STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-001-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	ENTRY DOORS		1C	11212	011	AUG 22/06

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	ENTRY/SERVICE DOOR UPLATCH MECHANISM		PASS	ALL

ZONES	ACCESS PANELS
211 831 833 841 843	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK FORWARD AND AFT ENTRY/SERVICE DOORS INCLUDING UPLATCH MECHANISM AND INDICATION CIRCUITS. 52-11-00-5A

1. Operational Test - Internal and External Manual Operation of the Entry/Service Door

A. References

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

B. Access

C. Procedure

(1) Do a test of the internal manual operation of the entry/service door.

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

(b) Make sure the entry/service door is closed and latched.

(c) Make sure the internal arm/disarm lever is in the DISARM position.

(d) Lift the interior handle to the unlatched position.

(e) Make sure the top of the door moves inboard approximately four inches.

(f) Make sure the ENTRY DOORS light on the P5 annunciator panel is on (View B, Fig. 502).

(g) Make sure the applicable EICAS message shows on the top display (Table 501).

TABLE 501	
DOOR	EICAS MESSAGE
Forward Entry Aft Entry	L FWD ENT DOOR L AFT ENT DOOR
Forward Service Aft Service	R FWD ENT DOOR R AFT ENT DOOR

(h) Make sure you can immediately latch the door with only the interior handle.

(i) Lift the interior handle to the unlatched position.

(j) Manually lift the door fully up. Make sure the movable ceiling panels and all of the mechanisms move freely as you lift the door.

(k) Make sure the uplatch engages and keeps the door up.

(l) Lift the door a small distance, push in the uplatch, and lower the door fully down. Make sure the movable ceiling panels and all of the mechanisms move freely as the door is lowered.

(m) Make sure the interior handle moves a small distance to show that the door is fully down.

(n) Move the interior handle to the latched position.

(o) Make sure the door is correctly latched.

(p) Make sure the EICAS message for the door does not show on the top display (Table 501).

(q) Make sure the ENTRY DOORS light on the P5 annunciator panel is off.

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

(2) Do a test of the external manual operation of the entry/service door.

MECH	INSP

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

(b) Make sure the entry/service door is closed and latched.

(c) Push in the external disarm lever.

(d) Lift the exterior handle to the unlatched position.

(e) Make sure the ENTRY DOORS light on the P5 annunciator panel is on (View B, Fig. 502).

(f) Make sure the applicable EICAS message shows on the top display (Table 501).

(g) Lift the door fully up.

(h) Make sure the uplatch engages and keeps the door up.

(i) Lift the door a small distance, push in the uplatch, and lower the door fully down.

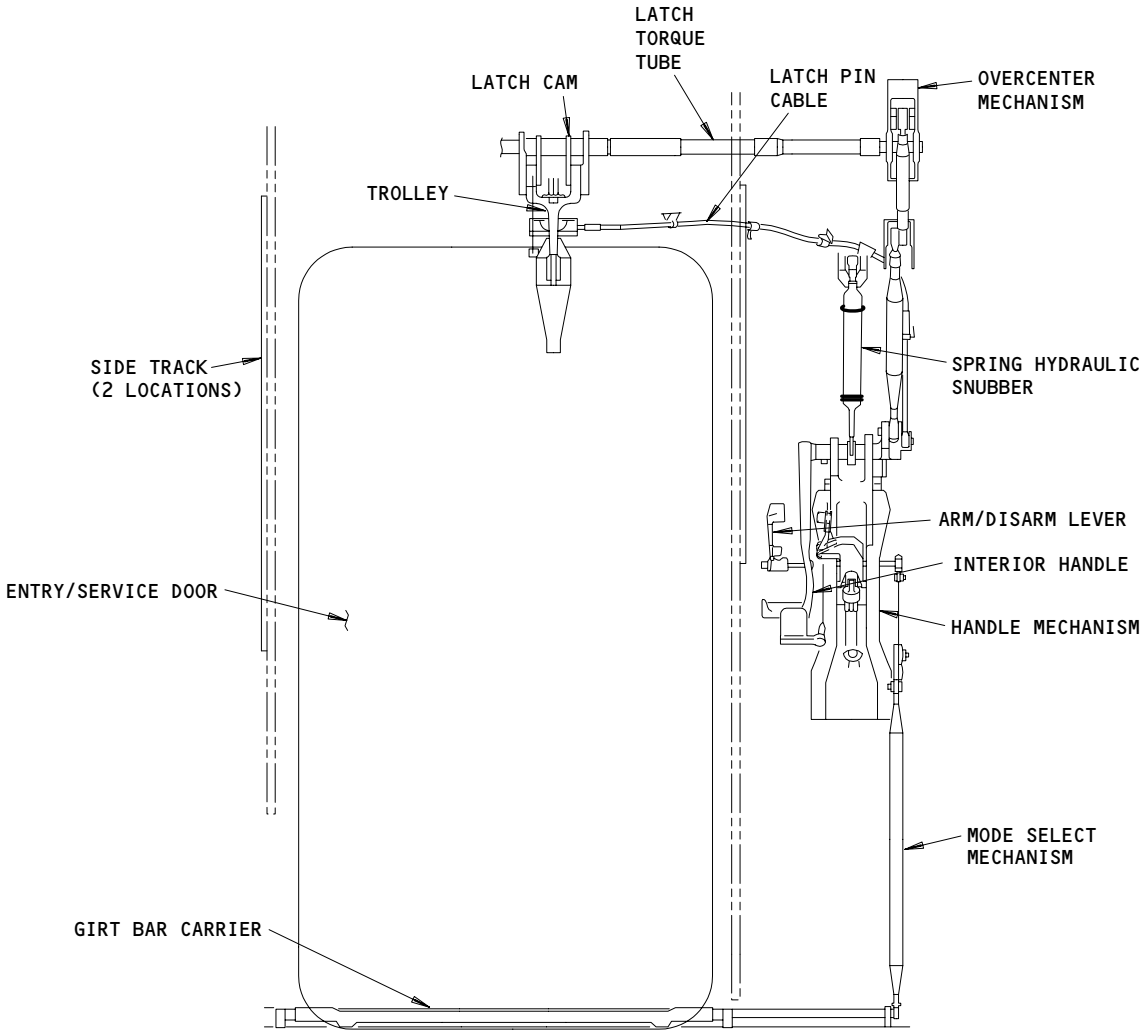
(j) Lower the exterior handle to the latched position.

(k) Make sure the door is correctly latched.

(l) Make sure the EICAS message for the door does not show on the top display (Table 501).

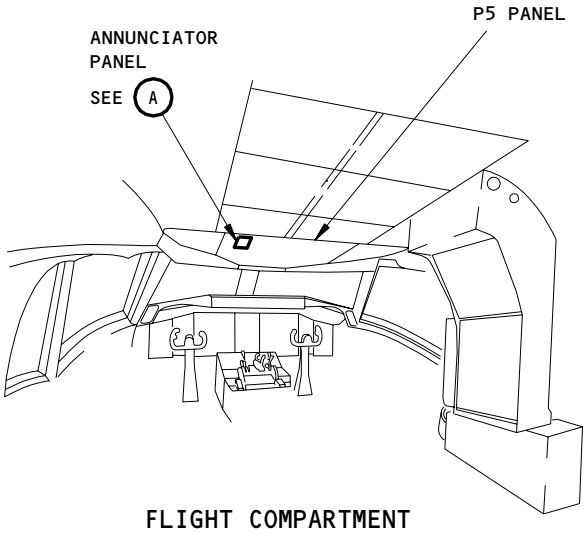
(m) Make sure the ENTRY DOORS light on the P5 annunciator panel is off.

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

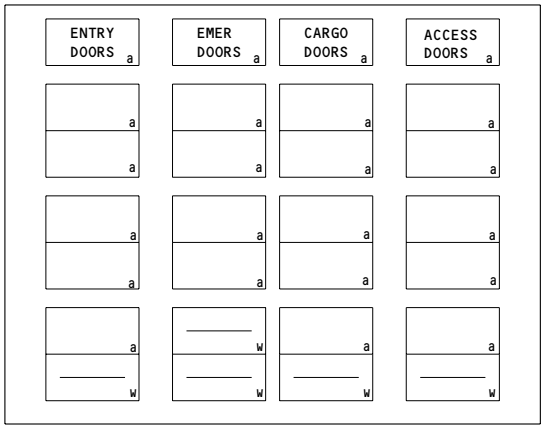


ENTRY/SERVICE DOOR
(EXAMPLE)

Entry/Service Door Adjustment
Figure 501



FLIGHT COMPARTMENT



ANNUNCIATOR PANEL

A

Door Warning Indicators
Figure 502

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-002-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		4C	14848	011	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY/SERVICE DOOR HANDLE MECHANISM		PASS	ALL

ZONES	ACCESS PANELS
221 222 251 252	2213 2223 2513 2524

MECH	INSP	MPD ITEM NUMBER
		52-11-25-A

INSPECT (DETAILED) THE FORWARD AND AFT ENTRY/SERVICE DOOR HANDLE MECHANISM FOR WEAR AND SECURITY.

INSPECTION INCLUDES THE DOOR HANDLE MECHANISMS ASSOCIATED LINKAGE (INTERIOR/EXTERIOR HANDLES, CAMS, CRANKS, PUSHRODS, TORQUE TUBES, SUPPORT BRACKETS, AND BEARINGS).

ACCESS NOTE: SPECIAL ACCESS 2213 REQUIRES REMOVAL OF FORWARD SERVICE DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2223 REQUIRES REMOVAL OF FORWARD ENTRY DOORWAY LINING PER MM REF 52-11-02.

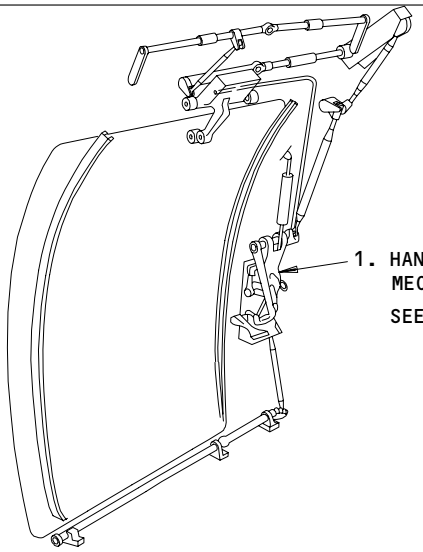
ACCESS NOTE: SPECIAL ACCESS 2513 REQUIRES REMOVAL OF AFT ENTRY DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2524 REQUIRES REMOVAL OF AFT SERVICE DOORWAY LINING PER MM REF 52-11-02.

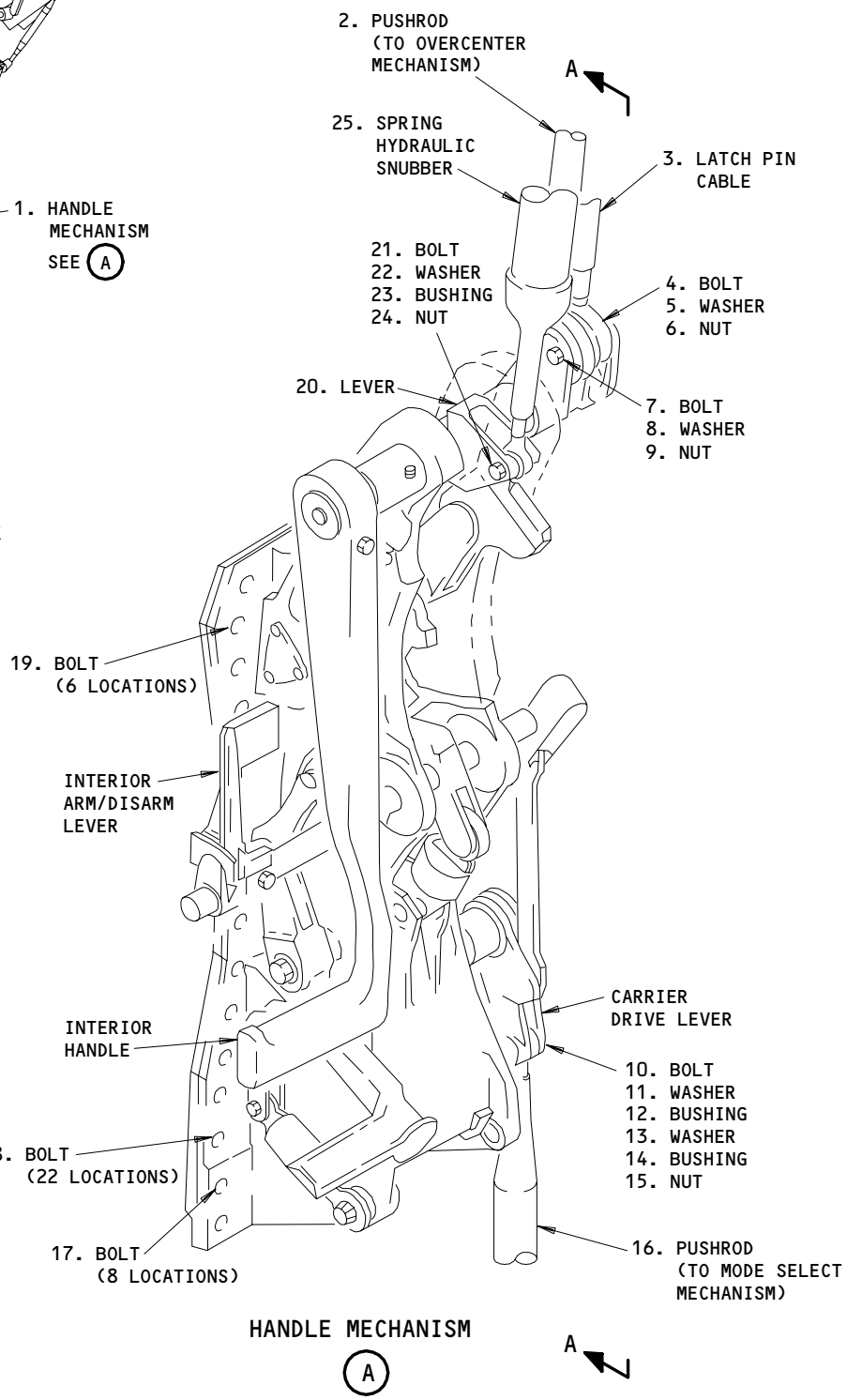
NOTE: PLEASE REFER TO AMM 52-11-25 DOOR HANDLE MECHANISM INSPECTION / CHECK FOR WEAR LIMITS INFORMATION.

EFFECTIVITY

4 2 6 2



ENTRY/SERVICE DOOR
(INTERNAL VIEW)



HANDLE MECHANISM
(A)

Forward or Aft Entry/Service Door Handle Mechanism
Figure 201 (Sheet 1)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-006-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		4C	14848	018	APR 22/01

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	COUNTERBALANCE LOAD LIMITER		PASS	ALL

ZONES	ACCESS PANELS
223 224 253 254	2222

MECH	INSP	MPD ITEM NUMBER

AREA INSPECTION INCLUDING VISUAL CHECK OF FORWARD AND AFT ENTRY/SERVICE DOOR COUNTERBALANCE LOAD LIMITER TO ASSURE CARTRIDGE HAS NOT BEEN CRUSHED. 52-11-21-2A

SPECIAL ACCESS 2222 MOVABLE CEILING PANELS

ENTRY/SERVICE DOOR LOAD LIMITER - MAINTENANCE PRACTICES

1. Load Limiter Check (Fig. 201)

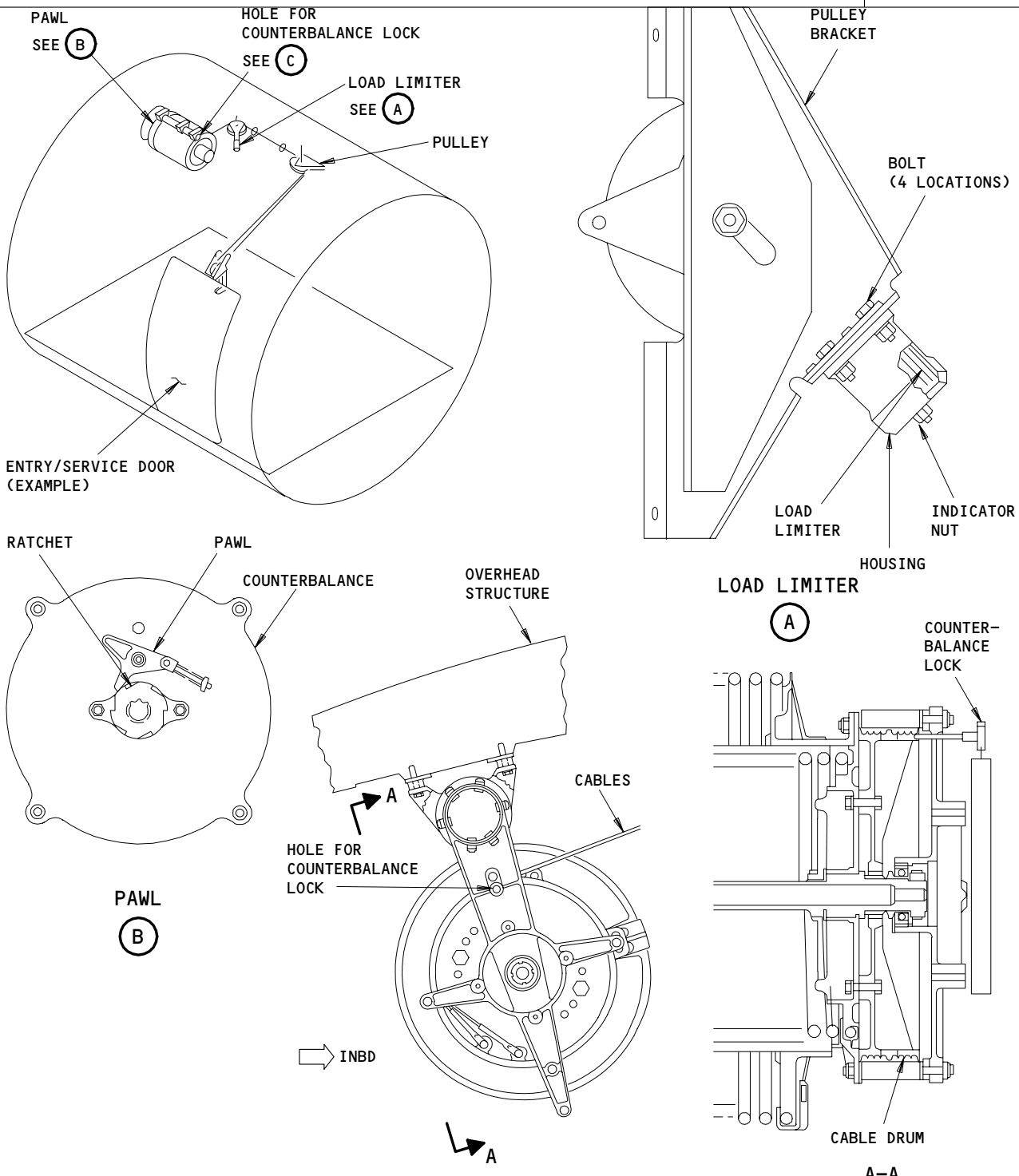
   A. Procedure

      (1) Remove the applicable ceiling panels to get access to the counterbalance.

      (2) Examine the indicator nut for signs that the load limiter absorbed a large shock.

      (3) If the indicator nut extends more than 1/8 inch from the housing, then replace the load limiter (refer to the Load Limiter Removal and Installation procedures).

      (4) Close the ceiling panels that were opened for access.



Entry/Service Door Load Limiter
Figure 201

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-009-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		4C	14848	011	FEB 10/95

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY/SERVICE DOOR LATCH MECHANISM		PASS	ALL

ZONES	ACCESS PANELS
221 222 251 252	2213 2223 2513 2524

MECH	INSP	MPD ITEM NUMBER
		52-11-33-A

AREA INSPECTION INCLUDING FORWARD AND AFT ENTRY/SERVICE DOOR LATCH MECHANISM FOR WEAR AND SECURITY.

ACCESS NOTE: SPECIAL ACCESS 2213 REQUIRES REMOVAL OF FORWARD SERVICE DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2223 REQUIRES REMOVAL OF FORWARD ENTRY DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2513 REQUIRAES REMOVAL OF AFT ENTRY DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2524 REQUIRES REMOVAL OF AFT SERVICE DOORWAY LINING PER MM REF 52-11-02.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-010-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CABIN		4C	14848	011	FEB 10/95

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	ENTRY DOOR SPRING HYDRAULIC SNUBBER		PASS	ALL

ZONES	ACCESS PANELS
221 222 251 252	2213 2223 2513 2524

MECH	INSP	MPD ITEM NUMBER
		52-11-31-A

AREA INSPECTION INCLUDING FORWARD AND AFT ENTRY/SERVICE DOOR LATCH SPRING HYDRAULIC SNUBBER FOR WEAR AND SECURITY.

ACCESS NOTE: SPECIAL ACCESS 2213 REQUIRES REMOVAL OF FORWARD SERVICE DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2223 REQUIRES REMOVAL OF FORWARD ENTRY DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2513 REQUIRES REMOVAL OF AFT ENTRY DOORWAY LINING PER MM REF 52-11-02.

ACCESS NOTE: SPECIAL ACCESS 2524 REQUIRES REMVOAL OF AFT SERVICE DOORWAY LINING PER MM REF 52-11-02.

EFFECTIVITY

4
2
6
7

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-014-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	EMERG DOORS		2C NOTE	124XX	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	OVERWING ESCAPE HATCHES		NOTE	ALL

ZONES	ACCESS PANELS
211 832 834 842 844	832 834 842 844

MECH | INSP

MPD ITEM NUMBER

REMOVE OVERWING ESCAPE HATCHES AND OPERATIONALLY CHECK THE INTERIOR AND EXTERIOR OPENING FUNCTIONS AND INDICATION CIRCUITS. 52-21-01-2A

AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANES WITH OVERWING ESCAPE HATCHES.

INTERVAL NOTE: FOR THE 767 SF AND BCF DEACTIVATED DOORS, PERFORM TASK EVERY 4C-CHECK. ALL OTHER PASSENGER MODELS ACCOMPLISH AT 2C.

1. Overwing Escape Hatch Removal

A. References

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

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

(3) AMM 52-21-02/201, Overwing Escape Hatch Lining

B. Access

(1) Location Zones

832 Overwing Emergency Exit Hatch (Left) *[1]

832 Overwing Emergency Exit Hatch (Forward/Left) *[2]

834 Overwing Emergency Exit Hatch (Aft/Left) *[2]

842 Overwing Emergency Exit Hatch (Right) *[1]

842 Overwing Emergency Exit Hatch (Forward/Right) *[2]

844 Overwing Emergency Exit Hatch (Aft/Right) *[2]

MECH | INSP

*[1] AIRPLANES WITH ONE HATCH OVER EACH WING.
*[2] AIRPLANES WITH TWO HATCHES OVER EACH WING.

C. Procedure - Remove the Overwing Escape Hatch when you are in the Airplane (Fig. 201)

(1) AIRPLANES PRE-SB 25-0394;
open this circuit breaker on the left miscellaneous equipment panel, P36, and attach a DO-NOT-CLOSE tag:

(a) 36H3 or 36D5, ESC HTCH HTR BLKT

WARNING: MAKE SURE THAT YOU CORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE SYSTEM, THE ESCAPE SLIDE CAN INFLATE AND CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(2) Do the Disarm the Off-Wing Escape System procedure (AMM 25-65-00/201).

WARNING: BE CAREFUL WITH THE SELF-ILLUMINATING SIGNS IN THE EMERGENCY HANDLE OR THE COVERPLATE OVER THE EMERGENCY HANDLE. THE SELF-ILLUMINATING SIGNS CONTAIN RADIOACTIVE GAS WHICH CAN CAUSE INJURY TO PERSONS. DO NOT STAY IN THE AREA IF THE SELF-ILLUMINATING SIGNS ARE BROKEN OR HAVE A CRACK. KEEP THE AIR DISTRIBUTION SYSTEM ON. AFTER 20 MINUTES, YOU CAN GO BACK TO THE AREA.

(3) Pull the bottom of the cover plate in the inboard direction to remove the cover plate from the emergency PULL handle.

(4) If the self-illuminating signs are broke or have a crack, replace the signs (AMM 52-21-02/201).

(5) Do these steps to open the overwing escape hatch:

(a) Pull the emergency PULL handle in the inboard direction.

NOTE: If the system is disarmed, you will not inflate the escape slide when you pull the emergency PULL handle.

MECH | INSP

(b) Disconnect the electrical connector (View B, Fig. 206).

(c) Lift the overwing escape hatch out of the opening.

D. Procedure - Remove the Overwing Escape Hatch when you are out of the Airplane (Fig. 203)

(1) AIRPLANES PRE-SB 25-0394;
open this circuit breaker on the left miscellaneous equipment panel, P36, and attach a DO-NOT-CLOSE tag:

(a) 36H3 or 36D5, ESC HTCH HTR BLKT

WARNING: MAKE SURE THAT YOU CORRECTLY DISARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY DISARM THE SYSTEM, THE ESCAPE SLIDE CAN INFLATE AND CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(2) Do the Disarm the Off-Wing Escape System procedure (AMM 25-65-00/201).

(3) Push in on the top edge of the red external handle, and hold the bottom edge of the handle.

CAUTION: HOLD ON TO EXTERNAL HANDLE WHEN YOU OPEN THE OVERWING ESCAPE HATCH WHEN YOU ARE OUT OF THE AIRPLANE. IF YOU DO NOT HOLD ONTO THE EXTERNAL HANDLE, THE HATCH WILL FALL INTO THE AIRPLANE WHEN IT IS OPENED.

(4) Push the lower edge of the handle in the inboard direction to release the overwing escape hatch.

NOTE: The external handle disarms the off-wing escape system. If the system is disarmed, you will not inflate the escape slide when you open the overwing escape hatch.

2. Overwing Escape Hatch Installation

A. Consumable Materials

(1) B00052 Soap - Liquid Turco 1526

MECH	INSP

B. References

(1) AMM 52-21-02/201, Overwing Escape Hatch Lining

C. Access

(1) Location Zones

832 Overwing Emergency Exit Hatch (Left) *[1]

832 Overwing Emergency Exit Hatch (Forward/Left) *[2]

834 Overwing Emergency Exit Hatch (Aft/Left) *[2]

842 Overwing Emergency Exit Hatch (Right) *[1]

842 Overwing Emergency Exit Hatch (Forward/Right) *[2]

844 Overwing Emergency Exit Hatch (Aft/Right) *[2]

*[1] AIRPLANES WITH ONE HATCH OVER EACH WING.
*[2] AIRPLANES WITH TWO HATCHES OVER EACH WING.

D. Procedure - Install the Overwing Escape Hatch when you are in the Airplane

(1) AIRPLANES PRE-SB 25-0394;
open this circuit breaker on the left miscellaneous equipment panel, P36, and attach a DO-NOT-CLOSE tag:

(a) 36H3 or 36D5, ESC HTCH HTR BLKT

(2) Make sure the seal on the hatch is in satisfactory condition and in the correct position. Replace the seal on the hatch, if it is necessary.

(3) Make sure the switch guard bracket is not bent (View A, Fig. 206). Replace the switch guard bracket, if it is necessary.

(4) Make sure the cover for the manual deploy handle is fully closed (View C, Fig. 201).

MECH | INSP

(5) If it is necessary, apply liquid soap or water to the seal on the hatch.

NOTE: This will help keep the seal in its correct position when you install the hatch.

(6) Do these steps to close the overwing escape hatch:

(a) Pull the emergency PULL handle out and down to the fully open position.

(b) AIRPLANES WITH TWO HATCHES OVER EACH WING;
for the aft overwing escape hatch, make sure the external step and hinge are clean and operate correctly.

1) Make sure that the step hinge pin did not migrate.

2) If the step hinge pin did migrate, then do these steps:

a) Set the hinge pin.

b) Stake the hinge pin.

c) Make sure that the overwing escape hatch step hinge moves freely.

(c) AIRPLANES WITH TWO HATCHES OVER EACH WING;
for the aft overwing escape hatch, push the external step closed when you are out of the airplane.

NOTE: You must hold the external step in the closed position until the overwing escape hatch is in the closed position.

1) Carefully feed the step support cables into the storage tubes.

2) Make sure that there are no kinks in the step support cables.

(d) Put the pivot fittings in position on the lower sill of the opening.

(e) Do these steps to connect the electrical connector for the heater blanket:

1) Move the overwing escape hatch up and outboard until it is approximately 5 inches from the closed position.

2) Connect the electrical connector at the bottom aft of the top sill of the hatch opening.

(f) Turn the overwing escape hatch up and outboard to the closed position.

WARNING: DO NOT TOUCH THE EXTERNAL HANDLE WHILE THE OVERWING ESCAPE HATCH IS LATCHED WITH THE PULL HANDLE. THE PULL HANDLE WILL MOVE THE EXTERNAL HANDLE TO THE CLOSED POSITION. IF YOUR FINGERS ARE UNDER THE EXTERNAL HANDLE, INJURY WILL OCCUR.

(g) Push up and outboard on the emergency PULL handle to latch the overwing escape hatch in the closed position.

(7) Make sure the seal does not come out of the external surface of the airplane.

NOTE: You must be out of the airplane when you examine the seal.

WARNING: BE CAREFUL WITH THE SELF-ILLUMINATING SIGNS IN THE EMERGENCY HANDLE AND THE COVERPLATE OVER THE EMERGENCY HANDLE. THE SELF-ILLUMINATING SIGNS CONTAIN RADIOACTIVE GAS. BROKEN OR CRACKED SIGNS CAN CAUSE INJURY TO PERSONS.

(8) Put the cover plate in position on the emergency PULL handle. Push the cover plate outboard.

(9) AIRPLANES PRE-SB 25-0394;
remove the DO-NOT-CLOSE tag and close this circuit breaker on the P36 panel:

(a) 36H3 or 36D5, ESC HTCH HTR BLKT

MECH | INSP

WARNING: MAKE SURE THAT YOU CORRECTLY ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE ESCAPE SYSTEM, THE ESCAPE SLIDE CAN INFLATE AND CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(10) Do the Arm the Off-Wing Escape System procedure (AMM 25-65-00/201).

3. Overwing Escape Hatch Indication Circuit Check

A. References

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

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

B. Procedure

WARNING: MAKE SURE THAT YOU CORRECTLY DISARM THE OFF-WING ESCAPE SYTEM. IF YOU INCORRECTLY DISARM THE ESCAPE SYSTEM, THE ESCAPE SLIDE CAN INFLATE AND CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(1) Do the Disarm the Off-Wing Escape System procedure (AMM 25-65-00/201).

(2) Supply electrical power (AMM 24-22-00/210).

(3) To do the indication circuit test, do these steps:

(a) Make sure the overwing escape hatches are closed and latched.

(b) Make sure that there is no message shown on the EICAS.

(c) Make sure that no annunciator lights are on.

(d) Do this check on each hatch.

1) Remove the escape hatch.

2) Make sure the correct annunciator light comes on and the correct alert message on the EICAS is shown (TABLE 1).

(e) Install the overwing escape hatch.

(f) Make sure that there are no EICAS messages shown and that no annunciator lights are on.

TABLE 1

Door	Light	EICAS Message
767-200 AIRPLANES; Left Overwing Escape Hatch	EMER DOORS	L EMER DOOR
767-200 AIRPLANES; Right Overwing Escape Hatch	EMER DOORS	R EMER DOOR
767-300 AIRPLANES; Left Fwd Overwing Escape Hatch	EMER DOORS	L FWD EMER DOOR
767-300 AIRPLANES; Left Aft Overwing Escape Hatch		L AFT EMER DOOR
767-300 AIRPLANES; Right Fwd Overwing Escape Hatch	EMER DOORS	R FWD EMER DOOR
767-300 AIRPLANES; Right Aft Overwing Escape Hatch		R AFT EMER DOOR

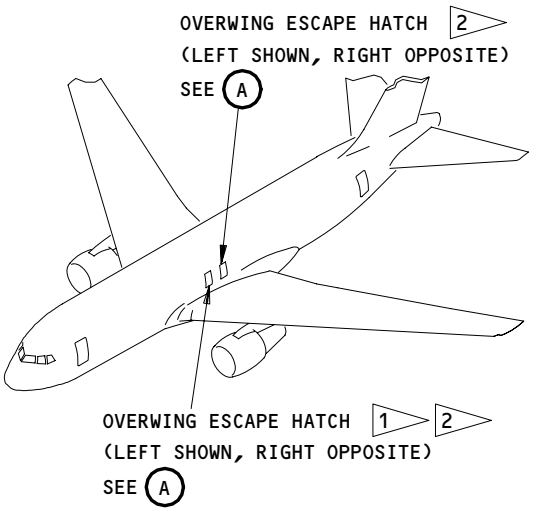
(g) Remove all the overwing escape hatches and make sure the EICAS message EMER DOORS is shown.

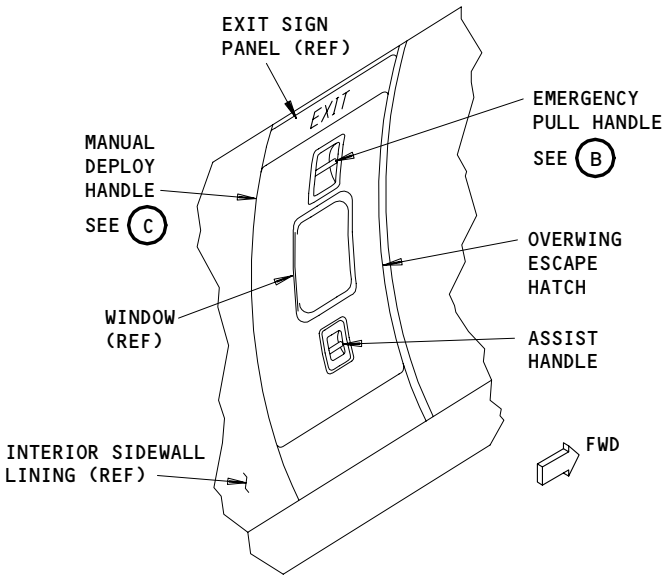
(h) Install all the overwing escape hatches and make sure no messages are shown on the EICAS.

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

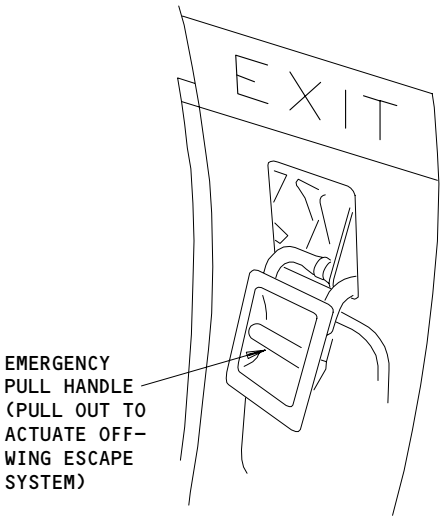
WARNING: MAKE SURE THAT YOU CORRECTLY ARM THE OFF-WING ESCAPE SYSTEM. IF YOU INCORRECTLY ARM THE ESCAPE SYSTEM, THE SLIDE CAN INFLATE AND CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

(5) Do the Arm the Off-Wing Escape System procedure (AMM 25-65-00/201).

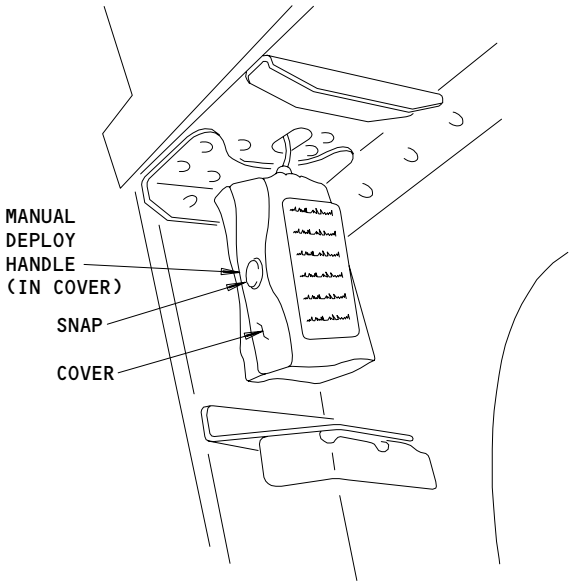




OVERWING ESCAPE HATCH
(LEFT SHOWN, RIGHT OPPOSITE)
A 1



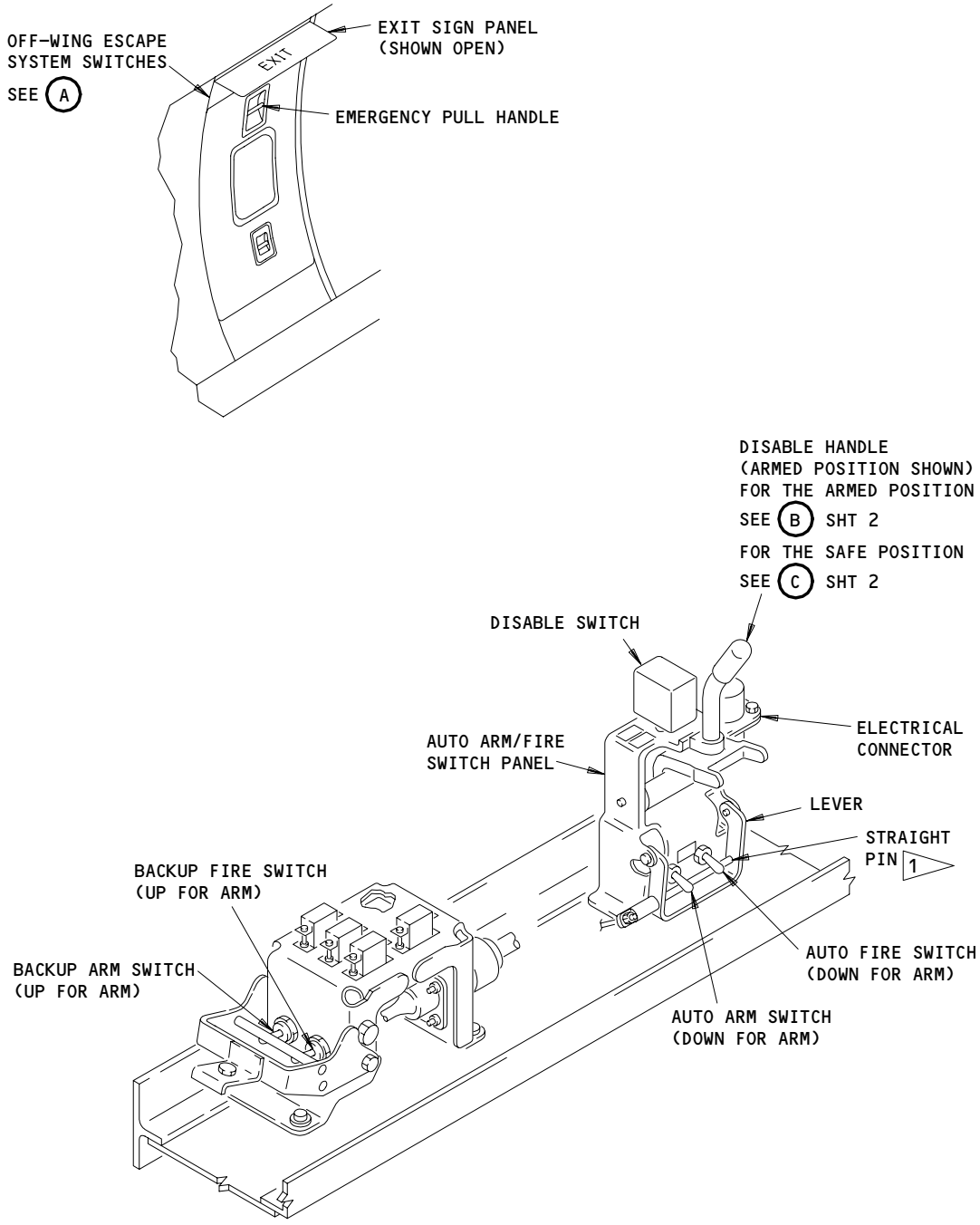
EMERGENCY PULL HANDLE
C



MANUAL DEPLOY HANDLE
C

1 AIRPLANES WITH ONE HATCH OVER EACH WING
2 AIRPLANES WITH TWO HATCHES OVER EACH WING

Overwing Escape Hatch
Figure 201

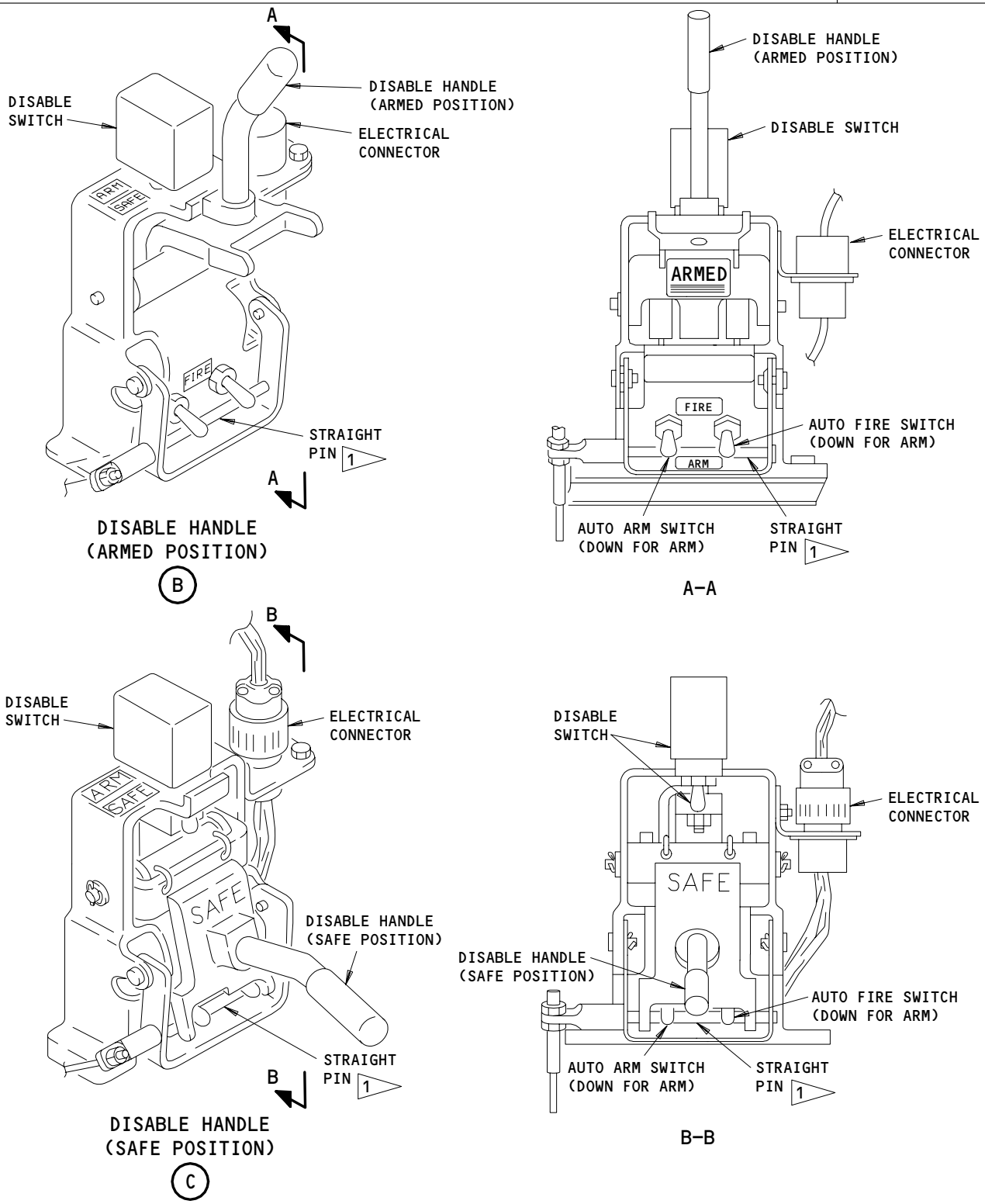


OFF-WING ESCAPE SYSTEM SWITCHES

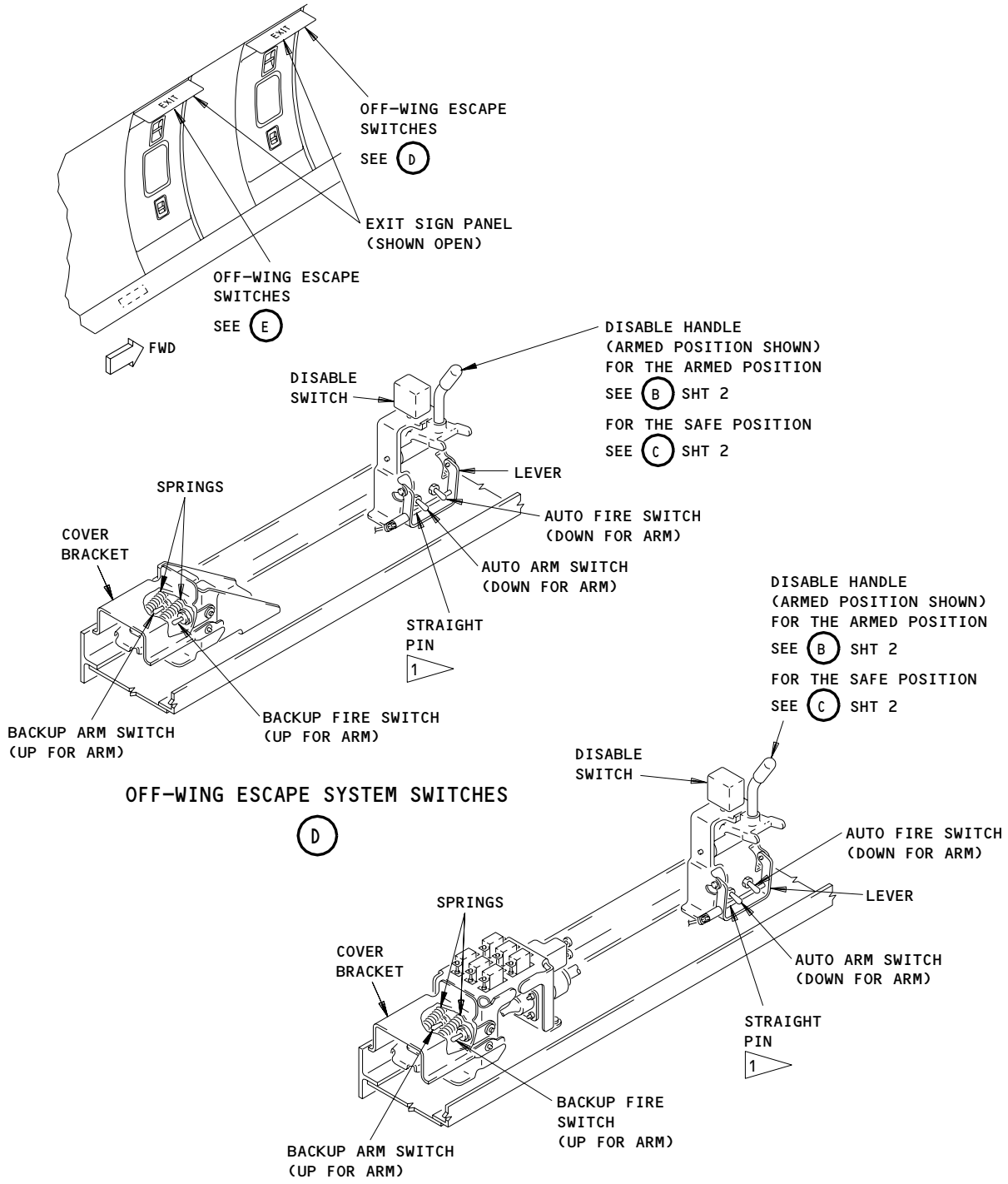
A

1 MAKE SURE THE STRAIGHT PIN IS ALWAYS BELOW THE AUTO ARM SWITCH AND THE AUTO FIRE SWITCH

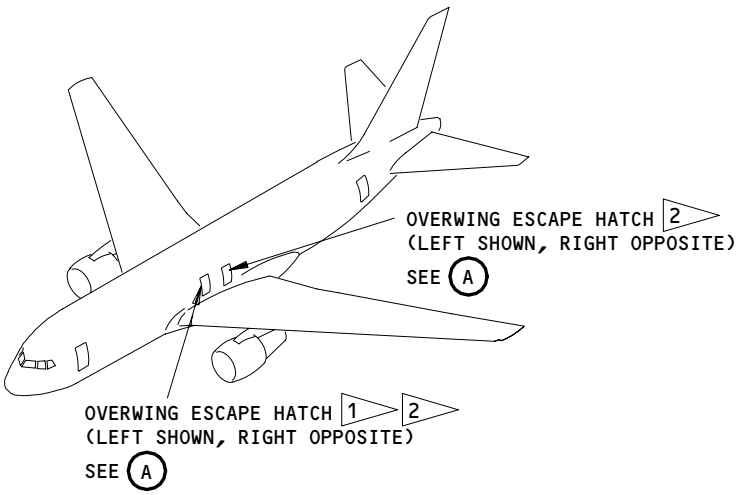
Off-Wing Escape System Switches
Figure 202 (Sheet 1)

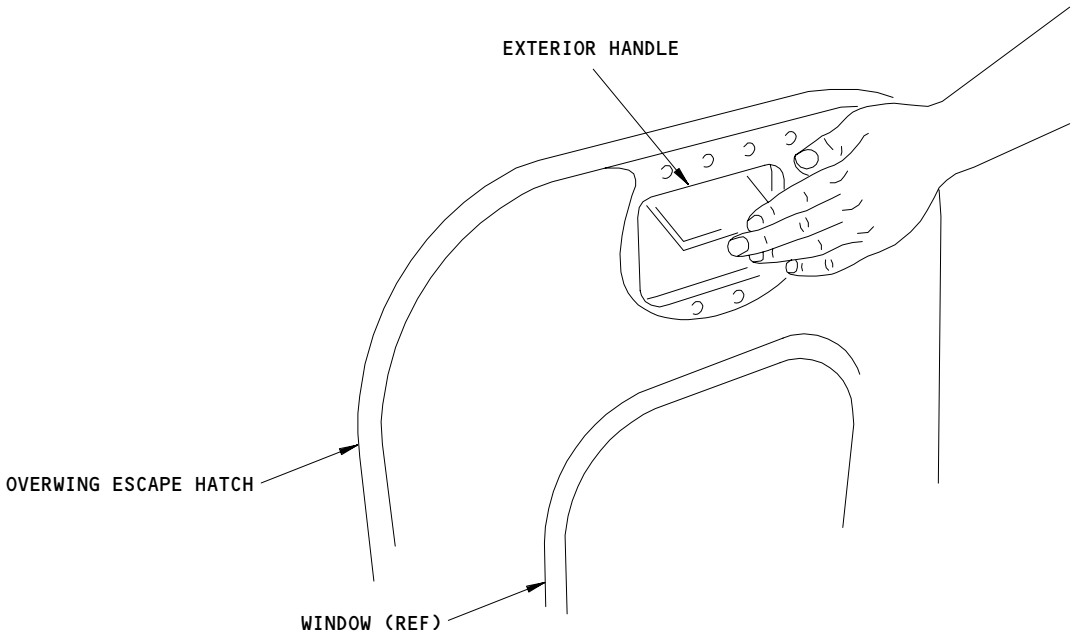


Off-Wing Escape System Switches
Figure 202 (Sheet 2)



Off-Wing Escape System Switches
Figure 202 (Sheet 3)





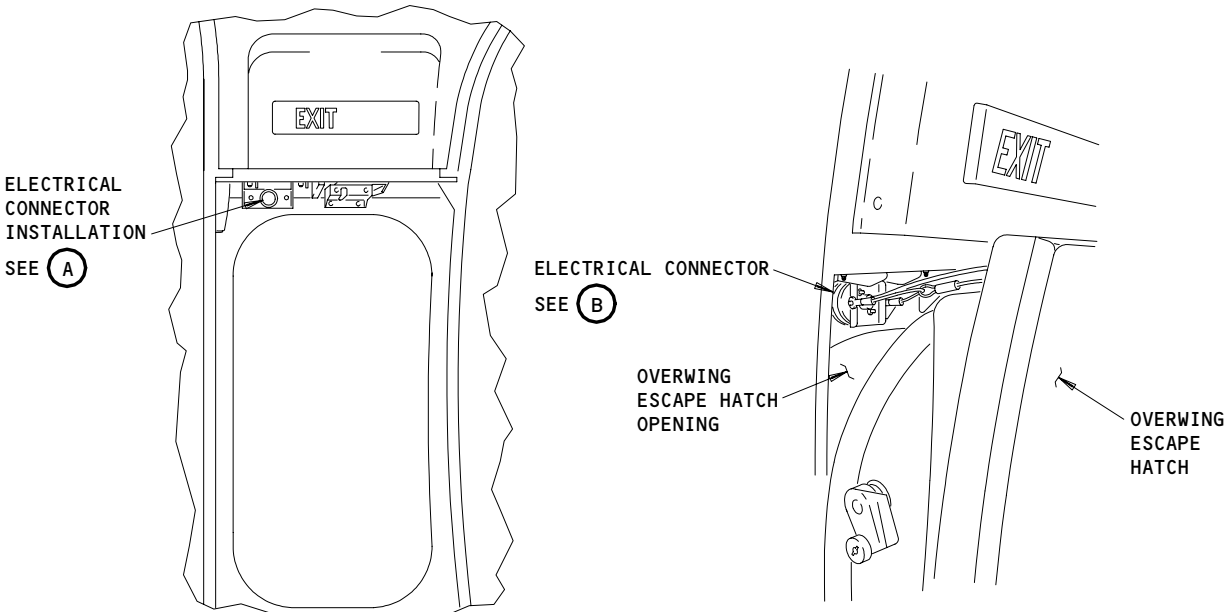
OVERWING ESCAPE HATCHES

A

1 AIRPLANES WITH ONE HATCH OVER EACH WING

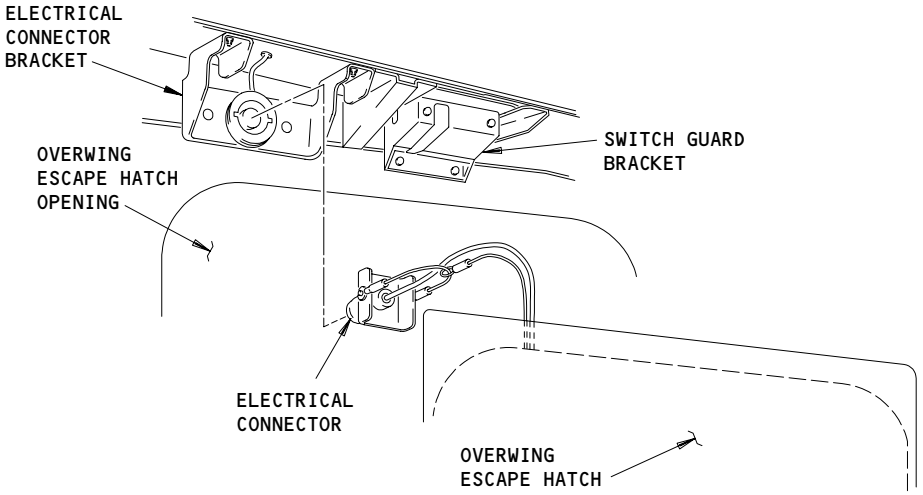
2 AIRPLANES WITH TWO HATCHES OVER EACH WING

Overwing Escape Hatch Exterior Handle
Figure 203



ELECTRICAL CONNECTOR INSTALLATION
(OVERWING ESCAPE HATCH INSTALLED APPROXIMATELY 5 INCHES FROM THE CLOSED POSITION)

A



ELECTRICAL CONNECTOR INSTALLATION
(OVERWING ESCAPE HATCH REMOVED)

B

Overwing Escape Hatch
Figure 206

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-027-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS		4A	10404	012	APR 22/07

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	LARGE FWD CARGO DOOR OPERATING MECH		NOTE	ALL

ZONES	ACCESS PANELS
211 821	821

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE LATCHING MECHANISMS, VENT DOORS AND CONTROL/INDICATION CIRCUITS. 52-33-00-5A

AIRPLANE NOTE: AIRPLANES WITH LARGE FORWARD CARGO DOOR.

1. Operational Test - Large Forward Cargo Door

A. General

(1) The operational test is a check of the cargo door operation to make sure the movement is smooth, the latch mechanisms engage correctly, and each operation mechanism follows the correct electrical sequence.

(2) The operational test is also a check of the correct indication of the condition of the door at the control panels and the flight deck.

(3) Do the test with the airplane on its landing gear and empty.

B. Equipment

(1) A27092-61 Actuator/Deactuator Set - Proximity Sensor (2 rectangular sensor actuators)

C. References

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

(2) AMM 52-33-09/201, Large Forward Cargo Door Latch Cams and Latch Pins

D. Access

(1) Location Zone
821 Forward Cargo Door

MECH | INSP

E. Procedure - Do the Operational Test - Large Forward Cargo Door

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

(2) Push the latch lock handle release button to manually unlock the cargo door (View B, Fig. 501). Make sure the latch lock handle moves to the fully open position.

(3) Make sure the vent doors are in the fully open position (View A, Fig. 501).

(4) Make sure this EICAS message, FWD CARGO DOOR, shows on the top display.

(5) Make sure the CARGO DOORS indicator light on the annunciator panel is on.

(6) Hold the internal or external cargo door control switch in the OPEN position to open the cargo door (Fig. 501 and 502). While the door opens, do the steps that follow:

(a) Make sure the hinge power unit, rotary actuators, and latch/hook actuator operate in the correct sequence.

(b) Make sure the cargo door moves smoothly and continuously to the fully open position.

(c) Make sure the DOOR OPEN light on the external cargo door control panel, P43, is on when the cargo door stops automatically at the fully open position.

(7) Do a test on the cargo door indication proximity sensors:

(a) Open the forward cargo door.

(b) Make sure this EICAS message, FWD CARGO DOOR, shows on the top display.

(c) Install the proximity sensor actuators on the cargo door locked proximity sensor, S214 and on the cargo door closed proximity sensor, S215.

(d) Make sure this EICAS message, FWD CARGO DOOR does not show.

(e) Remove the proximity sensor actuator from the cargo door closed proximity sensor, S215.

MECH | INSP

(f) Make sure this EICAS message, FWD CARGO DOOR shows on the top display.

(g) Install the proximity sensor actuator on the cargo door closed proximity sensor, S215 (Fig. 525).

(h) Remove the proximity sensor actuator from the cargo door locked proximity sensor, S214.

(i) Make sure this EICAS message, FWD CARGO DOOR shows on the top display.

(j) Remove the proximity sensor actuator from the cargo door closed proximity sensor, S215.

(k) Close and latch the forward cargo door.

(l) Make sure the EICAS message, FWD CARGO DOOR does not show.

(8) Hold the external cargo door control switch in the CLOSE position until the cargo door closes and latches. While the door closes, do the steps that follow:

(a) Make sure the hinge power unit, rotary actuators, and latch/hook actuator operate in the correct sequence.

(b) Make sure the cargo door moves smoothly and continuously to the fully closed and latched position.

(c) Make sure the DOOR CLOSE light on the external cargo door control panel, P43, is on when the cargo door stops automatically at the fully closed and latched position.

(9) Push the latch lock handle up into the housing to manually lock the cargo door. While you lock the door, do the step that follows:

(a) Make sure the vent doors close tightly.

(10) Make sure this EICAS message, FWD CARGO DOOR, does not show on the top display.

(11) Make sure the CARGO DOORS indicator light on the annunciator panel is off.

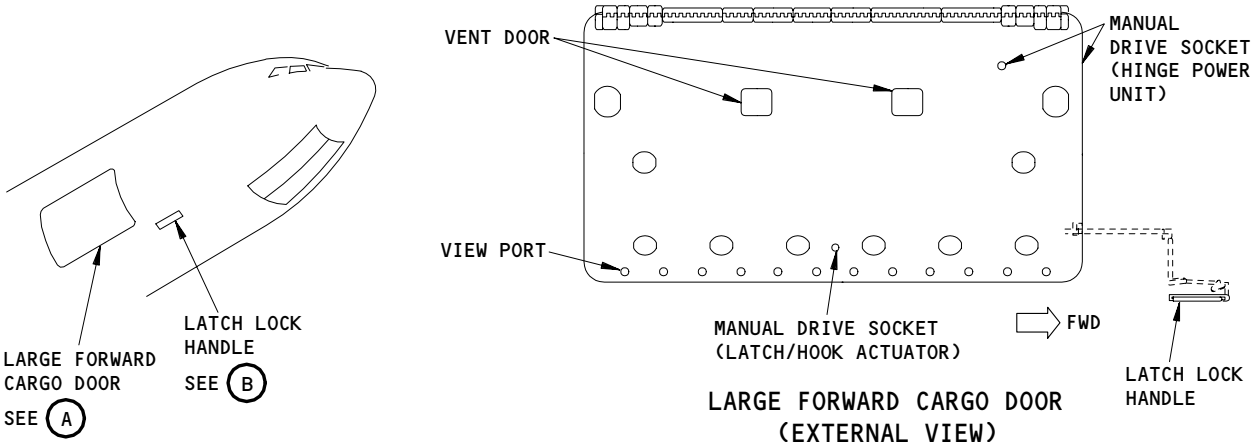
(12) Make sure the cargo door has the correct flushness with the fuselage.

MECH	INSP

(13) Make sure the cargo door is in the fully closed and latched position.

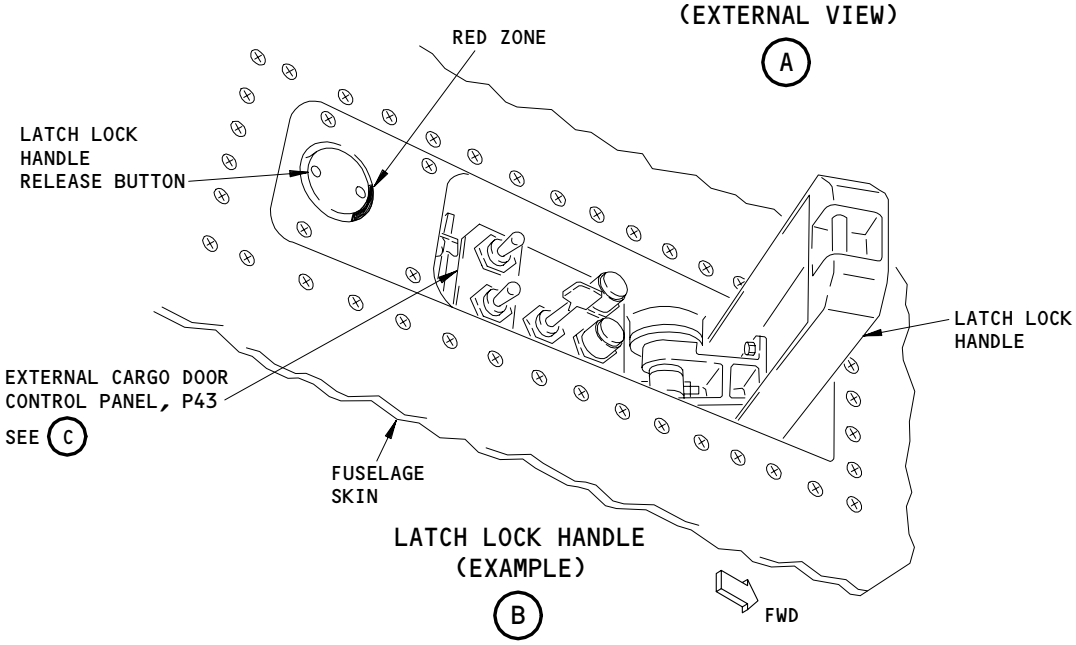
(a) Look through the 12 view ports on the external side of the cargo door (View A, Fig. 501). Make sure you see the green alignment mark on each of the main latch cams (AMM 52-33-09/201).

(b) AIRPLANES WITH AN ALIGNMENT MARK ON THE LATCH PIN FITTINGS (POST SB 52-59 OR PRR B12184);
Make sure the green alignment mark on the main latch cam is fully in the limits of the larger green alignment mark on the main latch pin fitting.



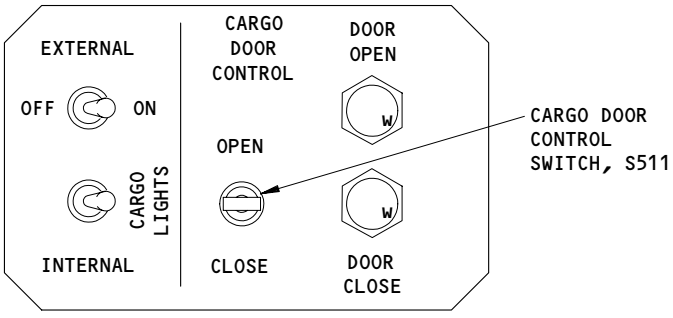
LARGE FORWARD CARGO DOOR
(EXTERNAL VIEW)

A



LATCH LOCK HANDLE
(EXAMPLE)

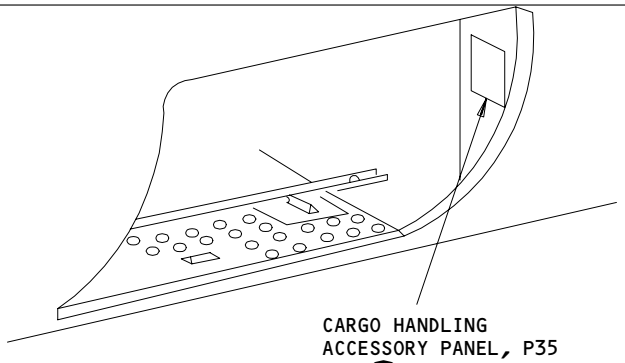
B



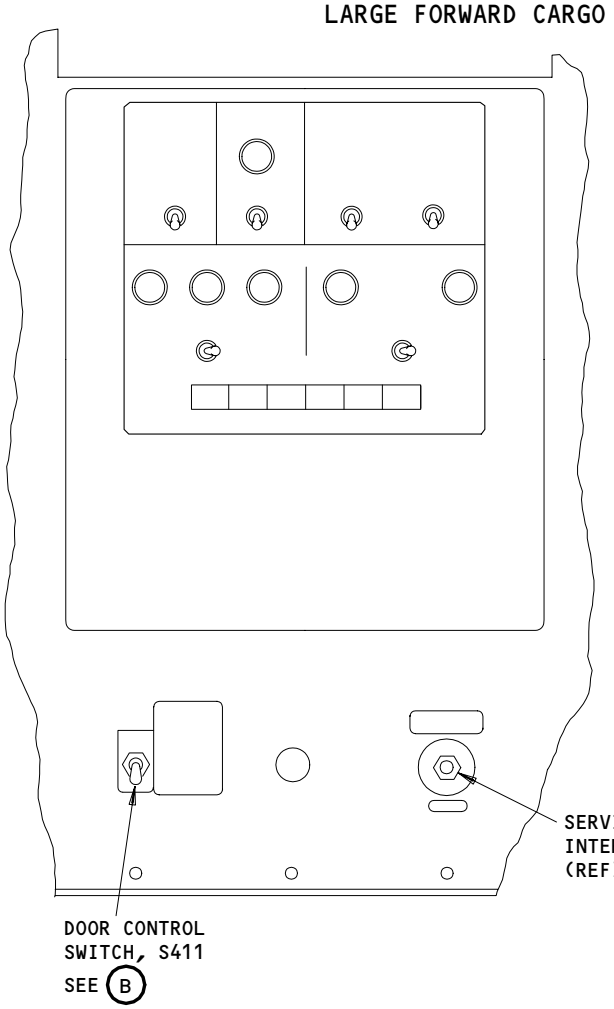
EXTERNAL CARGO DOOR CONTROL PANEL, P43
(EXAMPLE)

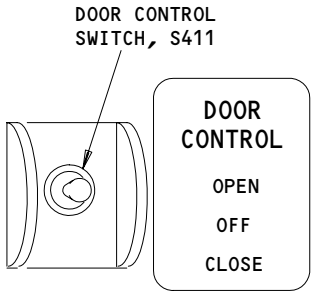
C

Large Forward Cargo Door External Cargo Door Control Switch
Figure 501



LARGE FORWARD CARGO DOOR CUTOUT





DOOR CONTROL SWITCH, S411
(B)

CARGO HANDLING ACCESSORY PANEL, P35
(A)

Large Forward Cargo Door Internal Door Control Switch
Figure 502

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-027-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS		4A	10404	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	AFT CARGO DOOR OPERATING MECHANISM		NOTE	ALL

ZONES	ACCESS PANELS
211 822	822

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE AFT CARGO DOOR CONTROL AND ARMING SWITCHES BY ATTEMPTING TO OPEN DOOR WITH ONE SWITCH ONLY; ALSO VERIFY PROPER OPERATION OF LATCHING MECHANISMS, VENT DOORS, AND CONTROL/INDICATION CIRCUITS. AIRPLANE NOTE: AIRPLANES WITH STANDARD AFT CARGO DOOR. 52-35-00-5A

1. Operational Test - Cargo Door Operation Mechanisms

A. General

(1) This test is a check of the cargo door for smooth operation, latch operation, electrical sequence of the mechanisms, and indication of the cargo door condition at the door control panels and the flight deck.

(2) Do this operational test with the airplane on its landing gear. It is permitted that the airplane be empty or with the furnishings, seats, and fuel.

B. Equipment

(1) Actuator/Deactuator Set, Proximity Sensors -
A27092-106 (Recommended)
A27092-84 (Alternate)
A27092-61 (Alternate)

NOTE: Make sure that you use the correct tool for actuating or deactuating applicable proximity sensor.

C. References

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

D. Procedure - Operational Test - Cargo Door Operation Mechanisms

MECH | INSP

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

(2) Put the 3/8-inch drive speed wrench in the lift/latch manual drive receptacle. Turn the wrench counterclockwise for five turns to manually unlatch the cargo door. Do the steps that follow:

(a) Make sure this EICAS message, AFT CARGO DOOR, shows on the top display.

(b) Make sure the CARGO DOORS indicator light on the overhead panel, P5, is on.

(c) Make sure the vent doors start to open.

(3) Hold the internal or external door control switch in the OPEN position while you hold the arming switch in the ARM position to open the cargo door. Do the steps that follow:

(a) Make sure the lift/latch power unit, hinge power unit, and rotary actuators follow the correct sequence.

(b) Make sure the cargo door moves smoothly and continuously to the fully open position.

(4) Hold the internal or external door control switch for the aft cargo door in the CLOSE position and the arming switch in the ARM position. Release the door control switch and the arming switch when the aft cargo door is closed sufficiently to give access to the aft cargo door locked proximity sensor, S208, and the aft cargo door closed proximity sensor, S209.

NOTE: The door locked proximity sensor (S208) is located on the forward frame of the door by the midspan latch cam. The door closed proximity sensor (S209) is located on the floor beam by the aft hinge arm.

(5) Do a test on the door indication proximity sensors.

MECH | INSP

(a) Make sure the EICAS message, AFT CARGO DOOR, shows on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is on.

(b) Install the proximity sensor actuators in the door locked proximity sensor, S208, and in the door closed proximity sensor, S209.

NOTE: The door locked proximity sensor, S208, is connected in series with the door closed proximity sensor, S209.

(c) Make sure the EICAS message, AFT CARGO DOOR, does not show on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is off.

(d) Remove the proximity sensor actuator from the door locked proximity sensor, S208.

(e) Make sure the EICAS message, AFT CARGO DOOR, shows on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is on.

(f) Install the proximity sensor actuators in the door locked proximity sensor, S208.

(g) Make sure the EICAS message, AFT CARGO DOOR, does not show on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is off.

(h) Remove the proximity sensor actuator from the door closed proximity sensor, S209.

(i) Make sure the EICAS message, AFT CARGO DOOR, shows on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is on.

(j) Remove the proximity sensor actuator from the door locked proximity sensor, S208.

(6) Continue to use the door control switch and the arming switch until the cargo door is in the closed and latched position. Do the steps that follow:

(a) Make sure the lift/latch power unit, hinge power unit, and rotary actuators follow the correct sequence.

MECH | INSP

(b) Make sure the cargo door moves smoothly and continuously to the closed and latched position.

(c) Make sure the vent doors click closed during the last movement of the cargo door into the fully closed and latched position.

(d) Make sure the DOOR CLOSE light on the exterior door control panel is on when the cargo door stops automatically at the fully closed and latched position.

(e) Make sure the EICAS message, AFT CARGO DOOR, does not show on the top display and the CARGO DOORS indicator light on the overhead panel, P5, is off.

(f) Make sure the cargo door makes a smooth surface along the fuselage.

(7) Make sure the cargo door is in the fully closed and latched position.

(8) Put the internal arming switch to the OFF position. Put the internal door control switch to the OPEN position.

(9) Make sure the cargo door does not unlatch or open.

(10) Put the internal door control switch to the OFF position. Put the internal arming switch to the ARM position.

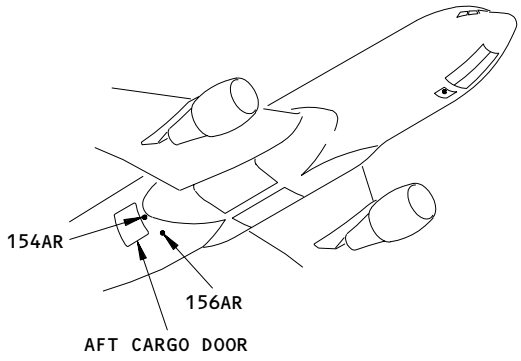
(11) Make sure the cargo door does not unlatch or open.

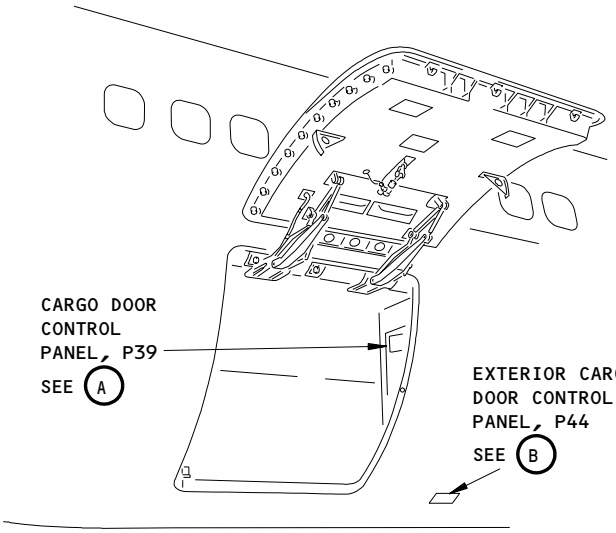
(12) Put the external arming switch to the OFF position. Put the external door control switch to the OPEN position.

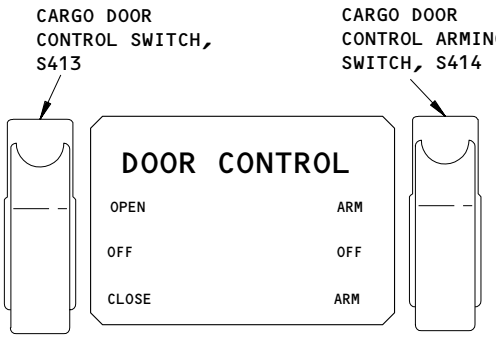
(13) Make sure the cargo door does not unlatch or open.

(14) Put the external door control switch to the OFF position. Put the external arming switch to the ARM position.

(15) Make sure the cargo door does not unlatch or open.

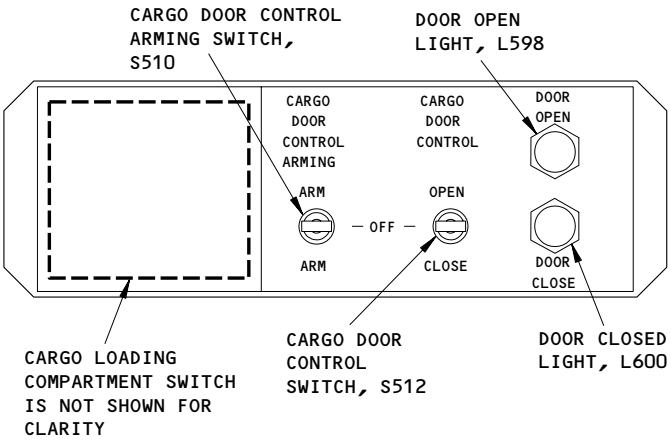






CARGO DOOR CONTROL PANEL, P39

A



EXTERIOR CARGO DOOR CONTROL PANEL, P44

B

Aft Cargo Door Control Switch
Figure 527

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-028-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO COMPT		4A	10404	012	AUG 10/95

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	CARGO DOOR ACTUATION/LATCH CMPONENTS		PASS	ALL

ZONES	ACCESS PANELS
122 154	821 822

MECH	INSP	MPD ITEM NUMBER
		52-34-12-C

VISUALLY INSPECT THE FWD/AFT CARGO DOOR ACTUATION AND LATCH SYSTEM COMPONENTS THAT ARE ACCESSIBLE WITHOUT REMOVING THE LINING.

EFFECTIVITY

4293

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-035-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	FUSELAGE		2C	12424	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FWD/E&E BAY, BULK CARGO DOOR WARNING		ALL	ALL

ZONES	ACCESS PANELS
113 119 212 811 831 837 NOTE	113AL 119AL 811 831 837

MECH | INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK THE DOOR WARNING SYSTEM FOR THE FORWARD ACCESS DOOR, E/E BAY ACCESS DOOR AND THE BULK CARGO DOOR. 52-71-00-5A

ACCESS NOTE: DOOR 831 IS APPLICABLE TO PASSENGER AIRPLANES, DOOR 837 IS APPLICABLE TO FREIGHTER AIRPLANES.

1. Do a Test of the Door Warning Sensors for the Bulk Cargo Door, Forward Access Door and Electronics Access Door

A. References

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

B. Access

(1) Location Zones

113 Area Forward of NLG Wheel Well (Left)
119 Main Equipment Center
811 Bulk Cargo Door
821 Forward Cargo Door
822 Aft Cargo Door

(2) Access Panels

113AL Forward Access Door
119AL Electronics Access Door

C. Procedure

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

(2) Close and lock all of the doors in the system (Table 503).

(3) Make sure that no EICAS messages show.

(4) Make sure that no annunciator lights are on.

(5) Do a test on each door in the system (Table 503) as follows:

NOTE: When you do the test on each door in the system make sure all of the other doors are closed and locked.

(a) Open the door. Make sure all of the other doors are closed and locked.

(b) Make sure the applicable EICAS message shows (Table 503).

(c) Make sure the applicable annunciator light is on (Table 503).

(d) Close the door.

(e) Make sure the applicable EICAS message does not show.

(f) Make sure the applicable annunciator light is not on.

(g) Do the steps above again for each door in the system (Table 503).

Table 503

Door	Sensor	Light	EICAS Message
Bulk Cargo Door	Latched (S211)	CARGO DOORS	BULK CARGO DOOR
Forward Access Door	Closed (S200)	ACCESS DOORS	FWD ACCESS DOOR
Electronics Access Door	Closed (S201)	ACCESS DOORS	E/E ACCESS DOOR

(6) Do a test on each group of doors (Table 504). Do the steps that follow:

(a) Open each group of doors (Table 504).

(b) Make sure the correct EICAS message shows.

(c) Do the steps above again for each group of doors (Table 504).

Table 504

Door	Condition	EICAS Combination Message
Forward Access Door Electronics Access Door	Open or Unlatched Open or Unlatched	ACCESS DOORS
Forward Cargo Door Aft Cargo Door Bulk Cargo Door	Open or Unlocked Open or Unlocked Unlatched	FWD CARGO DOOR *[2] CARGO DOORS *[1]
Forward Cargo Door Aft Cargo Door Bulk Cargo Door	Open or Unlocked Closed and Locked Unlatched	FWD CARGO DOOR *[2] --- BULK CARGO DOOR
Forward Cargo Door Aft Cargo Door Bulk Cargo Door	Closed and Locked Open or Unlocked Unlatched	--- CARGO DOORS *[1] ---

*[1] If the aft cargo door and the bulk cargo door are open, only the EICAS message, CARGO DOORS, shows.

*[2] If the forward cargo door is open, this EICAS message shows even if the other cargo doors are opened.

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-038-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS		00300 CYC	NOTE	101XX	012	AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	BULK CARGO DOOR BALANCE MECHANISM		ALL	ALL

ZONES	ACCESS PANELS
811	811

MECH	INSP	MPD ITEM NUMBER

VISUALLY INSPECT THE BULK CARGO DOOR BALANCE MECHANISM CABLES FOR CONDITION. 52-36-02-6A

INTERVAL NOTE: INITIAL INSPECTION IS 3000 CYCLES AFTER INSTALLATION OR REPLACEMENT OF CABLE. REPEAT INSPECTION EVERY 300 CYCLES.

NOTE: SERVICE LETTER 767-SL-52-20 DATED 10 APRIL 1991 PROVIDES INFORMATION ABOUT THE CABLE SERVICE EXPERIENCE.

1. Do an Inspection of the Counterbalance Mechanism Cables (Fig. 601)

A. Equipment

(1) Safety Pin - 0.248 inch diameter by 4.0-inches long (Rig pin A20004-10, part of A20004-78 rig pin set)

B. Consumable Materials

(1) G00034 Cheesecloth - BMS 15-5

C. References

(1) AMM 25-52-01/401, Containerized Cargo Compartment Sidewall Lining

(2) AMM 52-36-02/501, Bulk Cargo Door Counterbalance Mechanism

(3) AMM 52-36-05/401, Bulk Cargo Door Cable

(4) AIRPLANES WITH BULK CARGO DOOR PROTECTOR; AMM 52-36-10/401, Bulk Cargo Door Protector

(5) CMM 52-36-25, Bulk Cargo Door Tube Assembly

D. Access

MECH | INSP

(1) Location Zone
811 Bulk Cargo Door

E. Prepare for the Inspection of the Counterbalance Mechanism Cables

(1) AIRPLANES WITH BULK CARGO DOOR PROTECTOR;
Remove the bulk cargo door protector (AMM 52-36-10/401).

(2) Close and latch the bulk cargo door. Attach a DO-NOT-OPERATE tag to the door exterior handle.

WARNING: DO NOT TRY TO HOLD THE COUNTERBALANCE MECHANISM CABLE WITH BLOCKS AND A C-CLAMP. IF THE CABLE MOVES, THE FAST RETRACTION CAN CAUSE INJURY OR DAMAGE.

(3) Install the safety pin in the spring tube to hold the counterbalance cable mechanism in position.

WARNING: DO NOT REMOVE THE SAFETY PIN FROM THE SPRING TUBE. A STRONG FORCE IS ON THE SPRING. IF YOU REMOVE THE RIG PIN, INJURY OR DAMAGE CAN OCCUR.

(4) Open the door slightly to release the load on the cable system. Let the weight of the door put a small preload on the cable system to do the check.

F. Do a Check on the Counterbalance Mechanism Cables

(1) Do a check on the cables for damage. Do the steps that follow:

(a) With bright-lighting conditions, look at the spring cable and the door cable to do a check for damage.

NOTE: It is not satisfactory to use only a flashlight for this check. The interior of the airplane must have bright lighting.

MECH | INSP

WARNING: DO NOT TOUCH THE CABLES WITH YOUR HANDS. THE SHARP EDGES (FRAYS) ON THE CABLE SURFACE CAN CAUSE INJURY IF THEY ARE TOUCHED.

(b) Pull a small part of the cheesecloth across the cables and move it along the length of the cables as far as possible.

(c) Damage to the cable is found if the cheesecloth catches on the cable or gets a tear.

(d) Do a visual check to make sure there is damage.

(2) Replace the cables that have damage (AMM 52-36-05/401 for the door cable, CMM 52-36-25 for the spring cable).

(3) With the safety pin installed in the spring tube, open the door sufficiently to let you push the door cable and the spring cable through their pulleys. Make sure the door is blocked. Do not let the door close.

(4) Push the loose door cable through the pivot sheave pulley.

(5) Push the loose spring cable through the spring tube pulley.

(6) Do a check on the parts of the cables you can get access to for damage. Do the procedure "Do a check on the cables for damage."

G. Put the Airplane Back to the Usual Condition

(1) Remove the door blockage and slowly lower the door to hang from its hinges. While you slowly lower the door, make sure that the cables engage the cable drum and the pulleys.

WARNING: DO NOT TRY TO CLOSE AND LATCH THE DOOR BEFORE THE CABLES ARE FULLY ENGAGED ON THE CABLE DRUM AND THE PULLEYS. DO A CAREFUL CHECK TO MAKE SURE THE CABLE IS ENGAGED ON THE SPRING TUBE PULLEY BECAUSE IT IS NOT EASY TO SEE IF THE CABLE IS ENGAGED. IF THE CABLES ARE NOT FULLY ENGAGED ON THE COUNTERBALANCE MECHANISM, INJURY OR DAMAGE CAN OCCUR.

(2) Close and latch the bulk cargo door.

MECH	INSP

WARNING: MAKE SURE THAT THE COUNTERBALANCE MECHANISM CABLES ARE FULLY ENGAGED ON THE CABLE DRUM AND THE PULLEYS BEFORE YOU REMOVE THE SAFETY PIN. MAKE SURE THE CABLES ARE CONNECTED TO THE DOOR BEFORE YOU REMOVE THE SAFETY PIN. THE FAST RETRACTION OF THE CABLES CAN CAUSE INJURY OR DAMAGE.

(3) Remove the safety pin from the spring tube.

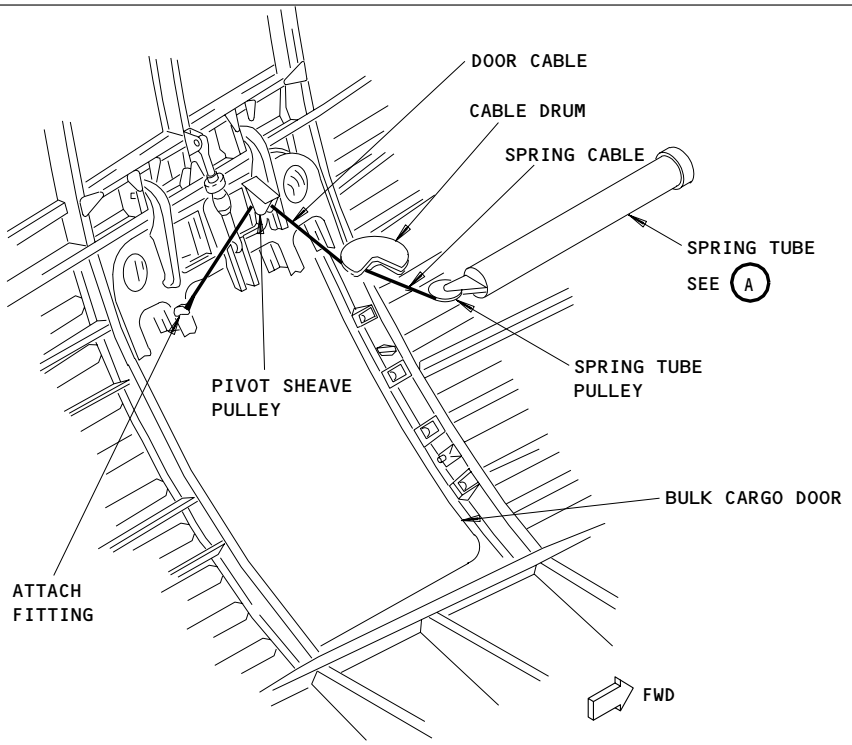
(4) Do a check on the door operation. Make sure the door opens and closes correctly.

(5) Remove the DO-NOT-OPERATE tag from exterior handle of the bulk cargo door.

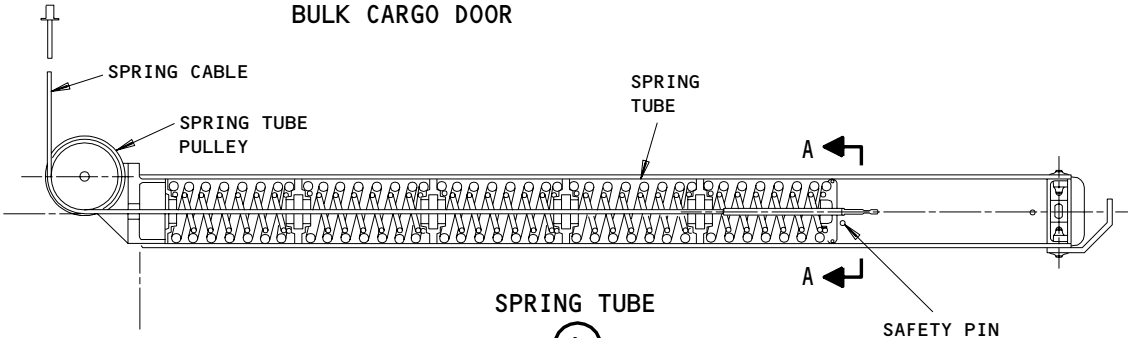
(6) AIRPLANES WITH BULK CARGO DOOR PROTECTOR;
Install the bulk cargo door protector (AMM 52-36-10/401).

(7) AIRPLANES WITH ALIGNMENT MARKS ON THE INTERIOR DOOR HANDLE;
Make sure the alignment mark on the interior door handle is aligned with the alignment mark on the door lining (Fig. 602).

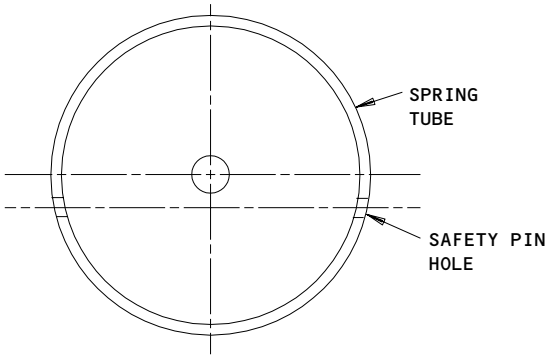
NOTE: The alignment marks are to show a visual indication that the interior door handle is fully closed.



BULK CARGO DOOR

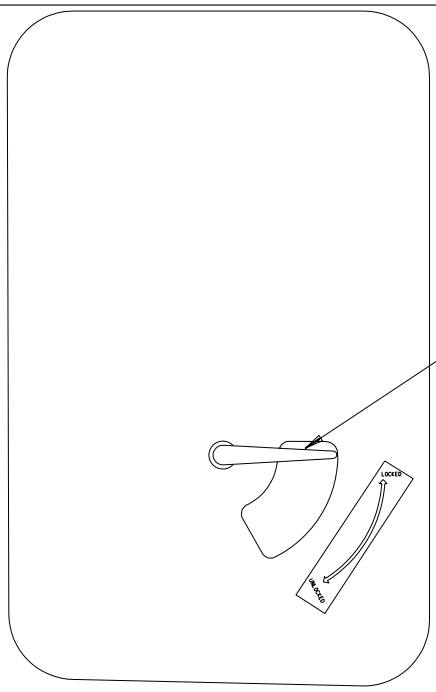


SPRING TUBE
(A)

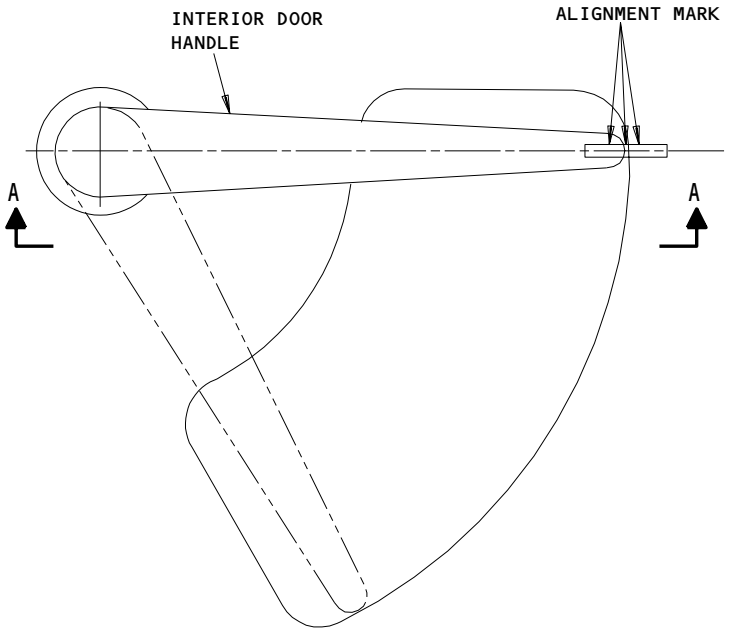


A-A

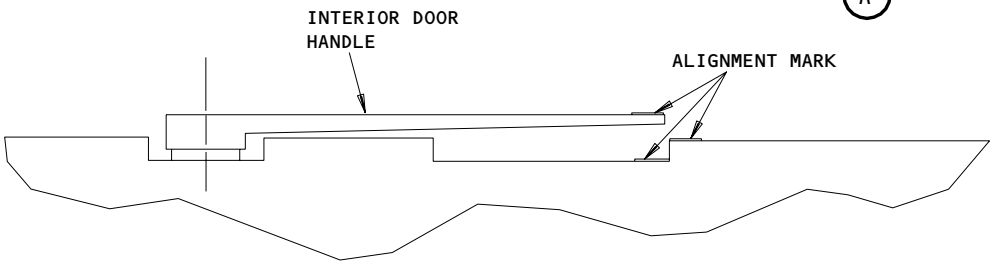
Bulk Cargo Door Cables
Figure 601



BULK CARGO DOOR
(INTERNAL VIEW)



INTERIOR DOOR HANDLE
(A)



A-A

Alignment Marks
Figure 602

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	CARGO DOORS		1C	11212	012	AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	LARGE FWD CARGO DOOR WARNING SYSTEM		NOTE	ALL

ZONES	ACCESS PANELS
821	

MECH | INSP

MPD ITEM NUMBER

FUNCTIONALLY CHECK THE LARGE FORWARD CARGO DOOR WARNING SYSTEM. 52-71-02-2A

AIRPLANE NOTE: AIRPLANES WITH LARGE FORWARD CARGO DOOR.

1. Forward Large Cargo Door Warning Sensors - Test (Fig. 201)

A. General

(1) The cargo door warning indicator light is on the annunciator panel on the overhead panel, P5.

B. Equipment

(1) A27092-61 Actuator/Deactuator Set - Proximity Sensor

C. References

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

D. Access

(1) Location Zone
821 Forward Cargo Door

E. Prepare for the System Test

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

(2) Close, latch, and lock the aft lower lobe cargo door and bulk cargo door.

(3) Make sure that the large forward cargo door is in the CLOSED, LATCHED, and LOCKED condition.

(4) Open these circuit breakers and attach the DO-NOT-CLOSE tags:

MECH | INSP

(a) On the APU external power panel P34:

1) 34J4, CARGO DOOR CONTROL

2) 34J7, CARGO DOOR

(5) Make sure this circuit breaker is closed:

(a) On the overhead circuit breaker panel P11:

1) 11T33, DOOR IND

(6) Remove the door lining and insulation to get access to the door latched sensor.

(7) Do the steps that follow to do a check of the forward large cargo door warning sensors:

(a) Make sure the CARGO DOORS indicator light on the annunciator panel is off.

(b) Make sure the FWD CARGO DOOR message does not show on the EICAS display.

(c) Push the latch lock handle release button on the large forward cargo door and slowly release with your hand the latch lock handle until the CARGO DOORS indicator light on the annunciator panel is on.

(d) Measure the distance from the inboard side of the stop plate to the inboard, top corner of the lock sector at the main latch cam No. 11 (View A-A, Fig. 201).

NOTE: Measure the distance at a 90 degree angle to the stop plate surface.

(e) Make sure dimension A (View A-A, Fig. 201) is not less than 2.8 inches.

(f) Move the latch lock handle to the fully unlocked position.

(g) Install a proximity sensor actuator on the cargo door locked sensor.

(h) Make sure the CARGO DOORS indicator light on the annunciator panel is off.

MECH	INSP

(i) Make sure the FWD CARGO DOOR message does not show on the EICAS display.

(j) Operate the manual drive of the latch/hook actuator to unlatch the cargo door.

1) Make sure the CARGO DOORS indicator light does not come on until the door moves a minimum of 0.07 inch in the open direction and make sure the CARGO DOORS indicator light comes on before the door moves 0.50 inch in the open direction.

NOTE: The door movement is measured at an angle of 90 degrees to the fuselage skin at the center of the lower edge of the door.

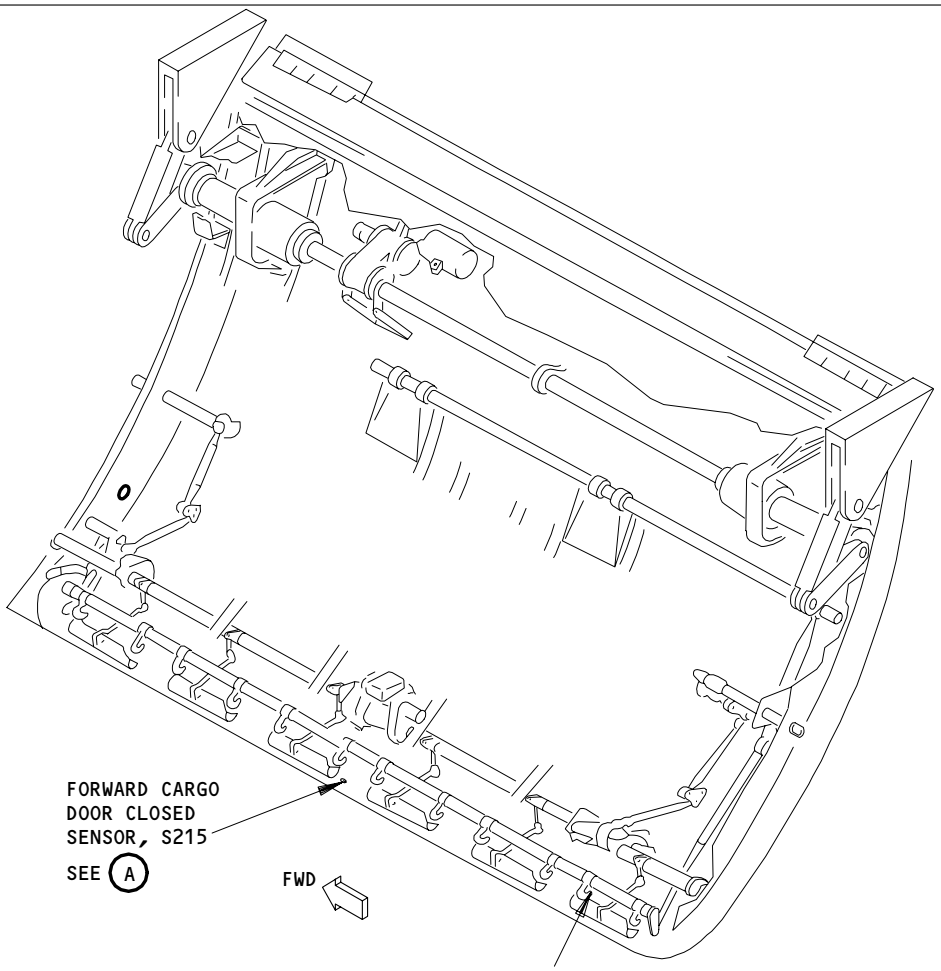
(k) Remove the proximity sensor actuator from the door locked sensor.

(l) Remove the DO-NOT-CLOSE tags and close these circuit breakers:

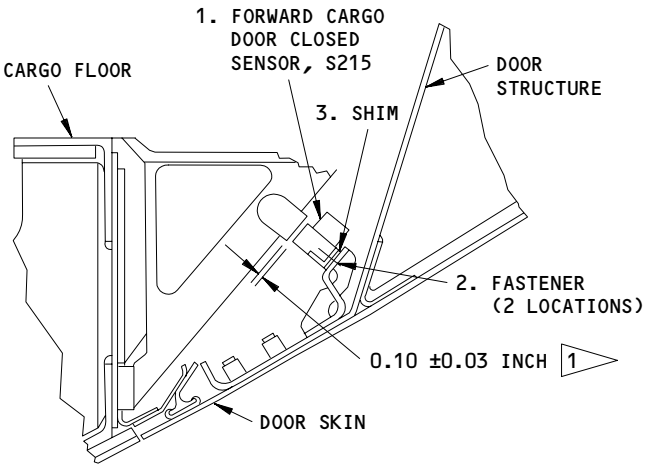
1) On the P34 panel:

a) 34J4, CARGO DOOR CONTROL

b) 34J7, FWD CARGO DOOR



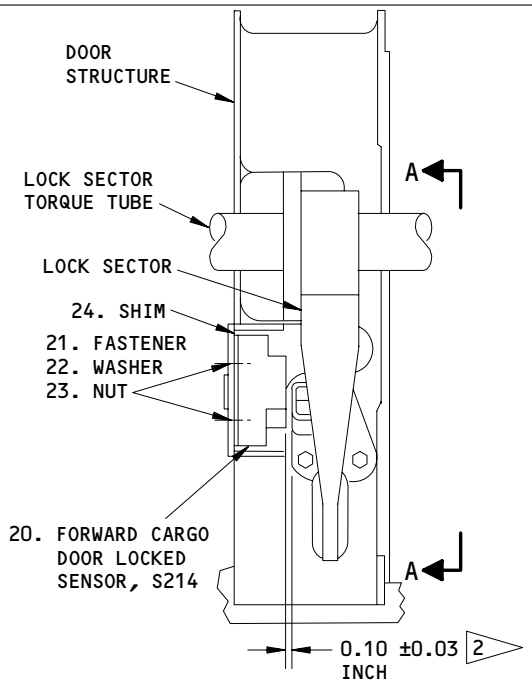
LARGE FORWARD CARGO DOOR



FORWARD CARGO DOOR CLOSED SENSOR, S215
A

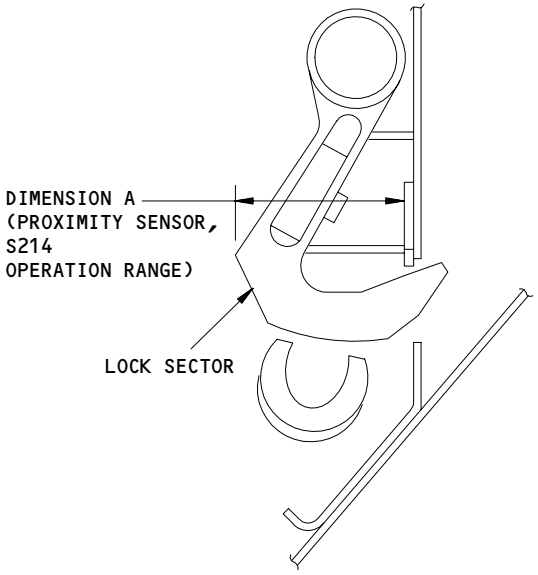
1 CLEARANCE SHOWN WITH THE DOOR IN THE CLOSED POSITION

Large Forward Cargo Door Warning Sensors
Figure 201 (Sheet 1)



FORWARD CARGO DOOR
LOCKED SENSOR, S214

B



A-A

2 CLEARANCE SHOWN WITH THE DOOR IN THE LOCKED POSITION

Large Forward Cargo Door Warning Sensors
Figure 201 (Sheet 2)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-060-C1
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS		2C	12424	012	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	LARGE FORWARD CARGO DOOR		NOTE	ALL

ZONES	ACCESS PANELS
821	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE FORWARD LOWER LOBE LARGE CARGO DOOR MANUAL DRIVE SYSTEM. 52-33-00-5C 52-33-00-5C 52-33-00-5D

OPERATIONALLY CHECK THE FORWARD LOBE LARGE CARGO DOOR LIFT POWER UNIT BRAKES. 52-33-00-5D 52-33-00-5E

FUNCTIONALLY CHECK THE FORWARD LOWER LOBE LARGE CARGO DOOR LATCH/HOOK MECHANISM ACTUATOR TORQUE LIMITERS. 52-33-00-5E

AIRPLANE NOTE: AIRPLANES WITH LARGE FORWARD CARGO DOOR

1. Operational Check - Large Forward Cargo Door Manual Drive Sytems, Lift Power Unit Brake, and Latch/Hook Actuator Torque Limiters

A. Access

(1) Location Zone
821 Forward Cargo Door

B. Latch/Hook Actuator Manual Drive and Torque Limiter Test - Open

(1) Make sure the door is closed, latched, and locked.

(2) Push the latch lock handle release button and let the latch lock handle move to the fully open position.

CAUTION: DO NOT LET THE LATCH/HOOK ACTUATOR OPERATE WITH CLUTCH SLIPPAGE FOR MORE THAN A MAXIMUM OF 5 SECONDS. CLUTCH SLIPPAGE DURING THE OPERATION OF THE LATCH/HOOK ACTUATOR CAN CAUSE DAMAGE TO THE EQUIPMENT.

IF YOU USE A POWER TOOL, DO NOT OPERATE AT A SPEED FASTER THAN 500 RPM OR A TORQUE MORE THAN 70 POUND-INCHES. THE INCORRECT OPERATION OF A POWER TOOL CAN CAUSE DAMAGE TO THE LATCH/HOOK ACTUATOR.

MECH | INSP

(3) Put a 3/8-inch square drive speed wrench in the manual drive socket of the latch/hook actuator.

(4) Turn the speed wrench clockwise approximately 115 turns to put the cargo door in the fully not latched and not hooked position. While the door unlatches and unhooks, do the steps that follow:

NOTE: The stops that prevent travel are touched when you feel or hear clutch slippage. The cargo door moves outboard approximately 2.6 inches when the stops are touched.

(a) Make sure the main latch cams (12 locations) turn freely and disengage from the main latch pins on the fuselage frame.

(b) Make sure that on the forward side of the door the latch lock roller on the door freely disengages from the latch lock crank on the body frame.

(c) Make sure the pull-in hooks, on the forward and aft sides of the cargo door, turn smoothly and open the door approximately 2.6 inches.

(d) Make sure the two hinge arms move freely and that one of the two hinge arms does not prevent the movement of the cargo door.

NOTE: If one hinge arm prevents the movement of the cargo door, the pull-in hook on that side of the door will move slower from the pull-in pin than the other pull-in hook.

(e) Make sure the latch and hook mechanism operates smoothly and correctly when you use the manual drive of the latch/hook actuator.

(f) Make sure the stop lever adjacent to the latch/hook actuator touches the lower stop bolt.

(5) Use the torque wrench to turn the latch/hook manual drive clockwise until the torque limiter slippage is felt or heard.

(a) Make sure that you can apply a minimum of 54 pound-inches (6.1 Nm) to the manual drive port with no clutch slippage.

(b) It is recommended that you replace actuators with clutch slippage less than 54 pound-inches (6.1 Nm) (AMM 52-33-08/401).

MECH | INSP

NOTE: This check makes sure that the operation of the brake and manual drive is satisfactory. It also gives a check of the system function and latch restraint.

(6) Remove the torque wrench.

C. Lift Manual Drive and Lift Power Drive Unit Brake Test - Open

NOTE: The lift manual drive test also tests the lift power drive unit brake. When the lift manual drive is used to open the door, the lift power drive unit brake holds the door.

(1) Make sure the door is closed but not latched.

CAUTION: DO NOT LET THE HINGE POWER UNIT OPERATE WITH CLUTCH SLIPPAGE FOR MORE THAN A MAXIMUM OF 5 SECONDS. CLUTCH SLIPPAGE DURING THE OPERATION OF THE HINGE POWER UNIT CAN CAUSE DAMAGE TO THE EQUIPMENT.

IF YOU USE A POWER TOOL, DO NOT OPERATE AT A SPEED FASTER THAN 500 RPM OR A TORQUE MORE THAN 190 POUND-INCHES. THE INCORRECT OPERATION OF A POWER TOOL CAN CAUSE DAMAGE TO THE HINGE POWER UNIT.

(2) Put a 3/8-inch square drive speed wrench in the manual drive socket of the hinge power unit. Use the manual drive socket that is found on the external surface of the door near the forward side.

(3) Turn the speed wrench counterclockwise until the lower part of the cargo door moves approximately 6 feet from the lower fuselage frame. As the door opens, do this check:

(a) Make sure the pull-in hooks move clear of the pull-in pins on the fuselage frame while the cargo door opens.

(4) Move the 3/8-inch square drive speed wrench to the other manual drive socket of the hinge power unit. Use the manual drive socket that is found on the forward edge of the cargo door.

(5) Turn the speed wrench counterclockwise until the cargo door is in the fully open position and you can feel or hear clutch slippage. While the door opens, do the steps that follow:

MECH | INSP

(a) Make sure the hinge arms have smooth and synchronized movement while the door opens.

(b) Make sure the lift drive mechanism operates smoothly and correctly when you use the manual drive of the hinge power unit.

NOTE: It is usual for the cargo door to stop at the lowest point of its travel.

(c) Make sure the conduit on the forward drive link and drive arm moves smoothly in the conduit tube.

(6) Make sure the door open stops on the forward and aft sides of the cargo door touch the drive arms.

(7) Remove the speed wrench.

D. Lift Manual Drive and Lift Power Drive Unit Brake Test - Close

CAUTION: DO NOT LET THE HINGE POWER UNIT OPERATE WITH CLUTCH SLIPPAGE FOR MORE THAN A MAXIMUM OF 5 SECONDS. CLUTCH SLIPPAGE DURING THE OPERATION OF THE HINGE POWER UNIT CAN CAUSE DAMAGE TO THE EQUIPMENT.

IF YOU USE A POWER TOOL, DO NOT OPERATE AT A SPEED FASTER THAN 500 RPM OR A TORQUE MORE THAN 190 POUND-INCHES. THE INCORRECT OPERATION OF A POWER TOOL CAN CAUSE DAMAGE TO THE HINGE POWER UNIT.

(1) Put the 3/8-inch square drive speed wrench in the manual drive socket of the hinge power unit. Use the manual drive socket that is found on the forward edge of the cargo door.

(2) Turn the speed wrench clockwise until the lower part of the cargo door is approximately 6 feet from the lower fuselage frame.

(3) Move the 3/8-inch square drive speed wrench to the other manual drive socket of the hinge power unit. Use the manual drive socket that is found on the external surface of the door near the forward side.

MECH | INSP

(4) Turn the speed wrench clockwise until the lower edge of the cargo door is 2.6 inches from the fuselage skin. While the door closes, do the steps that follow:

(a) Make sure the hinge arms have smooth and synchronized movement while the cargo door closes.

(b) Make sure the lift drive mechanism operates with no vibration or unusual noises.

(c) Make sure the conduit on the forward drive link and drive arm moves smoothly in the conduit tube.

(5) Remove the speed wrench.

E. Latch/Hook Actuator Manual Drive and Torque Limiter Test - Close

CAUTION: DO NOT LET THE LATCH/HOOK ACTUATOR OPERATE WITH CLUTCH SLIPPAGE FOR MORE THAN A MAXIMUM OF 5 SECONDS. CLUTCH SLIPPAGE DURING THE OPERATION OF THE LATCH/HOOK ACTUATOR CAN CAUSE DAMAGE TO THE EQUIPMENT.

IF YOU USE A POWER TOOL, DO NOT OPERATE AT A SPEED FASTER THAN 500 RPM OR A TORQUE MORE THAN 70 POUND-INCHES. THE INCORRECT OPERATION OF A POWER TOOL CAN CAUSE DAMAGE TO THE LATCH/HOOK ACTUATOR.

(1) Put a 3/8-inch square drive speed wrench in the manual drive socket of the latch/hook actuator.

(2) Turn the speed wrench counterclockwise approximately 115 turns to put the cargo door in the fully latched and hooked position. While the door hooks and latches, do the steps that follow:

NOTE: The stops that prevent travel are touched when you feel or hear clutch slippage.

(a) Make sure the pull-in hooks, on the forward and aft sides of the cargo door, smoothly engage the pull-in pins and pull the two sides of the cargo door to the closed position.

(b) Make sure the latch lock roller smoothly enters the latch lock crank on the body frame without noticeable movement of the crank.

(c) Make sure the latch and hook mechanism operates smoothly and correctly when you use the manual drive of the latch/hook actuator.

(d) Make sure the main cam latches and midspan latch cams turn easily and freely engage the pins on the fuselage frame.

(e) Make sure the stop lever adjacent to the latch/hook actuator touches the upper stop bolt.

(3) Use the torque wrench to turn the latch/hook manual drive counterclockwise until the torque limiter slippage is felt or heard.

(a) Make sure that you can apply a minimum of 54 pound-inches (6.1 Nm) to the manual drive port with no clutch slippage.

(b) It is recommended that you replace actuators with clutch slippage less than 54 pound-inches (6.2 Nm) (AMM 52-33-08/401).

NOTE: This check makes sure that the operation of the brake and manual drive is satisfactory. It also gives a check of the system function and latch restraint.

(4) Remove the torque wrench.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-066-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS	W-52-027-01	1C	11212	018	APR 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	LARGE FWD CARGO DOOR NO-BACK BRAKES		NOTE	ALL

ZONES	ACCESS PANELS
821	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK THE NO-BACK ROTARY ACTUATOR FOR THE LARGE FORWARD CARGO DOOR. 52-33-00-5B

AIRPLANE NOTE: AIRPLANES WITH LARGE FORWARD CARGO DOOR.

A. References

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

B. Do a Test on the No-back of the Rotary Actuators.

NOTE: The no-back unit (manual drive unit) is adjacent to the forward rotary actuator with the drive shaft.

(1) Make sure all of the rig pins and the proximity sensor actuator/deactuator set are removed from the cargo door.

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

(3) Open the latch lock handle.

(4) Electrically open and close the cargo door three times successively.

NOTE: It is not necessary to latch and unlatch the door between cycles. Change the direction of door movement from close to open just prior to operation of the latch/hook actuator.

NOTE: It is necessary for two persons to do this procedure. One person at the manual drive port on the top forward corner of the large cargo door and one person at the forward rotary actuator.

(5) Open fully the large cargo door electrically.

MECH | INSP

(6) Put a 3/8-inch square drive wrench in the manual drive port on the top forward corner of the large cargo door (Fig. 507).

CAUTION: DO NOT LET THE ROTARY ACTUATOR OPERATE WITH TORQUE LIMITER MOVEMENT FOR MORE THAN 5 SECONDS. DAMAGE TO THE ROTARY ACTUATOR CAN OCCUR.

DO NOT OPERATE THE MANUAL DRIVE UNIT AT MORE THAN 500 RPM OR A TORQUE OF MORE THAN 110 POUND-INCHES. DAMAGE TO THE MANUAL DRIVE UNIT CAN OCCUR.

(7) Turn the manual drive socket slowly clockwise in the close direction.

(8) Make sure that one of the drive shafts between the hinge power unit and the rotary actuators has a small movement.

NOTE: When the drive shaft has a small movement or is moved in the forward or aft direction, there must be no load on the drive shaft.

(9) Continue to turn the manual drive socket clockwise in the close direction.

(10) In two turns or less of the manual drive socket, make sure that you find a position where there is no load on the other drive shaft.

NOTE: You can turn the manual drive socket in the close and open directions in two turns or less. Find the no-load position.

(11) Continue to turn the manual drive until the two drive shafts move freely.

(12) Make sure that the rotary actuators hold the weight of the large cargo door and are in a servicable condition.

(13) Put the door in the vertical free hang position.

(14) Apply approximately 30 pounds (133 newtons) of force to move the lower half of the large cargo door inboard and outboard.

NOTE: This will remove the backlash from the system.

(a) Measure the distance that the lower edge of the door moves.

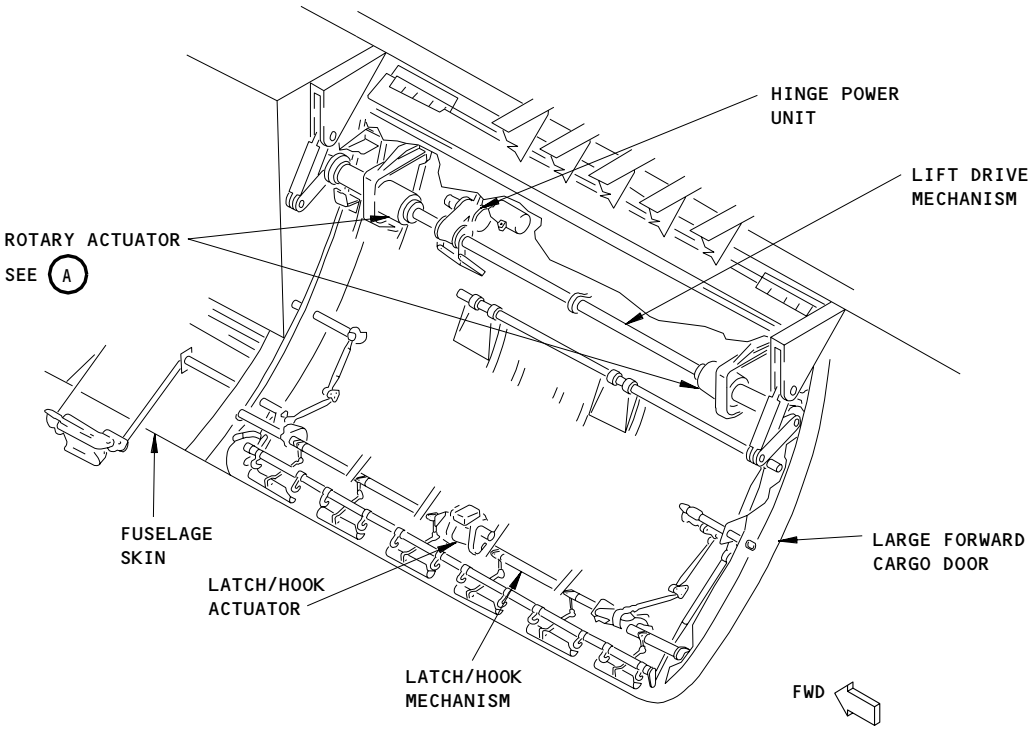
NOTE: The free hanging travel must be at a maximum to make sure that the drive shafts are equally loaded and the system overloads are at a minimum.

(b) Make sure that the distance of inboard-to-outboard movement is more than 7.25 inches (184.15 mm) and less than 8.20 inches (208.28 mm).

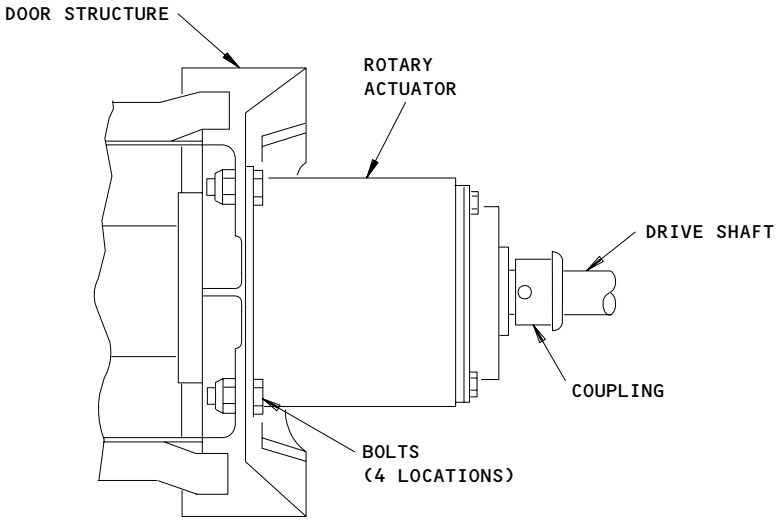
C. Put the Airplane Back to its Usual Condition

(1) Close the cargo door to the fully closed and latched position.

(2) Close the latch lock handle to the locked position.



LARGE FORWARD CARGO DOOR



ROTARY ACTUATOR
(2 LOCATIONS)

A 1

1 AIRPLANES WITHOUT VIBRATION DAMPERS (PRE-SB 52-74 OR PRE-PRR B12731)

Large Forward Cargo Door Rotary Actuator
Figure 507

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-072-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CARGO DOORS		1C	11212	018	DEC 10/98

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	FWD LG CARGO DOOR LATCH LOCK HANDLE		NOTE	ALL

ZONES	ACCESS PANELS
821	

MECH	INSP	MPD ITEM NUMBER

FUNCTIONALLY CHECK THE FORWARD LOWER LOBE LARGE CARGO DOOR LATCH LOCK HANDLE OPERATION FORCE REQUIRED TO LOCK THE DOOR. 52-33-06-5A

AIRPLANE NOTE: AIRPLANES WITH LARGE FORWARD CARGO DOOR.

1. Latch Lock Handle Mechanism Operating Force - Check

A. Equipment

(1) Spring scale - compression

B. Access

(1) Location Zone
821 Forward Cargo Door

C. Procedure - Check the Latch Lock Handle Mechanism Operating Force

(1) Close and latch the large forward cargo door.

(2) Lock the door and measure the handle force as follows:

(a) Use the spring scale to close the master latch lock handle.

(b) Make sure the force necessary to move the handle to the closed position is not more than 32 pounds at the aft end of handle.

NOTE: Measurement of handle load is not required during the final 0.50 inch of travel prior to locking.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-074-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
ELECT	FUSELAGE		4C	14848	013	AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	SELF-ILLUMINATED O/H PULL HANDLE		PASS	ALL

ZONES	ACCESS PANELS
200	

MECH	INSP	MPD ITEM NUMBER

FUNCTIONALLY CHECK THE SELF-ILLUMINATED OVERWING HATCH PULL HANDLE (DISCARD WHEN ILLUMINATION IS BELOW REQUIRED MINIMUM). 52-21-02-2A

1. Self-Illuminating Signs Test

A. General

(1) The sign luminescence test works best without external light on the signs.

NOTE: If the area cannot be totally without lights, then put a shield around the area of the test.

B. Equipment

(1) Illumination Comparator - P/N DB-45-B1, Self-Powered Lighting Inc., Berwyn, PA 19312.

NOTE: Reference source must be at least 100 microlamberts to accurately compare. Replace the reference source if it is below 100 microlamberts.

C. Procedure - Test the Signs

WARNING: DO NOT STAY IN THE AREA IF THE PULL SIGN OR THE COVER PLATE OVER THE EMERGENCY HANDLE HAS A CRACK OR IS BROKEN. THE SIGN CONTAINS RADIOACTIVE GAS THAT CAN BE A HEALTH HAZARD. KEEP THE AIR DISTRIBUTION SYSTEM ON. AFTER 20 MINUTES, YOU CAN GO BACK TO THE AREA.

(1) Examine the sign for damage. If the sign has damage, replace the sign.

(2) Put the comparator on the front of the sign.

(3) Put the comparator into focus on the illuminated surface of the sign.

(4) Compare the amount of light from the sign to the amount of light on the comparator source.

(5) If the amount of light from the sign is less than the comparator source, replace the sign.

2. Remove the Self-Illuminating Signs

A. Equipment

(1) Gloves - Rubber, elbow length (dispose of as per the procedure)

B. Consumable Materials

(1) G00624 - bag, plastic, general purpose, PPP-B-26

(2) Metal container that does not have air leaks.

(3) G00991 - Packing material

C. References

(1) AMM 20-10-18/201, Radioluminous Materials

(2) AMM 21-00-00/201, Air Conditioning

D. Procedure - Remove the self-illuminating signs

(1) Supply a good flow of air to the airplane (AMM 21-00-00/201).

WARNING: DO NOT STAY IN THE AREA IF THE PULL SIGN OR THE COVER PLATE OVER THE EMERGENCY HANDLE HAS A CRACK OR IS BROKEN. THE SIGN CONTAINS RADIOACTIVE GAS THAT CAN BE A HEALTH HAZARD. KEEP THE AIR DISTRIBUTION SYSTEM ON. AFTER 20 MINUTES, YOU CAN GO BACK TO THE AREA.

(2) Put on rubber gloves when you remove a broken sign.

(3) Put the broken sign in the plastic bag.

NOTE: Do not close the bag.

(4) Immediately put the sign, the plastic bag, and the rubber gloves in an external area or in an area that has a good flow of air.

NOTE: Keep these materials away from other persons.

(5) After 2 hours, seal the sign in a plastic bag.

(6) Seal the plastic bag and the rubber gloves in the metal container with packing material.

(7) Refer to the disposal regulations and procedures for radioluminous material (AMM 20-10-18/201).

(8) Keep the container in an area that has a good flow of air.

NOTE: Keep the container away from other persons.

(9) Stop the flow of air in the airplane as it is necessary.

3. Install the Self-Illuminating Sign

A. Consumable Materials

(1) G00034 Cheesecloth

(2) B00083 Solvent - Aliphatic Naphtha TT-N-95, Type 2

(3) A50184 Adhesive- BMS 5-105, Type VI (Preferred)

B. Procedure

WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIRMENTS FOR PROPER HANDLING PROCEDURES.

MECH | INSP

(1) Clean the mating surfaces with aliphatic naphtha on a clean cheesecloth.

(2) Refer to the manufacturer's instructions to mix the adhesive.

(3) After you mix the adhesive, immediately apply the adhesive to the clean, mating surfaces.

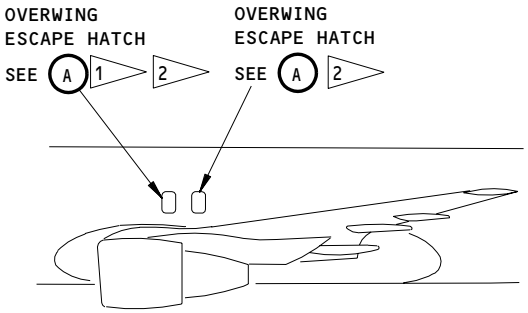
(4) Use a light pressure to install the sign in the escape hatch handle.

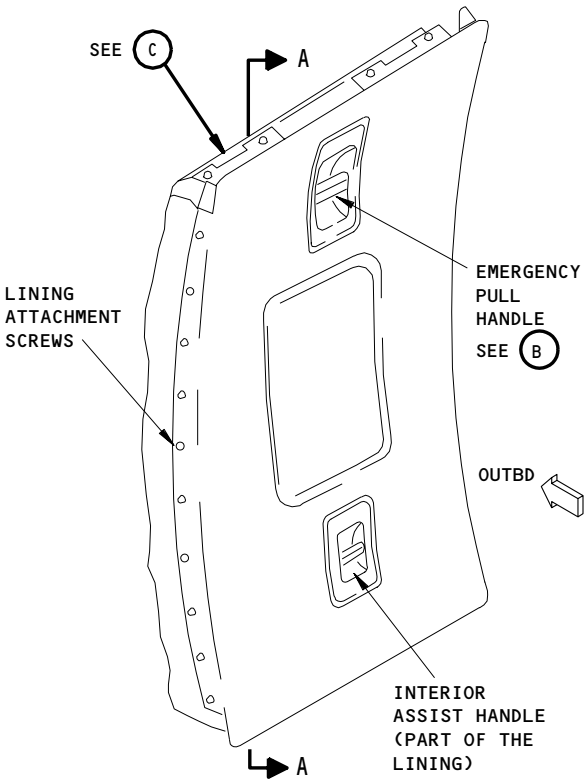
WARNING: DO NOT GET SOLVENTS IN YOUR MOUTH, OR YOUR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM SOLVENTS. SOLVENTS ARE HAZARDOUS MATERIALS. SOLVENTS MAY BE FLAMMABLE OR HARMFUL TO THE ENVIRONMENT. REFER TO PRODUCT MATERIAL SAFETY DATA SHEETS (MSDS) AND LOCAL REQUIRMENTS FOR PROPER HANDLING PROCEDURES.

(5) Rub off the unwanted adhesive with a cheesecloth that is moist aliphatic naphtha.

(6) Let the adhesive dry for 6 hours at room temperature. Higher temperatures will increase the speed of the curing process.

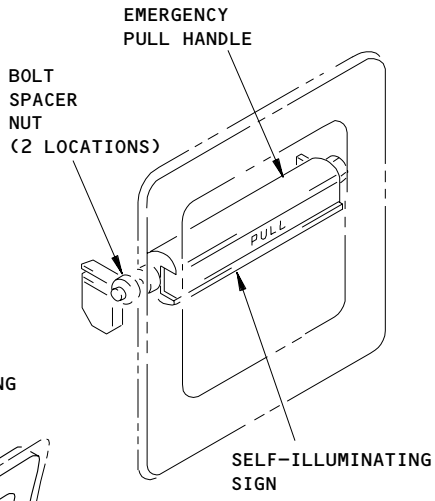
NOTE: The adhesive will dry faster at a higher temperature.





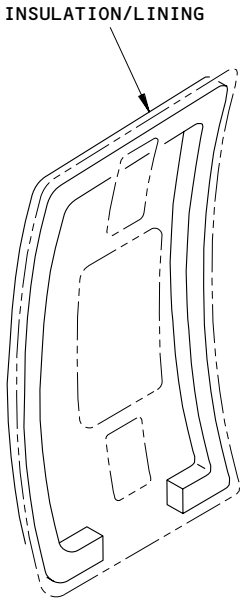
OVERWING ESCAPE HATCH

A



EMERGENCY PULL HANDLE

B



INSULATION/LINING
WITH GAP AT BOTTOM

C

1 AIRPLANES WITH ONE HATCH OVER EACH WING
2 AIRPLANES WITH TWO HATCHES OVER WACH WING

Overwing Escape Hatch Lining
Figure 201 (Sheet 1)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-075-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		NOTE	14848		AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	FLIGHT DECK DOOR STRIKE ASSEMBLY		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

DISCARD THE FLIGHT DECK DOOR STRIKE ASSEMBLY. 52-51-07-4A
THIS IS A CMR TASK FOR SB 767-25-0325.

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR AND WITHOUT BOX MOUNTED KEYPAD (POST SB 767-25-0325 OR AIRPLANE LINE NUMBER 895 AND ON).

INTERVAL NOTE: THE EQUIVALENT CMR TASK IS AT 9 YEARS WHICH HAS PRECEDENCE OVER THE MRBR INTERVAL OF 4C.

1. Electric Strike Removal (Fig. 401)

A. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

B. Prepare for the Removal

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

(a) 11T5, FLT DOOR DR LOCK

(2) Open the flight compartment door.

C. Electric Strike Removal

(1) Remove the screws (5) that attach the access cover plate (1) to the right hand door post.

(2) Remove the access cover plate (1).

MECH | INSP

(3) Remove the screws (4) and the washers (3) that attach the electric strike (2) to the door post.

(4) Carefully pull the electric strike (2) out of the door post.

(5) Remove the filler shim(s) (6).

(6) Disconnect the electrical connector from the strike.

(7) Remove the electric strike (2).

2. Electric Strike Installation (Fig. 401)

A. References

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

B. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

C. Electric Strike Installation

(1) Prevent contamination of the door electric strike assembly with lubricants.

(2) Connect the electrical connector to the electric strike (2).

(3) Put the filler shim(s) (6) in their position.

(4) Carefully insert the electric strike (2) into the door post opening and put it in its position.

(5) Install the screws (4) and the washers (3) that attach the electric strike (2) to the door post.

(6) Make sure the strike to door latch overlap dimension is 0.35-0.41 inches (8.9-10.4 mm).

(7) If the strike to door latch overlap dimension is not correct, do these steps:

(a) Remove the screws (4) and washers (3) that attach the electric strike (2) to the door post.

MECH | INSP

(b) Remove the electric strike (2) from the door post.

NOTE: Do not disconnect the electrical connector.

(c) Install or remove one or more of the filler shims (6) to get the correct overlap dimension.

NOTE: You will need to reinstall the electric strike to determine the overlap dimension.
The 232T2076-159 shim is .020 inch thick.
The 232T2076-104 shim is .040 inch thick.
The combination of shims used must not be more than .12 inch thick maximum.

(8) Put the access cover plate (1) in its position.

(9) Install the screws (5) that attach the access cover plate (1) to the door post.

D. Do a Post Installation Test of the Electric Strike

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

(2) Make sure the electric strike solenoid is in the de-energized postion.

NOTE: The solenoid is de-energized when the pin is retracted such that the strike can rotate.

(3) Close the door.

(4) Make sure you can open the door from the passenger side by pushing on the door handle.

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

(a) 11T5, FLT DECK DR LOCK

(6) Make sure the FLT DK DOOR three position switch on the M10057 lighting control panel is in the AUTO position.

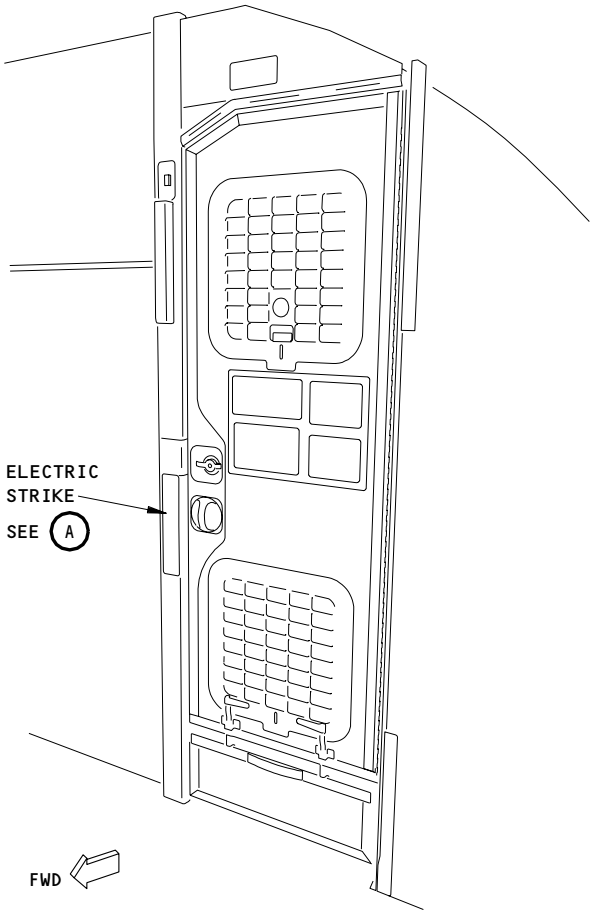
(7) Make sure the electric strike solenoid engergizes.

NOTE: The pin will extend preventing the strike from rotating.

MECH	INSP

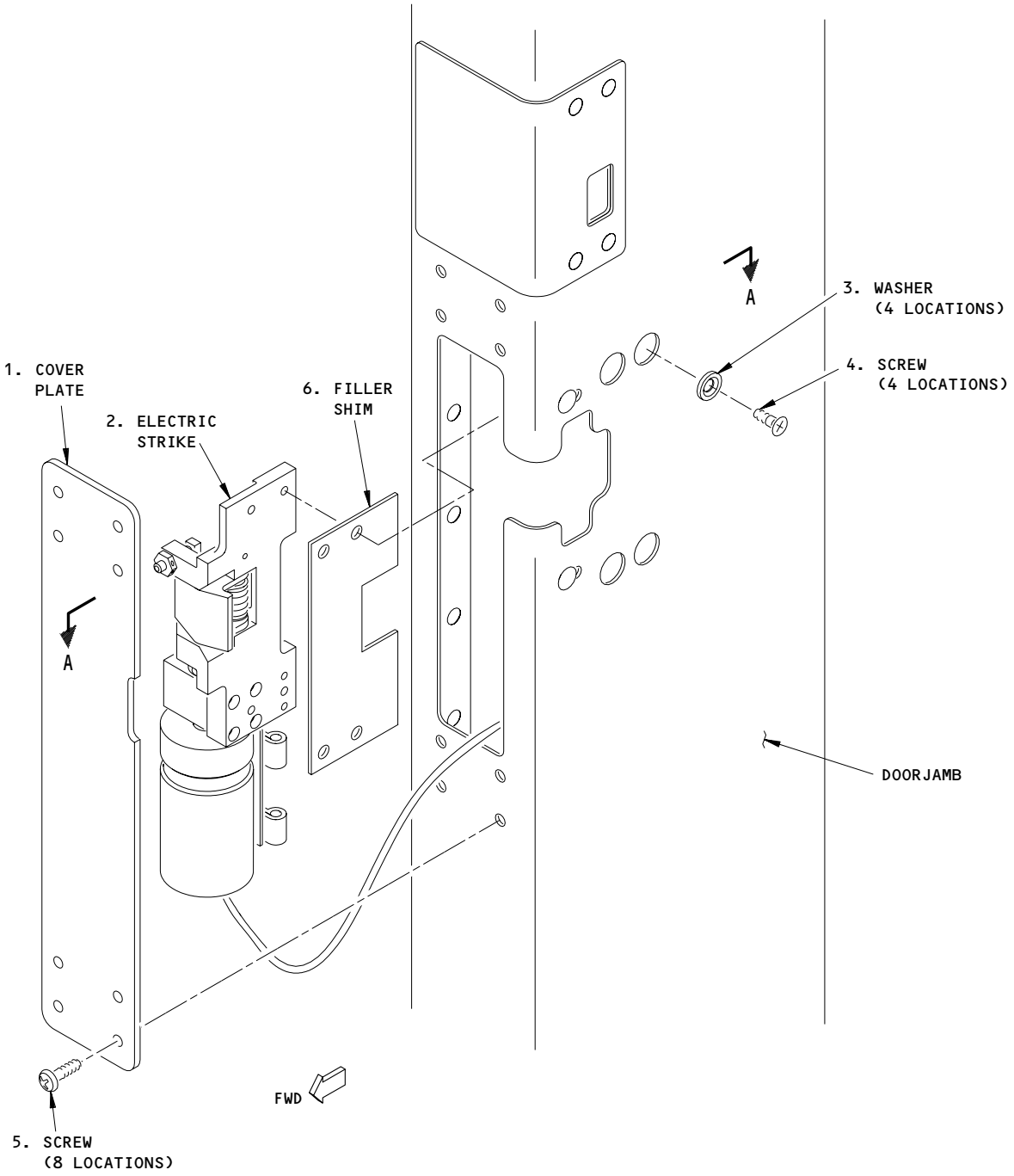
E. Put the Airplane Back to its Usual Condition

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



FLIGHT COMPARTMENT DOOR

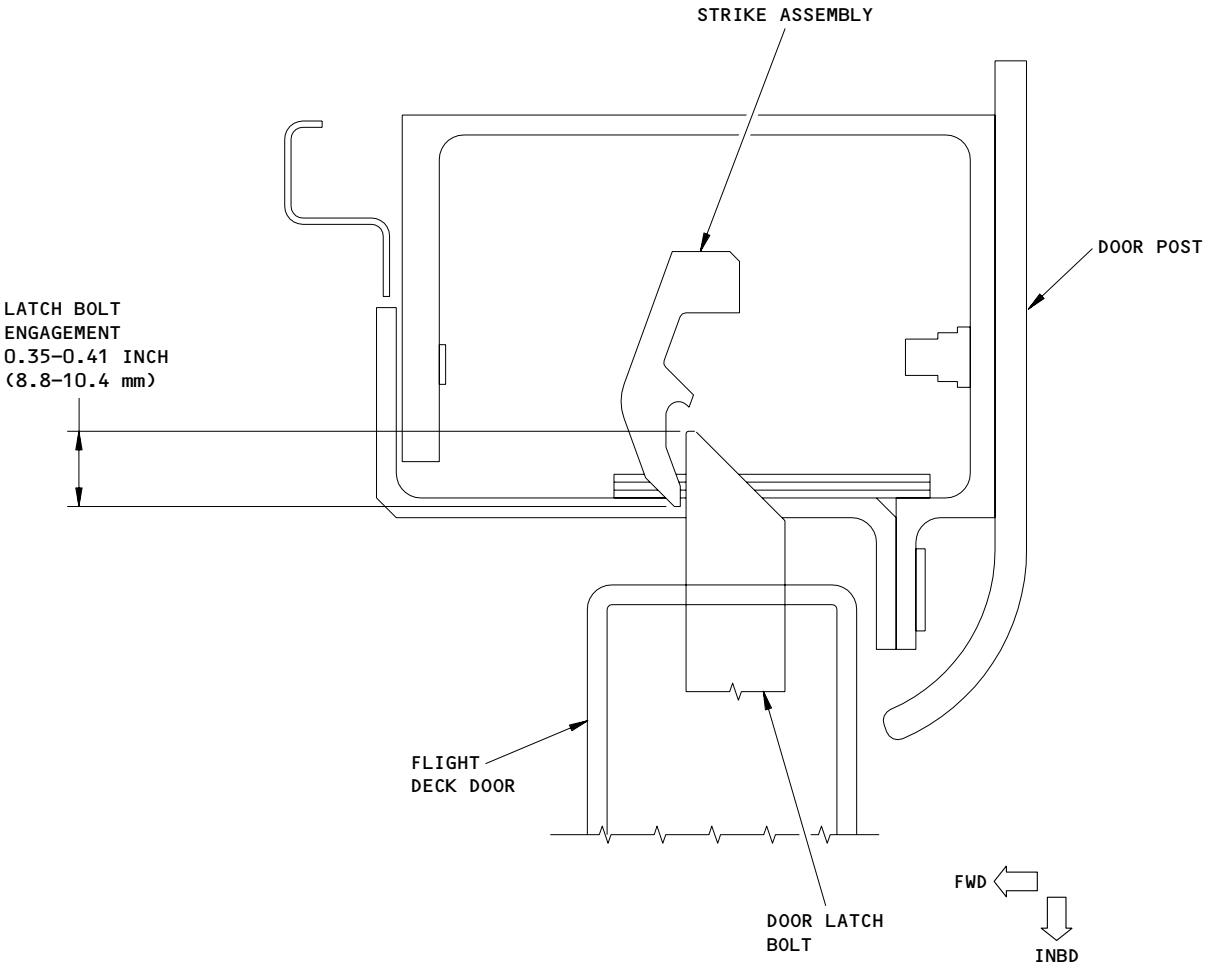
Electric Strike Installation
Figure 401 (Sheet 1)



ELECTRIC STRIKE

(A)

Electric Strike Installation
Figure 401 (Sheet 2)



A-A

Electric Strike Installation
Figure 401 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-075-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		NOTE	14848		AUG 22/08

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
REPLACE	FLIGHT DECK DOOR STRIKE ASSEMBLY		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

DISCARD THE FLIGHT DECK DOOR STRIKE ASSEMBLY. 52-51-07-4A
THIS IS A CMR TASK FOR SB 767-25-0332.

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR WITH BOX MOUNTED KEYPAD APPLICABLE TO AIRPLANES INCORPORATING SB 767-25-0332.

INTERVAL NOTE: THE EQUIVALENT CMR TASK IS AT 9 YEARS WHICH HAS PRECEDENCE OVER THE MRBR INTERVAL OF 4C.

1. Electric Strike Removal (Fig. 401)

A. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

B. Prepare for the Removal

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

(a) 11T5, FLT DOOR DR LOCK

(2) Open the flight compartment door.

C. Electric Strike Removal

(1) Remove the screws (3) that attach the cover plate (1) to the right hand door post.

MECH | INSP

(2) Carefully pull the electric strike (2) and the cover plate (1) out of the door post.

(3) Disconnect the electrical connector from the strike.

(4) Remove the screws (4) that attach the electric strike (2) to the cover plate (1).

(5) Remove the filler shim(s) (5).

2. Electric Strike Installation (Fig. 401)

A. Consumable Materials

(1) A00270 - Loctite 222

(2) A00247 - BMS 5-95 Type I, Class B-1/2 or B-2

B. References

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

C. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

D. Electric Strike Installation

(1) Apply the BMS 5-95 sealant to any surfaces in between the electric strike and the shims or the cover plate.

(2) Put the filler shim(s) (5) in their position.

(3) Install locktite 222 on the screw (4) threads.

(4) Install the screws (4) that attach the the electric strike (2) to the cover plate (1).

(5) Connect the electrical connector to the electric strike (2).

(6) Carefully insert the electric strike (2) into the door post opening and put it in its position.

MECH | INSP

(7) Install the screws (3) that attach the cover plate (1) to the door post.

(8) Make sure the latch bolt is centered vertically in the strike arm.

(9) Make sure the strike to door latch overlap dimension is 0.35-0.41 inches (8.9-10.4 mm).

(10) If the strike to door latch overlap dimension is not correct, do these steps:

(a) Remove the screws (3) that attach the cover plate (1) to the door post.

(b) Remove the electric strike (2) and cover plate (1) from the door post.

NOTE: Do not disconnect the electrical connector.

(c) Install or remove one or more of the filler shims (5) to get the correct overlap dimension.

NOTE: You will need to reinstall the electric strike to determine the overlap dimension. If necessary, you can use a maximum of seven filler shims (232T2025-54) to get a maximum thickness of .280 inch.

(11) Put the access cover plate (1) in its position.

(12) Install the screws (3) that attach the access cover plate (1) to the door post.

E. Do a Post Installation Test of the Electric Strike

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

(2) Make sure the electric strike solenoid is in the de-energized postion.

NOTE: The solenoid is de-energized when the pin is retracted such that the strike can rotate.

(3) Close the door.

MECH | INSP

(4) Make sure you can open the door from the passenger side by pushing on the door handle.

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

(a) 11T5, FLT DECK DR LOCK

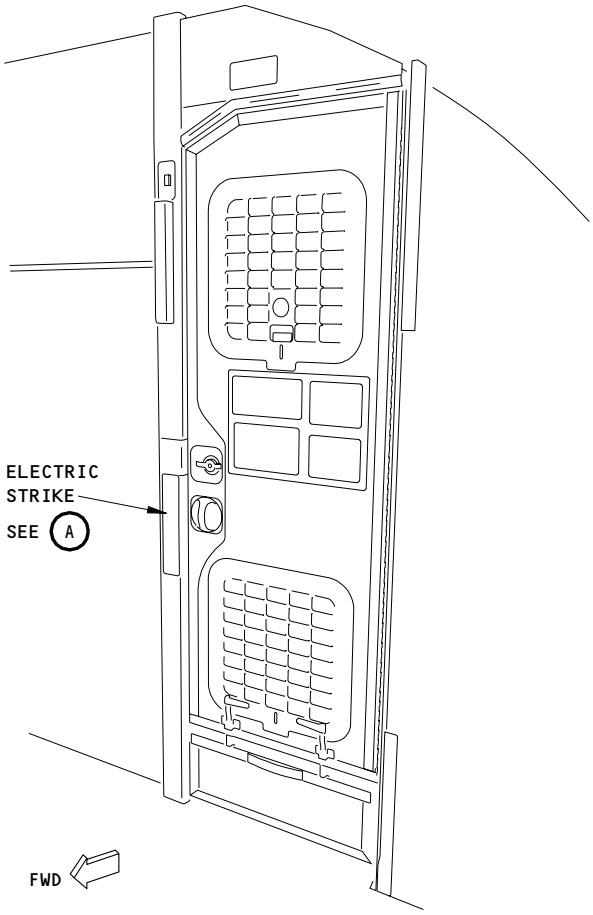
(6) Make sure the FLT DK DOOR three position switch on the M10057 lighting control panel is in the AUTO position.

(7) Make sure the electric strike solenoid engergizes.

NOTE: The pin will extend preventing the strike from rotating.

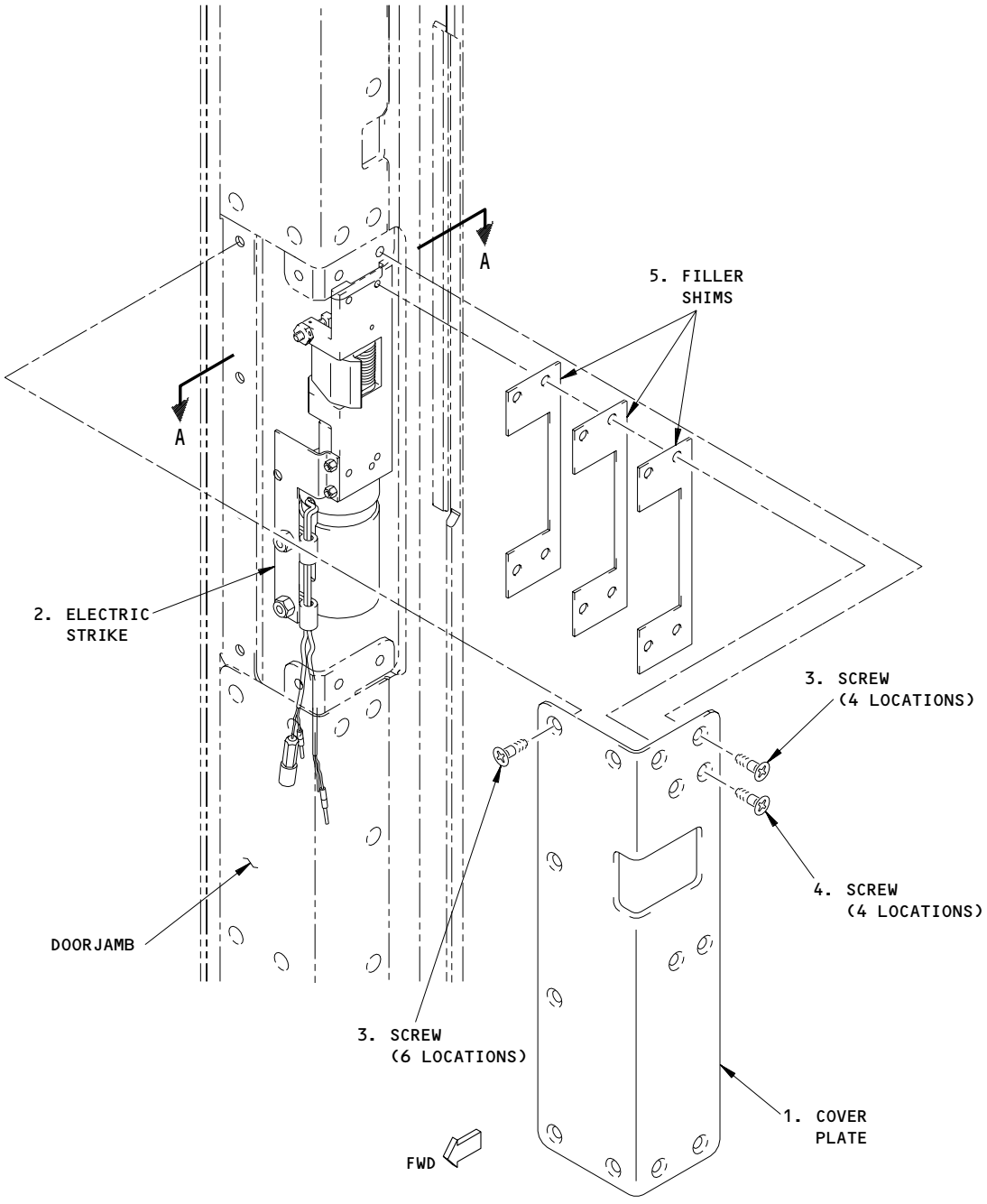
F. Put the Airplane Back to its Usual Condition

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



FLIGHT COMPARTMENT DOOR

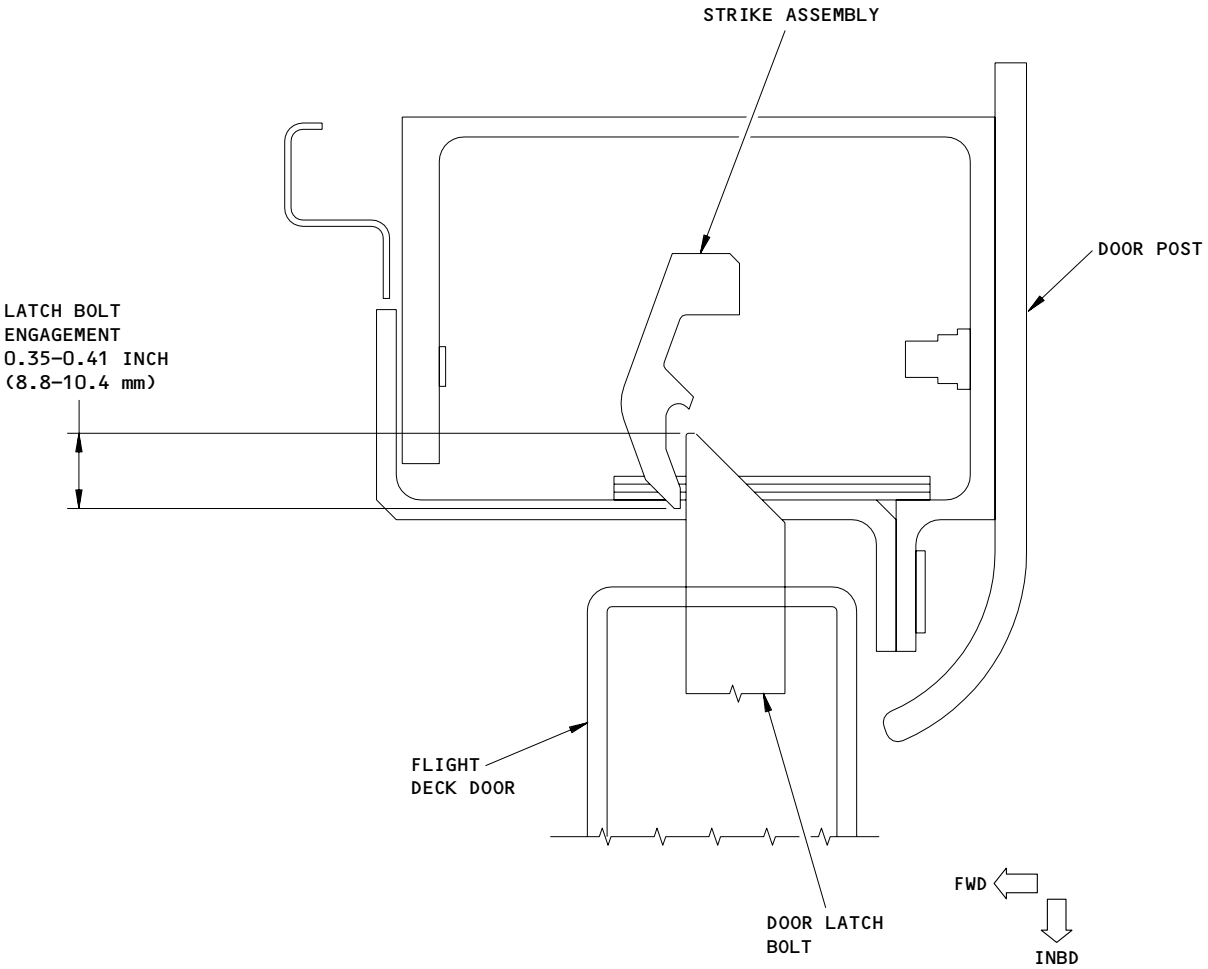
Electric Strike Installation
Figure 401 (Sheet 1)



ELECTRIC STRIKE

(A)

Electric Strike Installation
Figure 401 (Sheet 2)



A-A

Electric Strike Installation
Figure 401 (Sheet 3)

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-076-01
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		00010 YRS	23280	011	DEC 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

DETAILED INSPECTION OF BOTH FLIGHT DECK DOOR DECOMPRESSION LATCHES AND HINGES. 52-51-14-6A

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR APPLICABLE TO AIRPLANES INCORPORATING SB 767-25-0325, 767-25-0332 OR AIRPLANE LINE NUMBER 895 AND ON.

1. Decompression Panel Hinges and Latches Inspection

A. General

(1) This procedure checks the condition and security of the flight compartment door decompression panel hinges and latches.

(2) These checks ensure that the decompression panels will open if there is a rapid decompression of the aft cabin.

(3) You must do the inspections on both the top and the bottom blowout panels.

B. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

C. Procedure

(1) Do these steps to check the decompression panel hinges and latches:

MECH	INSP

(a) Remove the screws that attach the strike plate to the blowout panel.

NOTE: You can access the screws through the holes in the grill.

(b) Remove the strike plate and the shim.

(c) Open the blowout panel.

(d) Make sure the tongue on the latch is in the vertical position and is not loose.

(e) Inspect the hinge, strike plate, and latch for the following abnormal conditions:

1) Deformation

2) Cracks

3) Notches

4) Unusual wear

5) Corrosion

(f) Put the blowout panel in the closed postion.

(g) Put the shim and the strike plate in its position.

(h) Install the screws that attach the strike plate to the blowout panel.

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-077-07
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK EACH SPEAKER TO ENSURE THAT CHIME IS AVAILABLE. 52-51-00-5C

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR AND WITHOUT BOX MOUNTED KEYPAD (POST SB 767-25-0325 OR AIRPLANE LINE NUMBER 895 AND ON).

1. Operational Check of the Flight Compartment Access System

A. General

(1) This task does a test of the chime module to make sure you can hear the chime and that the other parts of the access system operate.

B. References

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

C. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

D. Prepare for the Test

(1) Obtain the access code for the flight deck door.

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

MECH | INSP

(3) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(4) Make sure the flight compartment door is open.

E. Procedure

(1) Do these steps to make sure flight compartment access system operates:

(a) Make sure the FLT DK DOOR switch is in the AUTO position.

(b) Enter the access code in the keypad and press the ENT key.

(c) Make sure the chime module sounds.

(d) Make sure the AUTO UNLK light comes on.

(e) Put the FLT DK DOOR switch to the DENY position.

(f) Make sure the AUTO UNLK light goes off.

(g) Put the FLT DK DOOR switch to the UNLKD position and hold.

(h) Put the Flight Deck Access System switch on the chime module to the OFF position.

(i) Release the Flight Deck Access System switch to the AUTO position.

(j) Make sure the LOCK FAIL Light comes on.

(k) Put the Flight Deck Access System switch to the NORM position.

F. Put the Airplane Back to its Usual Condition

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

STATION	TAIL NO.	DATE

SAS BOEING 767
TASK CARD

BOEING CARD NO. 52-077-11
AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH | INSP

MPD ITEM NUMBER

OPERATIONALLY CHECK EACH SPEAKER TO ENSURE THAT CHIME IS AVAILABLE. 52-51-00-5C

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR WITH BOX MOUNTED SB 767-25-0332.

1. Operational Check of the Flight Compartment Access System

A. General

(1) This task does a test of the chime module to make sure you can hear the chime and that the other parts of the access system operate.

B. References

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

C. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

D. Prepare for the Test

(1) Obtain the access code for the flight deck door.

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

MECH | INSP

(3) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(4) Make sure the flight compartment door is open.

E. Procedure

(1) Do these steps to make sure the flight compartment access system operates:

(a) Make sure the FLT DK DOOR switch is in the AUTO position.

(b) Enter the access code in the keypad and press the ENT key.

(c) Make sure the chime module sounds.

(d) Make sure the AUTO UNLK light comes on.

(e) Put the FLT DK DOOR switch to the DENY position.

(f) Make sure the AUTO UNLK light goes off.

(g) Put the FLT DK DOOR switch to the UNLKD position and hold.

(h) Put the Flight Deck Access System switch on the chime module to the OFF position.

(i) Make sure the LOCK FAIL Light comes on.

(j) Put the Flight Deck Access System switch to the NORM position.

F. Put the Airplane Back to its Usual Condition

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-078-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		4C	14848	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK BOTH SENSING CHANNELS OF THE PRESSURE SENSOR BY SIMULATING DECOMPRESSION. 52-51-00-5A

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR AND WITHOUT BOX MOUNTED KEYPAD (POST SB 767-25-0325 OR AIRPLANE LINE NUMBER 895 AND ON).

1. Pressure Sensor Decompression Operational Test

A. Special Tools and Equipment

(1) 37N00001-3, Decompression Simulator (1HEC6)
Northwest Aerospace Technologies, Inc.
2210 Hewitt Aveenue, Suite 300
Everett, WA 98201
(425) 257-2044

B. General

(1) This task does a test of the Pressure Sensor to determine proper operation during a decompression event.

(2) The pressure sensor has two decompression ports. You need to perform this test on the two ports.

(3) You will need two people to perform this test.

C. References

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

D. Access

MECH | INSP

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

E. Prepare for the Test

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

(2) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(3) Make sure the FLT DK DOOR switch is in the AUTO position.

(4) Make sure the flight deck door is closed and locked.

NOTE: Do not lock the deadbolt lock or this test will not work.

F. Procedure

CAUTION: MAKE SURE YOU PUSH THE END TAB DOWN ON THE DECOMPRESSION SIMULATOR BEFORE YOU INSERT IT INTO ONE OF THE DECOMPRESSION PORTS ON THE PRESSURE SENSOR. IF YOU DO NOT PUSH THE END TAB DOWN BEFORE YOU INSERT IT INTO THE DECOMPRESSION PORTS, DAMAGE TO THE PRESSURE SENSOR CAN OCCUR.

(1) Push the end tab down on the decompression simulator to prepare the simulator for the test.

(2) Put the tube of the decompression simulator into one of the two decompression ports on the pressure sensor.

(3) Make sure a second person stands on the passenger compartment side of the flight compartment door and applies pressure on the door.

(4) With the second person applying presure on the door, push the trigger on the decompression simulator.

(5) Make sure the door unlocks and the door opens.

MECH	INSP

(6) Repeat this test for the other decompresson port on the pressure sensor.

G. Put the Airplane Back to its Usual Condition

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-078-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		4C	14848	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
OPERATIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

OPERATIONALLY CHECK BOTH SENSING CHANNELS OF THE PRESSURE SENSOR BY SIMULATING DECOMPRESSION. 52-51-00-5A

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR WITH BOX MOUNTED KEYPAD APPLICABLE TO AIRPLANES INCORPORATING SB 767-25-0332.

1. Pressure Sensor Decompression Operational Test

A. Special Tools and Equipment

(1) 37N00001-3, Decompression Simulator (1HEC6)
Northwest Aerospace Technologies, Inc.
2210 Hewitt Aveenue, Suite 300
Everett, WA 98201
(425) 257-2044

B. General

(1) This task does a test of the Pressure Sensor to determine proper operation during a decompression event.

(2) The pressure sensor has two decompression ports. You need to perform this test on the two ports.

(3) You will need two people to perform this test.

C. References

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

D. Access

MECH | INSP

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

E. Prepare for the Test

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

(2) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(3) Make sure the FLT DK DOOR switch is in the AUTO position.

(4) Make sure the flight deck door is closed and locked.

NOTE: Do not lock the deadbolt lock or this test will not work.

F. Procedure

CAUTION: MAKE SURE YOU PUSH THE END TAB DOWN ON THE DECOMPRESSION SIMULATOR BEFORE YOU INSERT IT INTO ONE OF THE DECOMPRESSION PORTS ON THE PRESSURE SENSOR. IF YOU DO NOT PUSH THE END TAB DOWN BEFORE YOU INSERT IT INTO THE DECOMPRESSION PORTS, DAMAGE TO THE PRESSURE SENSOR CAN OCCUR.

(1) Push the end tab down on the decompression simulator to prepare the simulator for the test.

(2) Put the tube of the decompression simulator into one of the two decompression ports on the pressure sensor.

(3) Make sure a second person stands on the passenger compartment side of the flight compartment door and applies pressure on the door.

(4) With the second person applying presure on the door, push the trigger on the decompression simulator.

(5) Make sure the door unlocks and the door opens.

MECH	INSP

(6) Repeat this test for the other decompresson port on the pressure sensor.

G. Put the Airplane Back to its Usual Condition

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

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-079-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	001	DEC 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK THE FLIGHT DECK DOOR; SEAL, AND BREAKAWAY PANEL SEAL FOR CONDITION AND SECURITY. 52-51-05-6A

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR APPLICABLE TO AIRPLANES INCORPORATING SB 767-25-0325, 767-25-0332 OR AIRPLANE LINE NUMBER 895 AND ON.

1. Flight Compartment Door Seal Check

A. General

(1) This procedure checks the condition and security of the flight compartment door seal.

(2) This procedure ensures the flight compartment door seal will aid in the removal of smoke from the flight compartment.

B. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

C. Procedure

(1) Do these steps to check the door seal:

(a) Open the flight compartment door.

(b) Check the door seal on the top and sides of the door frame for these abnormal conditions:

MECH	INSP

1) Cracks

2) Notches

3) Unusual wear

4) Tears

5) Splits

2. Flight Compartment Door Breakaway Panel Seal Check

A. General

(1) This procedure checks the condition and security of the flight compartment door breakaway panel seal.

(2) This procedure ensures the flight compartment door breakaway panel seal will aid in the removal of smoke from the flight compartment.

B. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

C. Procedure

(1) Do these steps to check the breakaway panel seal:

(a) Open the flight compartment door.

(b) Check the breakaway panel seal located on the bottom edge of the breakaway panel, for these abnormal conditions:

1) Improper installation

2) Notches

3) Unusual wear

4) Tears

5) Splits

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-080-02
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		00010 YRS	23280	001	DEC 22/05

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
CHECK/INSP	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

VISUALLY CHECK BOTH FLIGHT DECK DOOR DECOMPRESSION PANEL TRIM RING SEALS FOR CONDITION AND SECURITY. 52-51-14-6B

AIRPLANE NOTE: APPLICABLE ONLY TO THOSE AIRPLANES INCORPORATING SB 767-25-0332, OR SB 767-25-0325.

1. Decompression Panel Trim Ring Seal Inspection

A. General

(1) This procedure checks the condition and security of the flight compartment door inner trim ring seals.

(2) This procedure ensures there is an adequate air seal on the blowout panels to aid in the removal of smoke from the flight compartment.

(3) You must do the inspection on both the top and the bottom blowout panels.

B. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

C. Procedure

(1) Do these steps to inspect the inner trim ring seals:

(a) Disconnect the lower door panel hinge pin levers from the bottom blowout panel grill.

(b) Remove the screws that attach the grill to the blowout panel.

MECH	INSP

(c) Remove the grill.

(d) Inspect the inner trim ring seal for these abnormal conditions:

1) Deformation

2) Cracks

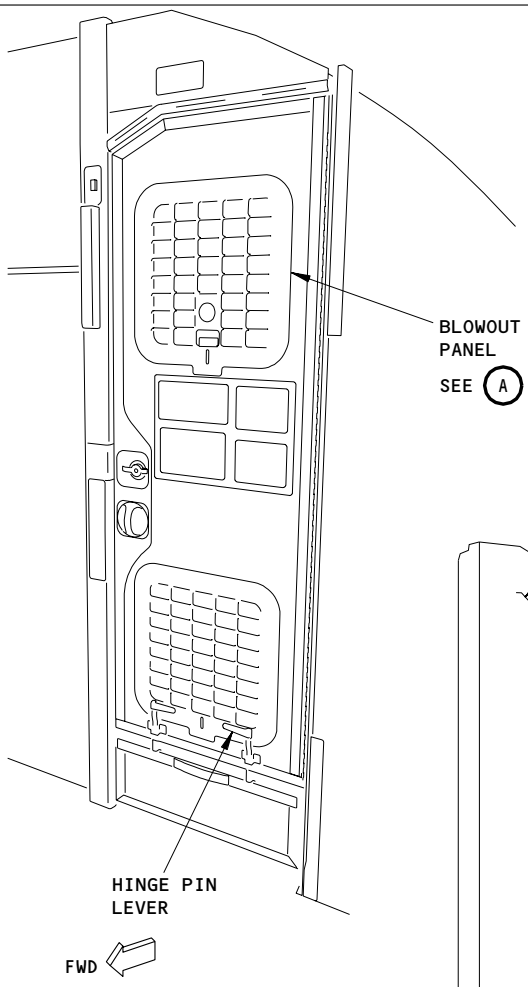
3) Notches

4) Unusual wear

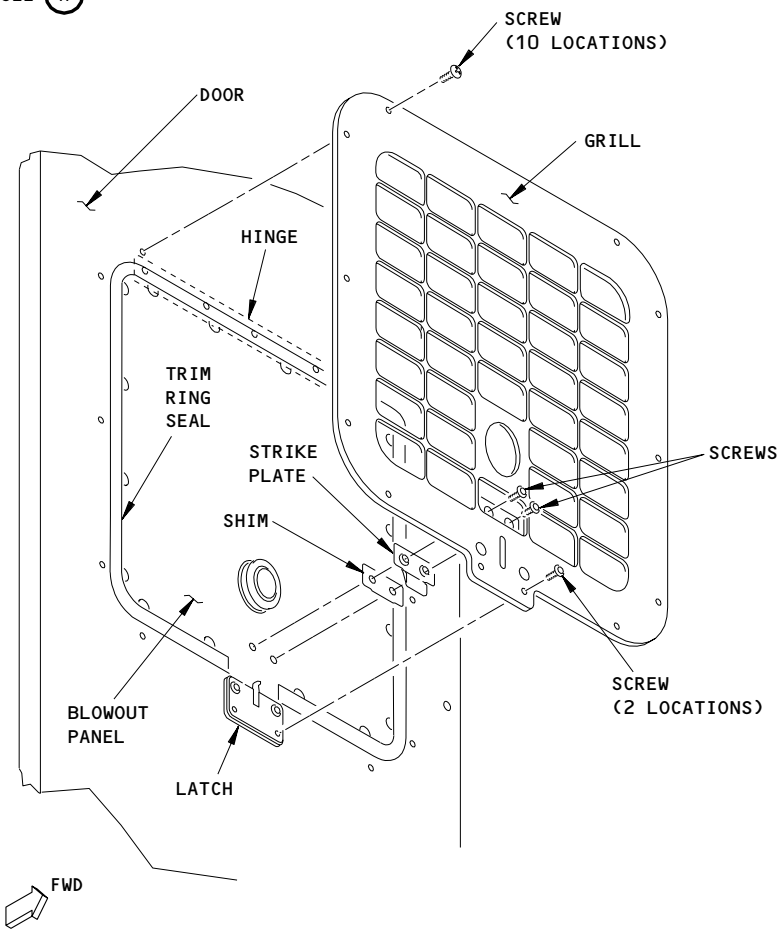
(e) Put the grill in its position.

(f) Install the screws tht attach the grill to the blowout panel.

(g) Connect the lower door panel hinge pin levers to the bottom blowout panel grill.



FLIGHT COMPARTMENT DOOR



BLOWOUT PANEL
A

Blowout Panel Inspection
Figure 601

STATION		BOEING CARD NO.
TAIL NO.	SAS BOEING 767 TASK CARD	52-081-04
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

FUNCTIONALLY CHECK THE "DENY" TIME DELAY FUNCTION OF THE FLIGHT DECK SECURITY DOOR ACCESS SYSTEM TO VERIFY; OPERATION OF THE THREE POSITION ROTARY SWITCH IN THE P5 PANEL, THE DENY FUNCTION, AND REVERSION TO THE DEFAULT MODE. 52-51-00-5B

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR WITH BOX MOUNTED KEYPAD APPLICABLE TO AIRPLANES INCORPORATING SB 767-25-0332.

1. Functional Check of the DENY Function of the Flight Deck Access System

A. General

(1) This task is for scheduled maintenance.

(2) This task does a test of the Deny function of the flight compartment security door access system.

B. References

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

(2) AMM 52-51-00/201, Flight Compartment Door Maintenance Practices

C. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

D. Procedure

MECH | INSP

(1) Obtain the following information:

NOTE: These items are programable. You need to obtain the access code and times currently in use by the flight crew.

(a) Access Code

(b) Deny Time Delay

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

(3) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(4) Make sure the flight compartment door is open.

E. DENY Mode Test

(1) Do these steps to make sure the DENY Mode operates:

(a) Make sure the red LED on the keypad is on.

(b) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

(c) Enter the access code in the keypad and press the ENT key.

1) Make sure that the amber LED on the keypad comes on and the red LED goes off.

2) Make sure that the chime module sounds a half second tone two times.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

3) Make sure the AUTO UNLK light on the lighting control panel comes on.

(d) Put and momentarily hold the FLT DK DOOR switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

1) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

2) Make sure that the amber LED on the keypad goes off and the red LED comes on.

3) Make sure the AUTO UNLK light on the lighting control panel goes off.

4) Make sure the chime module does not sound.

(e) Do these steps before the DENY Time Delay has expired:

1) Enter the access code in the keypad and press the ENT key.

a) Make sure that the red LED on the keypad stays on.

b) Make sure the chime module does not sound.

c) Make sure the AUTO UNLK light on the lighting control panel stays off.

(f) Do these steps once the Deny Time Delay has expired:

1) Enter the access code on the keypad and press the ENT key.

a) Make sure that the amber LED on the keypad comes on and the red LED goes off.

b) Make sure that the chime module sounds a half second tone two times.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

c) Make sure the AUTO UNLK light on the lighting control panel comes on.

(g) Put and hold the FLT DK DOOR switch to the UNLKD position.

1) Make sure that the green LED on the keypad comes on and the red LED goes off.

2) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

(h) Put the FLT DK DOOR switch back to the AUTO position.

1) Make sure the red LED on the keypad comes on and the green LED goes off.

2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

F. Put the Airplane Back to its Usual Condition

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

STATION		BOEING CARD NO.
TAIL NO.	SAS 767 TASK CARD	52-081-09
DATE		AIRLINE CARD NO.

SKILL	WORK AREA	RELATED TASK	INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	CREW CABIN		1C	11212	001	AUG 22/09

TASK	TITLE	STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE	APPLICABILITY ENGINE
FUNCTIONAL	FLIGHT DECK SECURITY DOOR		NOTE	ALL

ZONES	ACCESS PANELS
211 212	

MECH	INSP	MPD ITEM NUMBER

FUNCTIONALLY CHECK THE "DENY" TIME DELAY FUNCTION OF THE FLIGHT DECK SECURITY DOOR ACCESS SYSTEM TO VERIFY; OPERATION OF THE THREE POSITION ROTARY SWITCH IN THE P5 PANEL, THE DENY FUNCTION, AND REVERSION TO THE DEFAULT MODE. 52-51-00-5B

AIRPLANE NOTE: AIRPLANES WITH STRAIGHT ENHANCED SECURITY FLIGHT COMPARTMENT DOOR AND WITHOUT BOX MOUNTED KEYPAD (POST SB 767-25-0325 OR AIRPLANE LINE NUMBER 895 AND ON).

1. Functional Check of the DENY Function of the Flight Deck Access System

A. General

(1) This task is for scheduled maintenance.

(2) This task does a test of the Deny function of the flight compartment security door access system.

B. References

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

(2) AMM 52-51-00/201, Flight Compartment Door Maintenance Practices

C. Access

(1) Location Zones
211 Control cabin - Section 41 (Left)
221 Passenger cabin - Section 41 (Left)

D. Procedure

MECH | INSP

(1) Obtain the following information:

NOTE: These items are programable. You need to obtain the access code and times currently in use by the flight crew.

(a) Access Code

(b) Deny Time Delay

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

(3) Make sure the Flight Deck Access System switch on the Chime Module is in the NORM position (guard closed).

(4) Make sure the flight compartment door is open.

E. DENY Mode Test

(1) Do these steps to make sure the DENY Mode operates:

(a) Make sure the red LED on the keypad is on.

(b) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

(c) Enter the access code in the keypad and press the ENT key.

1) Make sure that the amber LED on the keypad comes on and the red LED goes off.

2) Make sure that the chime module sounds a half second tone two times.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

MECH | INSP

3) Make sure the AUTO UNLK light on the lighting control panel comes on.

(d) Put and momentarily hold the FLT DK DOOR switch in the DENY position.

NOTE: You must keep track of the time elapsed from when you put the switch in the DENY position.

1) Make sure the electric strike is in the locked position.

NOTE: The Solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

2) Make sure that the amber LED on the keypad goes off and the red LED comes on.

3) Make sure the AUTO UNLK light on the lighting control panel goes off.

4) Make sure the chime module does not sound.

(e) Do these steps before the DENY Time Delay has expired:

1) Enter the access code in the keypad and press the ENT key.

a) Make sure that the red LED on the keypad stays on.

b) Make sure the chime module does not sound.

c) Make sure the AUTO UNLK light on the lighting control panel stays off.

(f) Do these steps once the Deny Time Delay has expired:

1) Enter the access code on the keypad and press the ENT key.

a) Make sure that the amber LED on the keypad comes on and the red LED goes off.

MECH | INSP

b) Make sure that the chime module sounds a half second tone two times.

NOTE: If the Continuous Chime Time Delay is set to 0 (zero) seconds (Code 311), then a continuous chime will occur and not the half second tones.

c) Make sure the AUTO UNLK light on the lighting control panel comes on.

(g) Put and hold the FLT DK DOOR switch to the UNLKD position.

1) Make sure that the green LED on the keypad comes on and the red LED goes off.

2) Make sure the electric strike is in the unlocked position.

NOTE: The Solenoid pin in the electric strike will retract down such that you can rotate the strike.

(h) Put the FLT DK DOOR switch back to the AUTO position.

1) Make sure the red LED on the keypad comes on and the green LED goes off.

2) Make sure the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike will be extended up such that you can not rotate the strike.

F. Put the Airplane Back to its Usual Condition

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