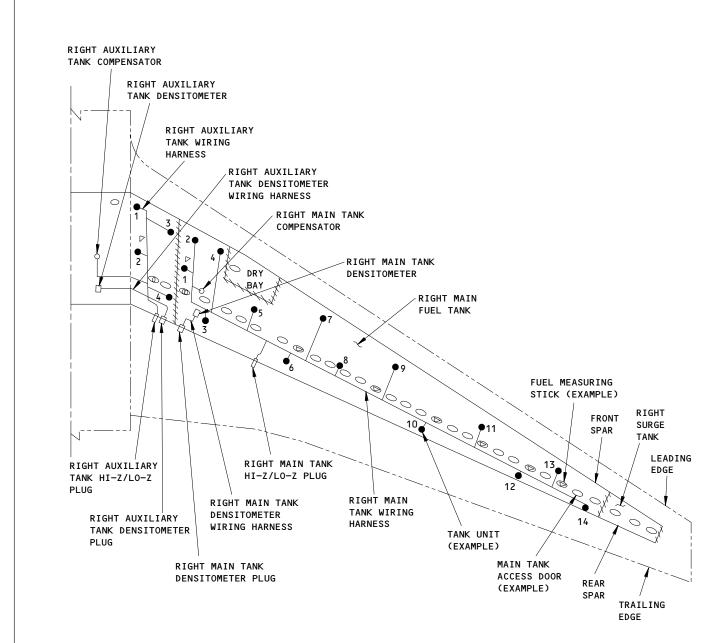
AIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-036-01 PAGE 6 OF 7 APR 22/08

AIRLINE CARD NO.

SAS





RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH SIMMONDS FQIS 28-41-09-6A 28-036-01 PAGE 7 OF 7 APR 22/08

	STAT	ΓΙΟΝ												EING CARD NO.
	TAIL	. NO.		-		0 A 0		X B	ROE!!	VG				36-02
	D.A	TE.		-	,	SAS	b		767				AIR	LINE CARD NO.
SKII			WORK AR	ΕΔ	-	RELATED TAS	v	1	TASK CARD	)		PHASE	MPD	TASK CARD
AIR				TANK	r	RELATED TASI	K	9	BC			24896	REV	REVISION AUG 22/09
VIV	TASK		IVIII	IANK			TITLE		)	STRUCTURAL IL	LUSTRATION R		AIRPLAN	PPLICABILITY
СН	ECK.	/INS	SP.	FQIS	IN-	TANK CO	MPONE	INTS					ALL	
	_	ZON	IES	1						ACCESS PANELS	3		, ALL	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
63	2 (	641				652H	łΒ							
MECH	INSP												ı	MPD ITEM NUMBER
		IN	ISPE(	CT (DE	TAILE	ED) THE	IN-T	ANK FQI	S COMPONEN	TS FOR CHA	AFFING.		28-4	1-09-6A
		CC	NDI		ECUR:	ITY, RU			DEQUATE SE		-			
		1.	<u>Ins</u>	spect	the <sup>-</sup>	Tank Wi	iring	Harness	<u>s</u> (Fig. 601	)				
			Α.	Refe	erence	es								
				(1)	AMM	28-11-	-00/20	1, Fuel	. Tanks (Pu	rging and	Entry)			
				(2)	AMM	28-11-	-01/40	1, Main	n Tank Acce	ss Doors				
				(3)	AMM	28-11-	-02/40	1, Auxi	liary Tank	Access Do	oors			
				(4)	AMM	28-26-	-00/20	1, Defu	ueling					
			В.	Acce	ess									
				(1)	Loca	ation 2 133 134 531 532 541 631 632 641	Wing Wing Cent Main Main Cent Main	Center er Auxi Tank - Tank - er Auxi Tank -	Section ( Section ( Section ( Iliary Tank Inboard o Outboard Iliary Tank Inboard o	Right) (Left) f Rib No. of Rib No. (Right) f Rib No.	. 10 (Le 10 (Rig	ft) ht)		
			С.	Prod	edure	е								
				(1)	Defu	uel the	appl	icable	fuel tank	(AMM 28-26	5-00/201	).		
				(2)	Dra	in and	purge	the ap	plicable f	uel tank (	(AMM 28-	11-00/2	201).	

EFFECTIVITY

TASK CARD

AIRLINE CARD NO.

MECH	INSP		
		(3)	Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).
		WARN	ING: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201).  FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(4)	Obey the fuel tank entry precautions (AMM 28-11-00/201).
		(5)	Go into the applicable fuel tank.
		(6)	Visually inspect the FQIS tank wiring harness for these problems:
			(a) Insulation that is abraded, cracked, or over-stressed.
			(b) Conductors or shields that are broken or exposed.
			(c) Clearance from the structure or fuel tubing that is not sufficient.
			(d) Support clamps that are broken, loose, or missing.
			(e) Wiring that is routed incorrectly.
		(7)	Visually inspect the compensators, tank units, and densitometers for these problems:
			(a) Wiring that is not correctly attached to the terminals.
			(b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
			(c) An end cap that is missing (tank unit or compensator).
			(d) Clearance from the structure that is not sufficient.
			(e) Mounting brackets and hardware that are loose.
			(f) Terminals that are bent.
		(8)	Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

28-036-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH	INSP						
		(9	9) Go out of the fuel	tank (AMM 28-1	1-00/201).		
		(10	D) Install the applica (AMM 28-11-01/401 c	able main or ce or AMM 28-11-02	enter tank acce	ess doors	
EFF	ECTI	VITY —		CHECK/INSP	FQIS IN-TANK	COMPONENTS	
				28-41-09-6A	28-036-02	PAGE 3 OF	7 AUG 22/09

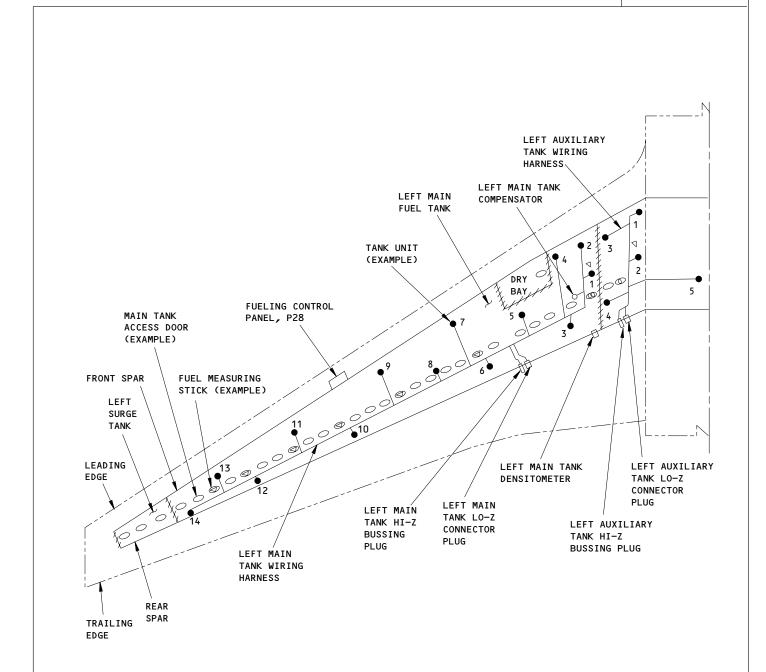
BOEING 767

TASK CARD

28-036-02

AIRLINE CARD NO.

SAS



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH HONEYWELL FQIS

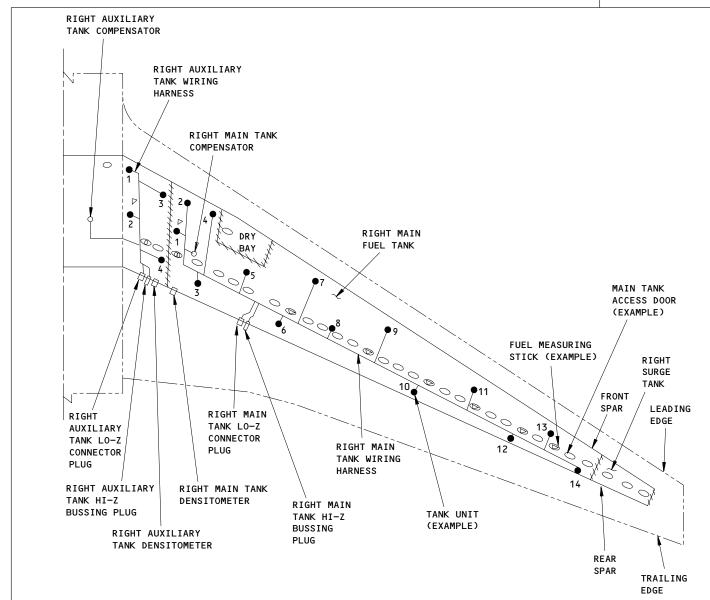
28-41-09-6A 28-036-02 PAGE 4 OF 7 APR 22/08

AIRLINE CARD NO.

28-036-02

SAS

BOEING 767 TASK CARD



RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

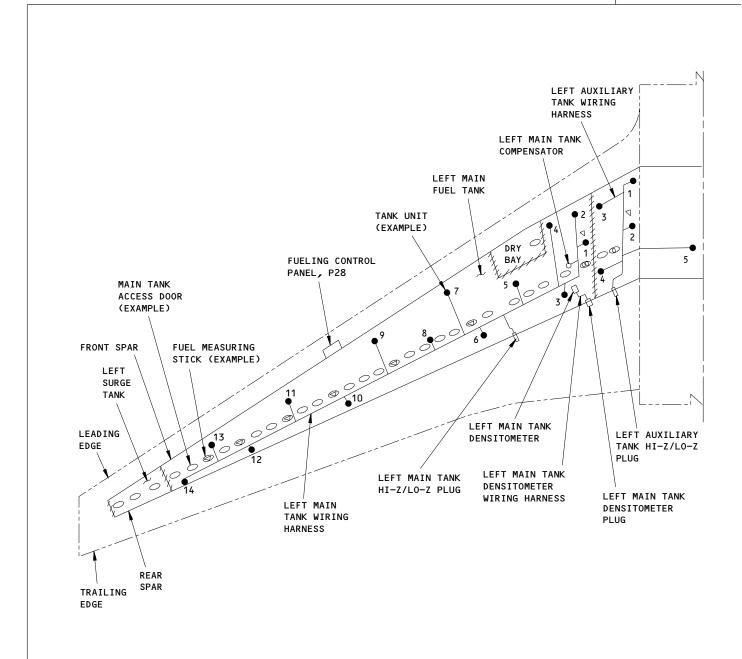
**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH HONEYWELL FQIS 28-41-09-6A 28-036-02 PAGE 5 OF 7 APR 22/08

AIRLINE CARD NO.

28-036-02

SAS





LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

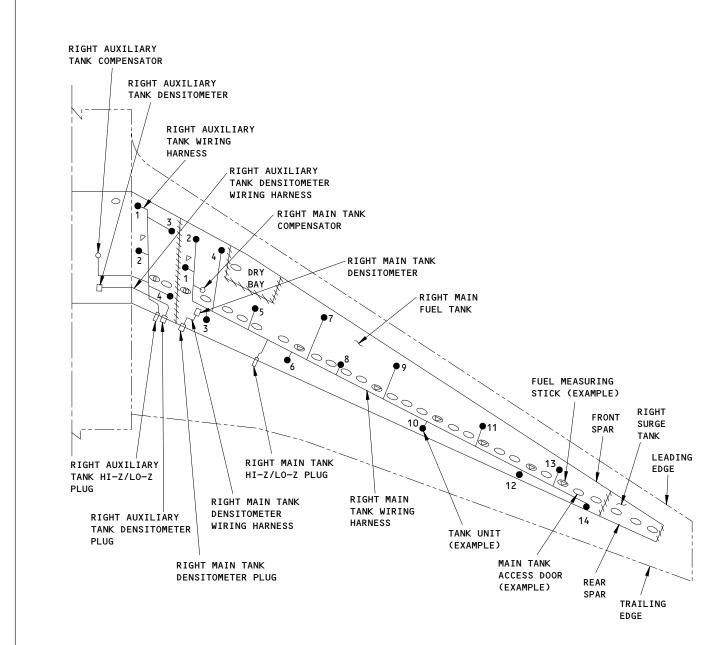
**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH SIMMONDS FQIS 28-41-09-6A 28-036-02 PAGE 6 OF 7 APR 22/08

20-030-02

BOEING 767 TASK CARD

SAS

AIRLINE CARD NO.



RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-036-02 PAGE 7 OF 7 APR 22/08

	STAT	ION													EING CARD NO.
	TAIL	NO.						) 🕭	701	FIA	G			28-0	36-03
	DA.	TF			,	SAS	b			67				AIR	LINE CARD NO.
	D.N.								TASK	CARD					
SKII	.L	W	ORK ARI	ΞA	F	RELATED TAS	K			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIR	PL	CTR	AUX	TK					8C				24896		AUG 22/09
	TASK						TITLE	•			STRUCTURAL 1	LLUSTRATION R	EFERENCE	AIRPLAN	PLICABILITY NE ENGINE
СН	ECK/	'INS	Р	FQIS	IN-	TANK CO	OMPONE	NTS						ALL	ALL
		ZONE	S								ACCESS PANE	LS		ALL	ALL
13	5 5	531													
MECH	INSP													I	MPD ITEM NUMBER
		СО	ND I T RUCT	ION/S	SECUR:	ITY, RU	JBBING	, AND	ADEQUA	TE SEF	S FOR CH	-		28-4	1-09-6A
		١.	1115	рест	tile	I di IK W	ir irig	пагнеѕ	<u>s</u> (F19	J. 0017					
			Α.	Refe	erence	es									
				(1)	AMM	28-11-	-00/20 <sup>,</sup>	1, Fue	l Tank	s (Pur	ging and	Entry)			
				(2)	AMM	28–11-	-01/40 <sup>,</sup>	1, Mai	n Tank	Acces	s Doors				
				(3)	AMM	28–11-	-02/40 <sup>-</sup>	1, Aux	iliary	' Tank	Access D	oors			
				(4)	AMM	28-26-	-00/20 <sup>°</sup>	1, Def	ueling	I					
			В.	Acce	ess										
				(1)	Loca	133 134 531 532 541 631 632 641	Wing Wing Cento Main Main Cento Main	Cente er Aux Tank Tank er Aux Tank	- Inbo - Outb iliary - Inbo	ion (F Tank pard of poard o Tank pard of		. 10 (Le 10 (Rig	eft) jht)		
			C.	Prod (1)	edure Defi		e appl	icable	fuel	tank (	AMM 28-2	6-00/201	).		
				(2)		in and					20 2				

EFFECTIVITY

AIRLINE CARD NO.

				TASK CARD
ME	СН	INSP		
			(3)	Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).
			WARN	ING: OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(4)	Obey the fuel tank entry precautions (AMM 28-11-00/201).
			(5)	Go into the applicable fuel tank.
			(6)	Visually inspect the FQIS tank wiring harness for these problems:
				(a) Insulation that is abraded, cracked, or over-stressed.
				(b) Conductors or shields that are broken or exposed.
				(c) Clearance from the structure or fuel tubing that is not sufficient.
				(d) Support clamps that are broken, loose, or missing.
				(e) Wiring that is routed incorrectly.
			(7)	Visually inspect the compensators, tank units, and densitometers for these problems:
				(a) Wiring that is not correctly attached to the terminals.
				(b) Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
				(c) An end cap that is missing (tank unit or compensator).
				(d) Clearance from the structure that is not sufficient.
				(e) Mounting brackets and hardware that are loose.
				(f) Terminals that are bent.
			(8)	Inspect the electrical connectors and seals for damage, wear, or fuel leakage.
- 1				

28-036-03

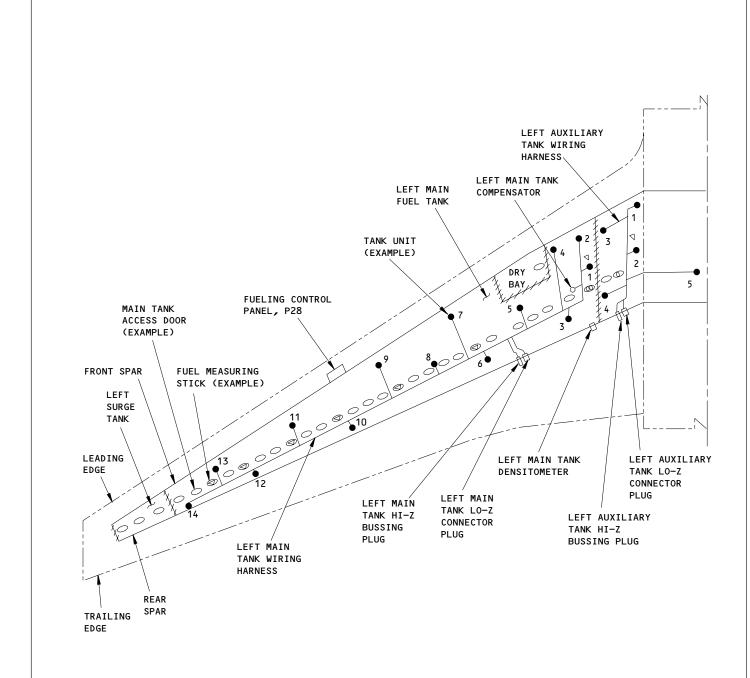
AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP (9) Go out of the fuel tank (AMM 28-11-00/201). (10) Install the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS 28-41-09-6A 28-036-03 PAGE 3 OF 7 AUG 22/09

BOEING SAS

767 TASK CARD AIRLINE CARD NO.



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

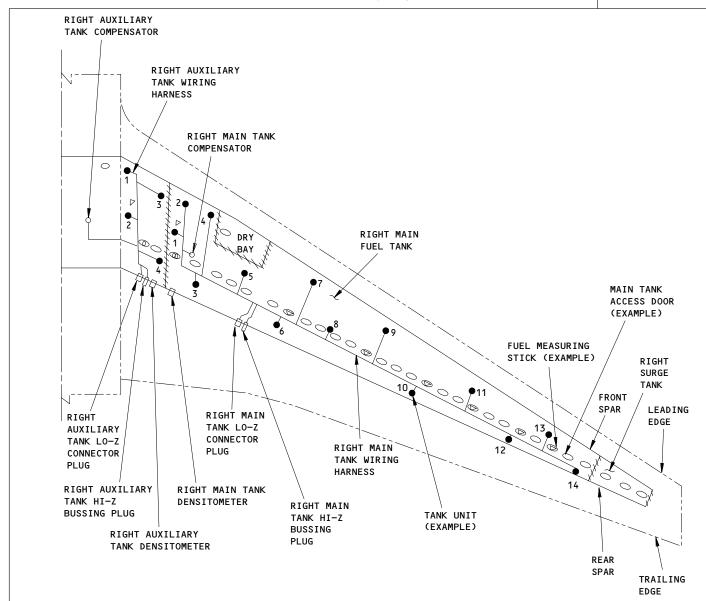
**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH HONEYWELL FQIS 28-41-09-6A 28-036-03 PAGE 4 OF 7 APR 22/08

AIRLINE CARD NO.

28-036-03

SAS

BOEING 767 TASK CARD



RIGHT WING

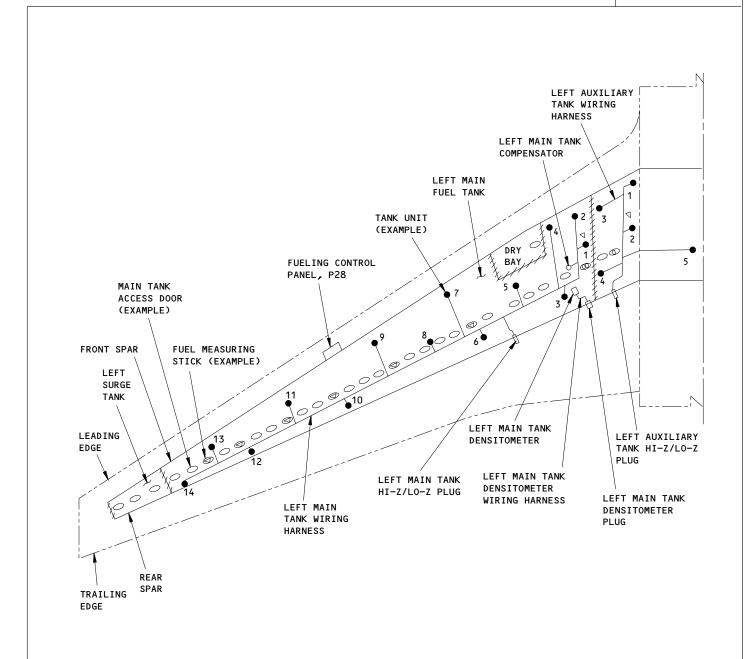
Tank Wiring Harness Figure 601 (Sheet 2)

**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH HONEYWELL FQIS 28-41-09-6A 28-036-03 PAGE 5 OF 7 APR 22/08

AIRLINE CARD NO.

SAS

767 TASK CARD



LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-036-03 PAGE 6 OF 7 APR 22/08

28-036-03

EDGE

AIRLINE CARD NO.

SAS



RIGHT AUXILIARY TANK COMPENSATOR RIGHT AUXILIARY TANK DENSITOMETER RIGHT AUXILIARY TANK WIRING HARNESS RIGHT AUXILIARY TANK DENSITOMETER WIRING HARNESS RIGHT MAIN TANK COMPENSATOR RIGHT MAIN TANK DENSITOMETER RIGHT MAIN FUEL TANK FUEL MEASURING STICK (EXAMPLE) 2 0 0 RIGHT FRONT SURGE SPAR TANK LEADING RIGHT MAIN TANK RIGHT AUXILIARY **EDGE** HI-Z/LO-Z PLUG TANK HI-Z/LO-Z PLUG RIGHT MAIN TANK RIGHT MAIN TANK WIRING DENSITOMETER RIGHT AUXILIARY HARNESS WIRING HARNESS TANK DENSITOMETER TANK UNIT PLUG (EXAMPLE) MAIN TANK RIGHT MAIN TANK ACCESS DOOR DENSITOMETER PLUG REAR (EXAMPLE) **SPAR** TRAILING

RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 4)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH SIMMONDS FQIS

28-41-09-6A 28-036-03 PAGE 7 OF 7 APR 22/08

				1														
	STAT	ION						_							20		NG CARD NO.	
	TAIL	NO.				CAC				E//	V G	?					INE CARD NO.	
	DA	TE			•	SAS	0			67						AIKL	THE CARD NO.	
SKIL			JORK AR	FΔ		RELATED TAS	עי		TASK	CARD	1			PHASE	MP	מי	TASK CARD	
						CELATED TAS		_		INTERVAL					RE		REVISION	
AIR	TASK		(UA	K IK			TITLE	<u> </u>	3C		STRUCT	ΓURAL IL	LUSTRATION	2489 REFERENCE			AUG 22/0	
СНІ	ECK	/INS	P	FQIS	IN-	TANK CO	OMPONE	NTS								PLANE		
		ZON	ES								ACCES	S PANEL	S		A	LL	ALI	
	INSP	) 														MI	PD ITEM NUMBER	R
		CO	NDIT		ECUR	ITY, RU		ANK FQI , AND A					-	,	28	<b>3–4</b> 1	-09-6A	
		1.	<u>Ins</u>	pect	the	Tank W	iring H	Harness	s (Fig	<b>601</b>	)							
			Α.	Refe	rence	es												
				(1)	AMM	28–11-	-00/201	1, Fuel	l Tank	s (Pui	rging	and	Entry	)				
				(2)	AMM	28–11-	-01/401	1, Mair	n Tank	Acces	ss Do	ors						
				(3)	AMM	28–11-	-02/401	1, Auxi	iliary	' Tank	Acce	ss Do	oors					
				(4)	AMM	28-26-	-00/201	1, Defu	ueling	I								
			В.	Acce	ss													
				(1)	Loca	133 134 531 532 541 631 632 641	Wing Wing Cente Main Main Cente Main	Center Center er Auxi Tank - Tank - er Auxi Tank -	r Sect iliary - Inbo - Outb iliary - Inbo	ion (I Tank Dard o Doard o Tank Dard o	Right (Lef f Rib of Ril (Rig f Rib	) t) No. b No ht) No.	. 10 (l 10 (R	eft)				
			С.	Proc	edur	e												
				(1)	Def	uel the	e appl	icable	fuel	tank	CAMM	28-26	5-00/20	01).				
				(2)	Dra	in and	purge	the ap	oplica	ıble fı	uel t	ank	(AMM 28	3–11–00	/201)	-		

AIRLINE CARD NO.

28-036-04

SAS BOEING TASK CARD

MECH INSP

(3) Remove the applicable main or center tank access doors (AMM 28-11-01/401 or AMM 28-11-02/401).

OBEY THE FUEL TANK ENTRY PRECAUTIONS (AMM 28-11-00/201). WARNING: FAILURE TO OBEY THE FUEL TANK ENTRY PRECAUTIONS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Obey the fuel tank entry precautions (AMM 28-11-00/201).
- (5) Go into the applicable fuel tank.
- (6) Visually inspect the FQIS tank wiring harness for these problems:
  - (a) Insulation that is abraded, cracked, or over-stressed.
  - (b) Conductors or shields that are broken or exposed.
  - (c) Clearance from the structure or fuel tubing that is not sufficient.
  - (d) Support clamps that are broken, loose, or missing.
  - (e) Wiring that is routed incorrectly.
- (7) Visually inspect the compensators, tank units, and densitometers for these problems:
  - (a) Wiring that is not correctly attached to the terminals.
  - Wiring to the terminal HI-Z or LO-Z that has damage or is incorrectly routed.
  - (c) An end cap that is missing (tank unit or compensator).
  - (d) Clearance from the structure that is not sufficient.
  - (e) Mounting brackets and hardware that are loose.
  - (f) Terminals that are bent.
- (8) Inspect the electrical connectors and seals for damage, wear, or fuel leakage.

**EFFECTIVITY** 

CHECK/INSP

FQIS IN-TANK COMPONENTS

28-41-09-6A

28-036-04

PAGE 2 OF 7 AUG 22/09

28-036-04

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH	INSP								
			(9)	Go out of the fuel	tank (AMM 28-1	1-00/201).			
		(	10)	Install the applical (AMM 28-11-01/401 or	ble main or ce r AMM 28-11-02	nter tank acc	ess doors		
				(All 20 11 017 401 01	. A	7 40171			
EFF	ECTI	VITY —			CHECK/INSP	FQIS IN-TANK	COMPONENTS		
					28-41-09-6A	28-036-04	PAGE 3 OF	7 AUG 22/0	9

AIRLINE CARD NO.

SAS

767
TASK CARD

LEFT AUXILIARY TANK WIRING HARNESS LEFT MAIN TANK LEFT MAIN COMPENSATOR FUEL TANK TANK UNIT (EXAMPLE) DRY BAY FUELING CONTROL MAIN TANK PANEL, P28 ACCESS DOOR (EXAMPLE) FRONT SPAR FUEL MEASURING STICK (EXAMPLE) LEFT SURGE TANK LEADING LEFT MAIN TANK LEFT AUXILIARY **EDGE** TANK LO-Z DENSITOMETER CONNECTOR **PLUG** LEFT MAIN LEFT MAIN TANK LO-Z TANK HI-Z LEFT AUXILIARY CONNECTOR BUSSING TANK HI-Z PLUG PLUG BUSSING PLUG LEFT MAIN TANK WIRING **HARNESS** REAR SPAR TRAILING **EDGE** 

LEFT WING

Tank Wiring Harness Figure 601 (Sheet 1)

CHECK/INSP FQIS IN-TANK COMPONENTS

AIRPLANES WITH HONEYWELL FQIS

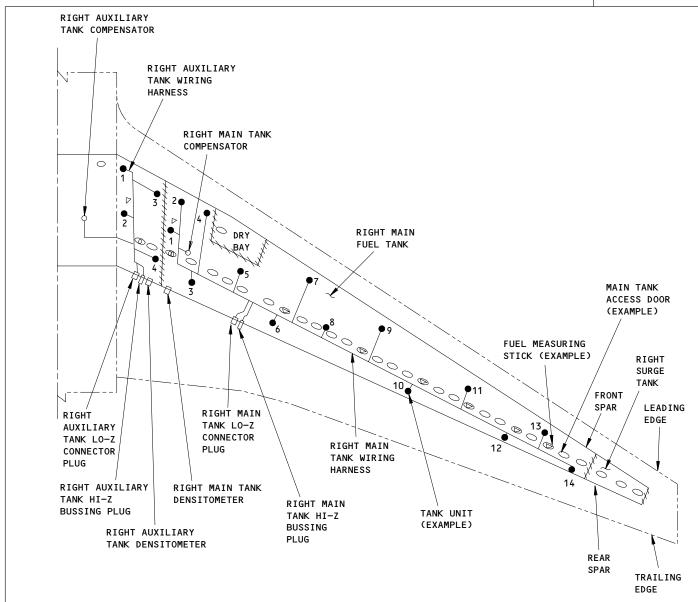
28-41-09-6A 28-036-04 PAGE 4 OF 7 APR 22/08

AIRLINE CARD NO.

28-036-04

SAS





RIGHT WING

Tank Wiring Harness Figure 601 (Sheet 2)

**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH HONEYWELL FQIS 28-41-09-6A 28-036-04 PAGE 5 OF 7 APR 22/08

AIRLINE CARD NO.

28-036-04

SAS



LEFT AUXILIARY TANK WIRING HARNESS LEFT MAIN TANK COMPENSATOR LEFT MAIN FUEL TANK TANK UNIT (EXAMPLE) DRY FUELING CONTROL 5 PANEL, P28 MAIN TANK ACCESS DOOR (EXAMPLE) FUEL MEASURING FRONT SPAR STICK (EXAMPLE) LEFT SURGE TANK LEFT MAIN TANK LEADING LEFT AUXILIARY DENSITOMETER **EDGE** TANK HI-Z/LO-Z PLUG LEFT MAIN TANK LEFT MAIN TANK DENSITOMETER HI-Z/LO-Z PLUG LEFT MAIN TANK WIRING HARNESS LEFT MAIN DENSITOMETER TANK WIRING PLUG **HARNESS** REAR SPAR TRAILING **EDGE** 

LEFT WING

Tank Wiring Harness Figure 601 (Sheet 3)

**EFFECTIVITY** AIRPLANES WITH SIMMONDS FQIS

CHECK/INSP

FQIS IN-TANK COMPONENTS

28-41-09-6A 28-036-04 PAGE 6 OF 7 APR 22/08

2

28-036-04

AIRLINE CARD NO.

BOEING 767

SAS

TANK DENSITOMETER

RIGHT MAIN TANK

DENSITOMETER PLUG

PLUG

TASK CARD

RIGHT AUXILIARY TANK COMPENSATOR RIGHT AUXILIARY TANK DENSITOMETER RIGHT AUXILIARY TANK WIRING HARNESS RIGHT AUXILIARY TANK DENSITOMETER WIRING HARNESS RIGHT MAIN TANK COMPENSATOR RIGHT MAIN TANK DENSITOMETER RIGHT MAIN FUEL TANK FUEL MEASURING STICK (EXAMPLE) 2 0 0 RIGHT FRONT SURGE SPAR TANK LEADING RIGHT MAIN TANK RIGHT AUXILIARY **EDGE** HI-Z/LO-Z PLUG TANK HI-Z/LO-Z PLUG RIGHT MAIN TANK RIGHT MAIN TANK WIRING DENSITOMETER RIGHT AUXILIARY HARNESS WIRING HARNESS

RIGHT WING

TANK UNIT

(EXAMPLE)

MAIN TANK

(EXAMPLE)

ACCESS DOOR

REAR

**SPAR** 

TRAILING EDGE

Tank Wiring Harness Figure 601 (Sheet 4)

**EFFECTIVITY** CHECK/INSP FQIS IN-TANK COMPONENTS AIRPLANES WITH SIMMONDS FQIS 28-41-09-6A 28-036-04 PAGE 7 OF 7 APR 22/08

STATION	
TAIL NO.	
DATE	1



BOEING CARD NO. 28-037-01

AIRLINE CARD NO.

TASK CARD

ALL

MPD

NOTE

WORK AREA RELATED TASK INTERVAL SKILL PHASE REVISION REV 24896 80 APR 22/08 AIRPL CTR AUX TK

STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE CHECK/INSP DENSITOMETER HSP CHECK/INSPECTION

APPLICABILITY
ANE ENGINE

ZONES ACCESS PANELS

631

MPD ITEM NUMBER MECH INSP

INSPECT (DETAILED) THE DENSITOMETER HOT SHORT PROTECTOR (HSP) BONDING STRAPS LOCATED EXTERNAL TO THE CENTER WING FUEL TANK (SFAR 88).

28-41-24-2A

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANE LINE NUMBERS 938, 951 AND ON, AND TO ALL 767 AIRPLANES INCORPORATING SERVICE BULLETIN 767-28A0094.

<u>Densitometer Hot Short Protector Ground Strap - Detail Inspection</u>

## A. Access

(1) Location Zones Center Auxiliary Tank (Right)

## B. Procedure

- (1) Get access to the densitometer hot short protector that is on the aft side of the right wing rear spar near Rib #1.
- (2) Look at and feel the ground straps (bonding jumpers) on the densitometer hot short protector.
  - Make sure that the wire braid on the ground straps does not (a) have broken strands.
  - (b) Make sure that the ground strap attachments are not loose.

**EFFECTIVITY** 

AIRPLANES WITH DENSITOMETER HOT SHORT **PROTECTOR** 

(POST-SB 28A0094, PRR B13421-8)

CHECK/INSP

DENSITOMETER HSP CHECK/INSPECTION

28-41-24-2A

28-037-01

PAGE 1 OF 1 APR 22/08

STATION	
TAIL NO.	
DATE	1



BOEING CARD NO. 28-038-01

AIRLINE CARD NO.

SKILL WORK AREA RELATED TASK INTERVAL PHASE MPD REV REVISION

AIRPL R/H WING

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

TASK

FUNCTIONAL

DENSITOMETER HSP BOND CHECK

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

NOTE ALL

ZONES ACCESS PANELS

651

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK (RESISTANCE MEASUREMENT) THE BONDING BETWEEN THE DENSITOMETER HOT SHORT PROTECTOR (HSP) FASTENERS AND THE STRUCTURE TO ENSURE IT IS WITHIN IN-SERVICE LIMITS (SFAR 88).

28-41-24-6A

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANE LINE NUMBERS 938, 951 AND ON, AND TO ALL 767 AIRPLANES INCORPORATING SERVICE BULLETIN 767-28A0094.

- 1. <u>Densitometer Hot Short Protector Bonding Resistance Check</u> (Fig. 601)
  - A. Equipment
    - (1) Bonding Meter Use one of these:
      - (a) Bonding Meter T477W Avtron Manufacturing Co. Cleveland, OH
      - (b) Bonding Meter Model M1 (Serial Number A000012 and subsequent) BCD Electronics Ltd. Vancouver, Canada
  - B. Reference
    - (1) AMM 32-00-15/201, Landing Gear Door Locks
    - (2) AMM 32-00-20/201, Landing Gear Downlocks
    - (3) SWPM 20-20-00, Electrical Bonds and Grounds
  - C. Prepare for the Procedure

**EFFECTIVITY** 

AIRPLANES WITH DENSITOMETER HOT SHORT PROTECTOR

(POST-SB28A0094, PRR B13421-8)

FUNCTIONAL

DENSITOMETER HSP BOND CHECK

28-41-24-6A

28-038-01

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28-038-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

WARNING: MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed in the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCK. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- D. Bonding Resistance Check
  - (1) Measure the bonding resistance between the bonding jumper fastener and the rear spar (SWPM 20-20-00).

<u>NOTE</u>: Bonding measurement is taken at both bonding jumper (2) locations.

- (a) Make sure the resistance is 10 milliohms (0.010 ohm) or less.
- E. Put the Airplane Back to Its Usual Condition

WARNING: OBEY THE REMOVAL PRECEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks from the main gear doors and close the doors (AMM 32-00-15/201).

**EFFECTIVITY** 

AIRPLANES WITH DENSITOMETER HOT SHORT PROTECTOR

(POST-SB28A0094, PRR B13421-8)

FUNCTIONAL

DENSITOMETER HSP BOND CHECK

28-41-24-6A

28-038-01

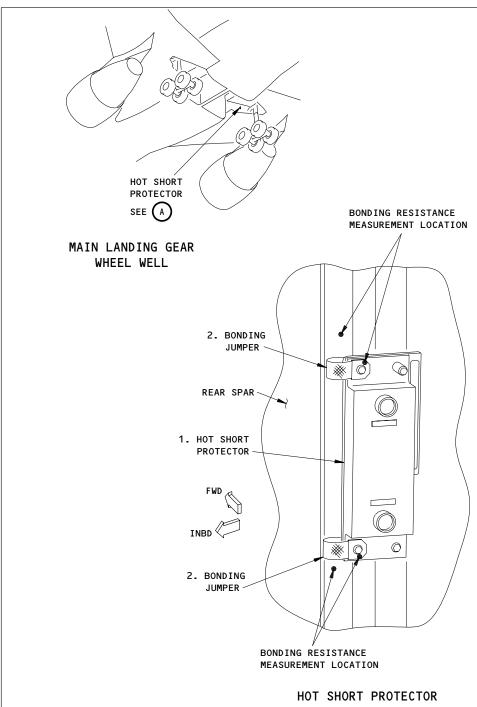
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AIRLINE CARD NO.

SAS

767
TASK CARD



Hot Short Protector Inspection Figure 601

**EFFECTIVITY** 

ÄIRPLANES WITH DENSITOMETER HOT SHORT ₱ROTECTOR

(POST-SB28A0094, PRR B13421-8)

FUNCTIONAL

DENSITOMETER HSP BOND CHECK

28-41-24-6A

28-038-01

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