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BOEING CARD NO. 78-405-C1-1

AIRPLANE

AIRLINE CARD NO.

ENGINE

SKILL	WORK AREA	Ą	RELATED TASK		INTERVAL		PHASE	MPD	TASK CARD
								REV	REVISION
ENGIN	ENGINE 1	1		1C			11212	005	AUG 22/01
TASK			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PLICABILITY

FAN DUCT BULL-NOSE SEAL AND FAIRING CHECK/INSP **ALL** 4000

ZONES ACCESS PANELS

415 416 413AL 414AR 415AL 416AR 417AL 418AR

MPD ITEM NUMBER MECH INSP

VISUALLY CHECK THE ENGINE 1 FAN DUCT BULL-NOSE SEAL FOR DAMAGE AND/OR MISSING PORTIONS.

N78-00-00-6CN78-00-00-6C N78-00-00-6D

VISUALLY CHECK THE ENGINE 1 FAN DUCT BULL-NOSE N78-00-00-6D

ACCESS NOTE: THRUST REVERSER SLEEVE MUST BE PARTIALLY EXTENDED FOR THESE CHECKS.

- 1. Do the Inspection of the Bullnose Seal for the Thrust Reverser
 - A. References

FAIRING FOR DAMAGE.

- (1) AMM 27-61-00/201, Speed Brake Control System
- (2) AMM 71-11-04/201, Fan Cowl Panels
- (3) AMM 71-11-06/401, Core Cowl Panels
- (4) AMM 78-00-00/801, Exhaust
- (5) AMM 78-31-00/201, Thrust Reverser System
- B. Prepare to do the Inspection of the Bullnose Seal.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEED BRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the Spoiler/Speed Brake Control System (AMM 27-61-00/201).

EFFECTIVITY CHECK/INSP FAN DUCT BULL-NOSE SEAL AND FAIRING N78-00-00-6C 78-405-C1-1 PAGE 1 OF 5 NOV 10/93

78-405-C1-1

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
- (3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DDAMAGE TO EQUIPMENT.

- (4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (5) Open the fan cowl panels (AMM 71-11-04/201).
- (6) Open the core cowl panels (AMM 71-11-06/401).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(7) Open the thrust reverser to the 23-degree position (AMM 78-31-00/201).

NOTE: Do not open the thrust reverser halves more than 23-degrees.

CAUTION: DO NOT EXTEND THE THRUST REVERSER SLEEVES WHEN THE THRUST REVERSER HALVES ARE OPEN MORE THAN 23-DEGREES. THIS WILL CAUSE DAMAGE TO THE THRUST REVERSER SLEEVES AND THE STRUT.

CAUTION: MAKE SURE THE AREA BEHIND THE THRUST REVERSER IS CLEAR OF ALL GROUND SUPPORT EQUIPMENT AND WORKSTANDS. DAMAGE WILL OCCUR IF THE THRUST REVERSER SLEEVES HIT THE GROUND SUPPORT EQUIPMENT OR THE WORKSTANDS.

EFFECTIVITY

CHECK/INSP

FAN DUCT BULL-NOSE SEAL AND FAIRING

N78-00-00-6C 78-405-C1-1

78-405-c1-1 PAGE 2 OF 5 AUG 22/01

78-405-C1-1

BOEING 767 TASK CARD

AIRLINE CARD NO.

BE VERY CAREFUL TO MAKE SURE THE THRUST REVERSER SLEEVES DO NOT CAUTION: HIT THE OPEN CORE COWL PANELS WHEN YOU EXTEND THE THRUST THE THRUST REVERSER WILL NOT FULLY EXTEND WITH THE CORE COWL PANELS IN THE OPEN POSITION. IF YOU ARE NOT CAREFUL, YOU CAN CAUSE DAMAGE TO THE THRUST REVERSER SLEEVES OR THE CORE COWL PANELS.

Manually extend the thrust reverser approximately 6 inches (15 cm) (AMM 78-31-00/201).

To prevent damage to the thrust reverser sleeves or the core cowl panels, DO NOT extend the thrust reverser more than 6 inches (15 cm).

- Do the Inspection of the Bullnose Seal (Fig. 602).
 - (1) Examine the bullnose seal on the translating sleeve of the thrust reverser as follows:
 - (a) Visually examine the bullnose seal for material that is gone.
 - (b) Look for cuts, gouges, and holes that extend through the seal.

Damage to the seal that does not extend through the seal NOTE: is permitted.

A bullnose seal may be made from one piece of seal NOTE: material or from two pieces of seal material. A splice that connects two pieces feels harder than the other parts of the seal. Do not reject a seal splice if it is not damaged.

- (c) Measure the length of all space made from the material that is gone.
- (d) Measure the length of the area that has damage that extends through the seal.
- (e) Add the lengths together of all these damaged areas.

EFFECTIVITY

CHECK/INSP

FAN DUCT BULL-NOSE SEAL AND FAIRING

N78-00-00-6C

78-405-C1-1 PAGE 3 OF 5 AUG 22/01

78-405-c1-1

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			·
			(f)	If this sum is more than 10.0 inches, replace the bullnose seal.
				NOTE: You must remove the translating sleeve to replace the bullnose seal (AMM 78-31-10/401).
			(g)	Make sure the bullnose seal fairing on the torque box does not have damage and is installed correctly.
		D.	Put the A	irplane Back to Its Usual Condition.
			(1) Manu	ally retract the thrust reverser (AMM 78-31-00/201).
			WARNING:	OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
			(2) Clos	e the thrust reverser (AMM 78-31-00/201).
			(3) Clos	e the core cowl panels (AMM 71-11-06/401).
			(4) Clos	e the fan cowl panels (AMM 71-11-04/201).
				the activation procedure for the thrust reverser 78–31–00/201).
				the activation procedure for the spoiler/speed brake control em (AMM 27-61-00/201).
			(7) Remo	ve the DO-NOT-OPERATE tags from the thrust levers.

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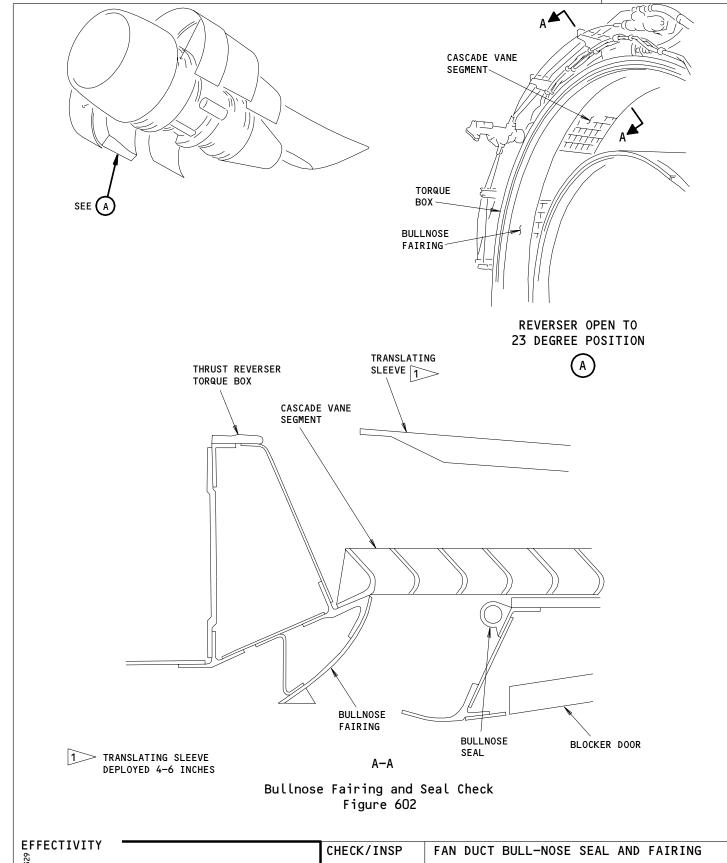
BOEING CARD NO.

78-405-C1-1

AIRLINE CARD NO.

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TASK CARD



N78-00-00-6C

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BOEING CARD NO. 78-405-C1-2

AIRLINE CARD NO.

TASK CARD

WORK AREA RELATED TASK INTERVAL SKILL PHASE REV REVISION 005 AUG 22/01 ENGIN | ENGINE 2 1C 11212 APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE

CHECK/INSP FAN DUCT BULL-NOSE SEAL AND FAIRING ALL 4000

ACCESS PANELS ZONES

425 426 423AL 424AR 425AL 426AR 427AL 428AR

MPD ITEM NUMBER MECH INSP

VISUALLY CHECK THE ENGINE 2 FAN DUCT BULL-NOSE SEAL FOR DAMAGE AND/OR MISSING PORTIONS.

N78-00-00-6CN78-00-00-6C N78-00-00-6D

VISUALLY CHECK THE ENGINE 2 FAN DUCT BULL-NOSE FAIRING FOR DAMAGE.

N78-00-00-6D

ACCESS NOTE: THRUST REVERSER SLEEVE MUST BE PARTIALLY EXTENDED FOR THESE CHECKS.

- 1. Do the Inspection of the Bullnose Seal for the Thrust Reverser
 - A. References
 - (1) AMM 27-61-00/201, Speed Brake Control System
 - (2) AMM 71-11-04/201, Fan Cowl Panels
 - (3) AMM 71-11-06/401, Core Cowl Panels
 - (4) AMM 78-00-00/801, Exhaust
 - (5) AMM 78-31-00/201, Thrust Reverser System
 - Prepare to do the Inspection of the Bullnose Seal.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEED BRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Do the deactivation procedure for the Spoiler/Speed Brake Control System (AMM 27-61-00/201).

EFFECTIVITY CHECK/INSP FAN DUCT BULL-NOSE SEAL AND FAIRING N78-00-00-6C 78-405-c1-2 PAGE 1 OF 5 NOV 10/93

78-405-C1-2

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
- (3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DDAMAGE TO EQUIPMENT.

- (4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (5) Open the fan cowl panels (AMM 71-11-04/201).
- (6) Open the core cowl panels (AMM 71-11-06/401).

OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST WARNING: REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

(7) Open the thrust reverser to the 23-degree position (AMM 78-31-00/201).

NOTE: Do not open the thrust reverser halves more than 23-degrees.

DO NOT EXTEND THE THRUST REVERSER SLEEVES WHEN THE THRUST CAUTION: REVERSER HALVES ARE OPEN MORE THAN 23-DEGREES. THIS WILL CAUSE DAMAGE TO THE THRUST REVERSER SLEEVES AND THE STRUT.

MAKE SURE THE AREA BEHIND THE THRUST REVERSER IS CLEAR OF ALL CAUTION: GROUND SUPPORT EQUIPMENT AND WORKSTANDS. DAMAGE WILL OCCUR IF THE THRUST REVERSER SLEEVES HIT THE GROUND SUPPORT EQUIPMENT OR THE WORKSTANDS.

EFFECTIVITY

CHECK/INSP

FAN DUCT BULL-NOSE SEAL AND FAIRING

N78-00-00-6C 78-405-C1-2 PAGE 2 OF 5 AUG 22/01

78-405-c1-2

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CAUTION: BE VERY CAREFUL TO MAKE SURE THE THRUST REVERSER SLEEVES DO NOT HIT THE OPEN CORE COWL PANELS WHEN YOU EXTEND THE THRUST REVERSER. THE THRUST REVERSER WILL NOT FULLY EXTEND WITH THE CORE COWL PANELS IN THE OPEN POSITION. IF YOU ARE NOT CAREFUL, YOU CAN CAUSE DAMAGE TO THE THRUST REVERSER SLEEVES OR THE CORE COWL PANELS.

(8) Manually extend the thrust reverser approximately 6 inches (15 cm) (AMM 78-31-00/201).

NOTE: To prevent damage to the thrust reverser sleeves or the core cowl panels, DO NOT extend the thrust reverser more than 6 inches (15 cm).

- C. Do the Inspection of the Bullnose Seal (Fig. 602).
 - (1) Examine the bullnose seal on the translating sleeve of the thrust reverser as follows:
 - (a) Visually examine the bullnose seal for material that is gone.
 - (b) Look for cuts, gouges, and holes that extend through the seal.

NOTE: Damage to the seal that does not extend through the seal is permitted.

NOTE: A bullnose seal may be made from one piece of seal material or from two pieces of seal material. A splice that connects two pieces feels harder than the other parts of the seal. Do not reject a seal splice if it is not damaged.

- (c) Measure the length of all space made from the material that is gone.
- (d) Measure the length of the area that has damage that extends through the seal.
- (e) Add the lengths together of all these damaged areas.

78-405-C1-2

AIRLINE CARD NO.

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MECH INSP

(f) If this sum is more than 10.0 inches, replace the bullnose seal.

NOTE: You must remove the translating sleeve to replace the bullnose seal (AMM 78-31-10/401).

- (g) Make sure the bullnose seal fairing on the torque box does not have damage and is installed correctly.
- D. Put the Airplane Back to Its Usual Condition.
 - (1) Manually retract the thrust reverser (AMM 78-31-00/201).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (2) Close the thrust reverser (AMM 78-31-00/201).
- (3) Close the core cowl panels (AMM 71-11-06/401).
- (4) Close the fan cowl panels (AMM 71-11-04/201).
- (5) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (6) Do the activation procedure for the spoiler/speed brake control system (AMM 27-61-00/201).
- (7) Remove the DO-NOT-OPERATE tags from the thrust levers.

EFFECTIVITY

CHECK/INSP

FAN DUCT BULL-NOSE SEAL AND FAIRING

N78-00-00-6C

78-405-C1-2 PAGE 4 OF 5 NOV 10/93

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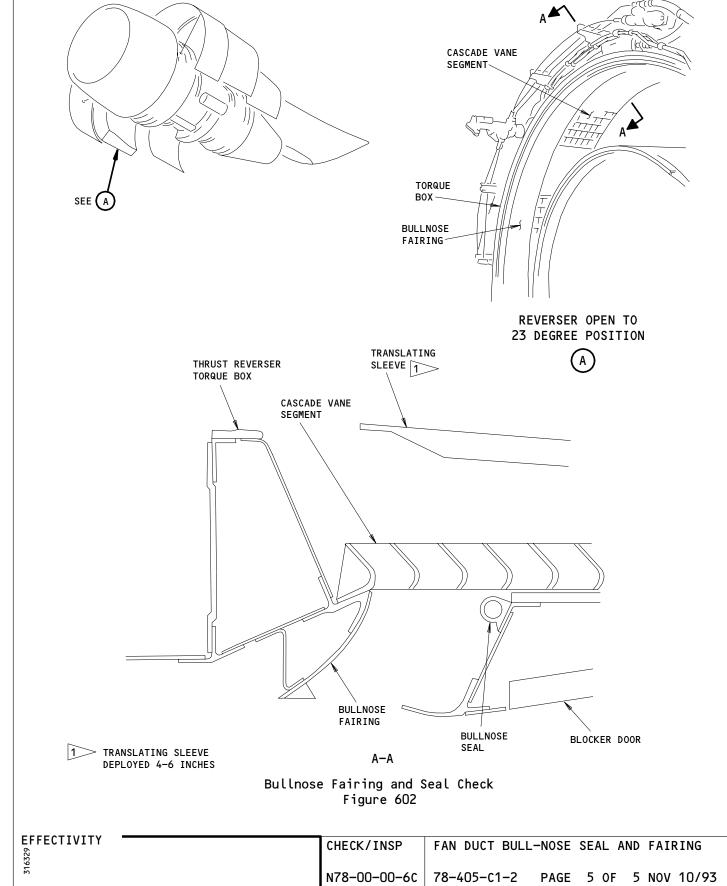
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FOEING 767 TASK CARD

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78-405-c1-2

AIRLINE CARD NO.



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SKILL

WORK AREA



BOEING CARD NO. 78-407-01-1

N78-31-14-6B

MPD

PHASE

AIRLINE CARD NO.

TASK CARD

ENGIN ENGINE 1

TASK

TITLE

REV REVISION

11212 010 APR 22/01

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

INTERVAL

CHECK/INSP ENG 1 T/R BLOCKER DOORS/COMPONENTS

ENG 1 T/R BLOCKER DOORS/COMPONENTS

AIRPLANE ENGINE

ALL 4000

ZONES ACCESS PANELS

415 416 4151 NOTE

MECH INSP MPD ITEM NUMBER

CHECK THE ENGINE 1 THRUST REVERSER BLOCKER DOORS FOR BEING FLUSH (WITH THRUST REVERSER STOWED).

INSPECT THE ENGINE 1 THRUST REVERSER BLOCKER DOORS, HINGES,

BUSHINGS AND BLOCKER DOOR LINKS.

RELATED TASK

ACCESS NOTE: PART OF THIS TASK REQUIRES THE THRUST

REVERSER TO BE STOWED.

VISUALLY CHECK THE ENGINE 1 THRUST REVERSER BLOCKER DOORS. ENGINE NOTE: THIS CHECK APPLIES TO PW4000 ENGINES WITH

COMPOSITE BLOCKER DOORS.

ACCESS NOTE: SPECIAL ACCESS 4151 REQUIRES DEPLOYMENT /

RETRACTION OF THE LEFT ENGINE THRUST

REVERSERS PER MAINTENANCE MANUAL REFERENCE

78-31-00.

A. General

- (1) These are scheduled maintenance tasks.
- (2) For each task, you must examine all the blocker doors on the two halves of each thrust reverser.

B. References

- (1) AMM 27-61-00/201, Spoiler/Speedbrake Control System
- (2) AMM 78-31-00/201, Thrust Reverser System
- (3) AMM 78-31-14/401, Thrust Reverser Blocker Doors
- C. Prepare to Do a Check of the Blocker Doors (Fig. 601).

CHECK/INSP ENG 1 T/R BLOCKER DOORS/COMPONENTS

N78-31-14-6B 78-407-01-1 PAGE 1 OF 10 APR 22/01

SAS BOEING TASK CARD

AIRLINE CARD NO.

DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEEDBRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the spoiler/speedbrake control system (AMM 27-61-00/201).
- (2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
- (3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.

DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO WARNING: PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
 - Do the deactivation procedure for the stow valve and the motorized isolation valve only. DO NOT put the streamered pins in the thrust reverser sleeves. You will need to manually extend and retract the thrust reverser sleeves in the steps that follow.

MAKE SURE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND WARNING: AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU EXTEND THE THRUST REVERSER.

- (5) Manually extend the thrust reverser to lift the blocker doors (AMM 78-31-00/201).
 - (a) Do not fully deploy the thrust reverser.

EFFECTIVITY	CHECK/INSP	ENG 1 T/R BLO	OCKER D	OORS/COM	IPONEN	NTS
	N78-31-14-6B	78-407-01-1	PAGE	2 OF 10) APR	22/01

MECH INSP

AIRLINE CARD NO.

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TASK CARD

MECH INSP

- (b) Extend the thrust reverser sleeve until you can hold the blocker door with your hands as close to the hings fittings as possible.
- D. Do a Check of the Blocker Doors (Fig. 601).
 - WARNING: DO NOT OPEN THE THRUST REVERSER HALVES TO DO THIS INSPECTION.
 YOUR WEIGHT CAN CAUSE THE FAILURE OF THE HOLD-OPEN ROD WHEN YOU
 GO INTO THE FAN COWL. THE THRUST REVERSER HALVES WILL FALL TO
 THE CLOSED POSITION QUICKLY, WHICH CAN CAUSE INJURY TO PERSONS
 AND DAMAGE TO EQUIPMENT.
 - (1) Go into the aft end of the fan cowl and examine each blocker door for too much play.
 - NOTE: Be careful when you get access to the blocker doors at the top of the thrust reverser. Push on the opposite sides of the inner walls of the fan cowl with your hands and feet while you lift your body up. Do not pull on the drag links or you will cause damage to them.
 - (2) With your hands, try to move the blocker door from side to side and forward to aft at the hinge fittings.

NOTE: Hold the blocker door as close to the fitting as possible.

- (3) If there is play in the blocker door, make a record of the blocker door location and continue the inspection.
- WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU RETRACT THE THRUST REVERSER.
- (4) Manually retract the thrust reverser to move the blocker doors into the stowed position (AMM 78-31-00/201).
- (5) Examine each blocker door which has play for too much clearance.
 - (a) Measure the clearance between the aft edge of the blocker door and the forward edge of the acoustic panel.

CHECK/INSP ENG 1 T/R BLOCKER DOORS/COMPONENTS

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AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		1) Make a record of this dimension.
		WARNING: BE CAREFUL WHEN YOU WEDGE THE BLOCKER DOOR AWAY FROM THE ACOUSTIC PANEL. IF YOU ARE NOT CAREFUL, THE WEDGE CAN CAUSE INJURY TO YOU AND DAMAGE TO THE BLOCKER DOOR OR THE ACOUSTIC PANEL.
		(b) Carefully push a hardwood or phenolic wedge (approximately one inch in width) between the aft edge of the blocker door and the forward edge of the acoustic panel.
		NOTE: This will push the blocker door forward.
		(c) While you carefully push the blocker door forward, measure the clearance between the blocker door and the acoustic panel again.
		1) Again, make a record of this dimension.
		(d) Subtract the first dimension from the second dimension, which you got after you pushed the blocker door forward.
		NOTE: This gives you a measure of the play, or movement, in the blocker door bearings and hinge bolts.
		(e) If the play is more than 0.008 inch, make a record of the blocker door location and continue the inspection.
		WARNING: BE CAREFUL WHEN YOU WEDGE THE BLOCKER DOOR AWAY FROM THE PANEL ADJACENT TO IT. IF YOU ARE NOT CAREFUL, THE WEDGE CAN CAUSE INJURY TO YOU AND DAMAGE TO THE BLOCKER DOOR OR THE PANEL ADJACENT TO IT.
		(f) Carefully push a hardwood or phenolic wedge (approximately one inch in width) between the side edge of the blocker door and the panel adjacent to it.
		NOTE: This will push the blocker door sideways.
EFF	ECTIVI	CHECK/INSP ENG 1 T/R BLOCKER DOORS/COMPONENTS
		CHECK INST ENG 1 1/K BLOCKER DOOKS/COMPONENTS

AIRLINE CARD NO.

			TASK CARD	
MECH	INSP			
			refully push the blocker door sideways, tween the blocker door and the adjacent	
			rance is more than 0.135 inch, make a relacation and continue the inspection.	cord of the
		AWAY FROM TH	L PERSONS AND EQUIPMENT ARE OUT OF THE HE THRUST REVERSER. IF YOU DO NOT DO TH UND DAMAGE TO EQUIPMENT CAN OCCUR WHEN Y REVERSER.	IS, INJURIES
			the thrust reverser to move the blocker tion (AMM 78-31-00/201).	doors into
			owl and look for these conditions on ea much play or clearance:	ch blocker
		(a) Make sure th	e nuts on the hinge bolts are tight.	
		(b) Make sure th	e nuts on the drag link bolts are tight	
		(c) Make sure th	e shank lengths of the hinge bolts are	correct.
		(d) Make sure th	e shank length of the drag link bolt is	correct.
			the nut tightened, the bushings must no ly against the spherical bearings of th bly.	-
			ne bushings in the drag link hinge and t are not worn.	he blocker
		(f) Make sure the cracks or of	e hinge fittings on the blocker door do her damage.	not have
			these conditions, replace the blocker dainge components that have the damage 4/401).	oor or the
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AIRLINE CARD NO.

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MECH INSP

(8) For composite blocker doors, examine the aft side of each door for resin cracks (Fig. 602).

NOTE: The aft side of each metal blocker door is painted green.

The aft side of each composite blocker door is painted silver. Each thrust reverser half can have the two types of blocker doors together on the same assembly.

(a) Examine the top of the hinge arms for resin cracks.

NOTE: Resin cracks are permitted on the top of the hinge arms. These resin cracks must not extend to the hinge arm sides or be in the circular portion (lug) of the hinge arm.

(b) Examine the bead (joint) between the hinge arm and the blocker door.

NOTE: Resin cracks are permitted in the bead on the two sides of the hinge arm at the same time. These cracks must not extend more than 0.12 inch from the edge radius onto the aft side of the blocker door.

(c) Examine the sides of the hinge arms for resin cracks.

NOTE: Resin cracks are permitted from the bead onto the sides of the hinge arm for the portion of the hinge arm which does not extend beyond the aft side of the blocker door. These cracks must not extend onto the top of the hinge arm.

- (d) If you find cracks that are longer than the permitted limits, remove and replace the blocker door (AMM 78-31-14/401).
- E. Put the Airplane Back to Its Usual Condition.

WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU RETRACT THE THRUST REVERSER.

EFFECTIVITY

CHECK/INSP

ENG 1 T/R BLOCKER DOORS/COMPONENTS

N78-31-14-6B

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BOEING CARD NO.

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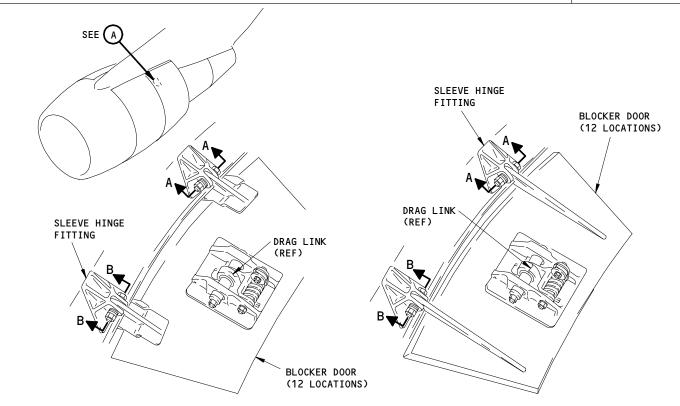
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		(4) W 11 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4
		(1) Manually retract the thrust reverser (AMM 78-31-00/201).
		(2) Do the potiustion and the thing
		(2) Do the activation procedure for the thrust reverser
		(AMM 78-31-00/201).
		(3) Do the activation procedure for the spoiler/speedbrake control
		system (AMM 27-61-00/201).
		(4) Remove the DO-NOT-OPERATE tags from the thrust levers.
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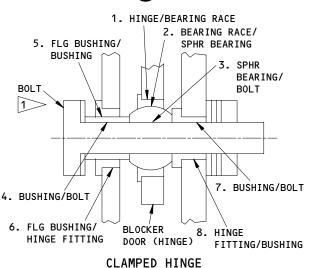
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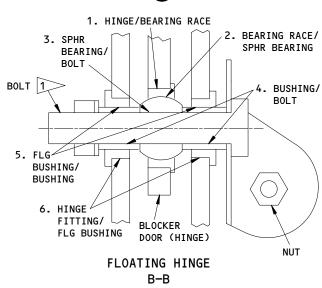
METAL BLOCKER DOOR IN THE OPEN POSITION COMPOSITE BLOCKER DOOR IN THE OPEN POSITION (VIEW IN THE FORWARD DIRECTION)



A-A

1>> THE BOLT HEAD DIRECTION IS OPTIONAL

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Α

Thrust Reverser Blocker Door Wear Limits Figure 601 (Sheet 1)

CHECK/INSP ENG 1 T/R BLOCKER DOORS/COMPONENTS

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AIRLINE CARD NO.

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			DESIGN	LIMITS	WEAR I	_IMITS			
			DIAM	ETER	PER- MITTED	MAX DIA	REPLACE	REPAIR	DEDATE
INDEX NO.	PART NAME	DIM.	MIN	MAX	WEAR DIM.	CLEAR- ANCE	WORN PART	WORN PART	REPAIR INSTR
	HINGE	ID	0.6251	0.6258		0.0000		х	
1	BEARING RACE	OD	0.6245	0.6250		0.0020	х		1>
2	BEARING RACE	ID	0.5010	0.5015	0.5045	0.0060	х		
	SPHR BEARING	OD	0.4995	0.5000		RADIAL	х		
3	SPHR BEARING	ID	0.2497	0.2502	0.2510	0.0080 AXIAL	х		
3	BOLT	OD	0.2490	0.2496	0.2480		х		
,	BUSHING	ID	0.2500	0.2505	0.2520	0.0070	х	х	
4	BOLT	OD	0.2485	0.2495	0.2475	0.0060	х		
5	FLG BUSHING	ID	0.3750	0.3756	0.3770	0.0060	х		
	BUSHING	OD	0.3740	0.3745	0.3725	0.0060	х		
	HINGE FITTING	ID	0.5000	0.5006		-0.0000		х	2>
6	FLG BUSHING	OD	0.5010	0.5016		-0.0000	х		
7	BUSHING	ID	0.2500	0.2505	0.2520	0.0070	х		
	BOLT	OD	0.2485	0.2495	0.2475	0.0030	Х		
8	HINGE FITTING	ID	0.3750	0.3756		0.0000		х	2>
	BUSHING	OD	0.3759	0.3765		-0.0000	Х		

T REMOVE FLANGE TO PRESS OUT BEARING RACE. 0.6880 MAX ID FOR REWORK. NO LOOSENESS IS PERMITTED AFTER SWAGING.

2 SHOP REPAIRABLE

Thrust Reverser Blocker Door Wear Limits Figure 601 (Sheet 2)

EFFECTIVITY c61707

5 3 5

7

CHECK/INSP

ENG 1 T/R BLOCKER DOORS/COMPONENTS

N78-31-14-6B

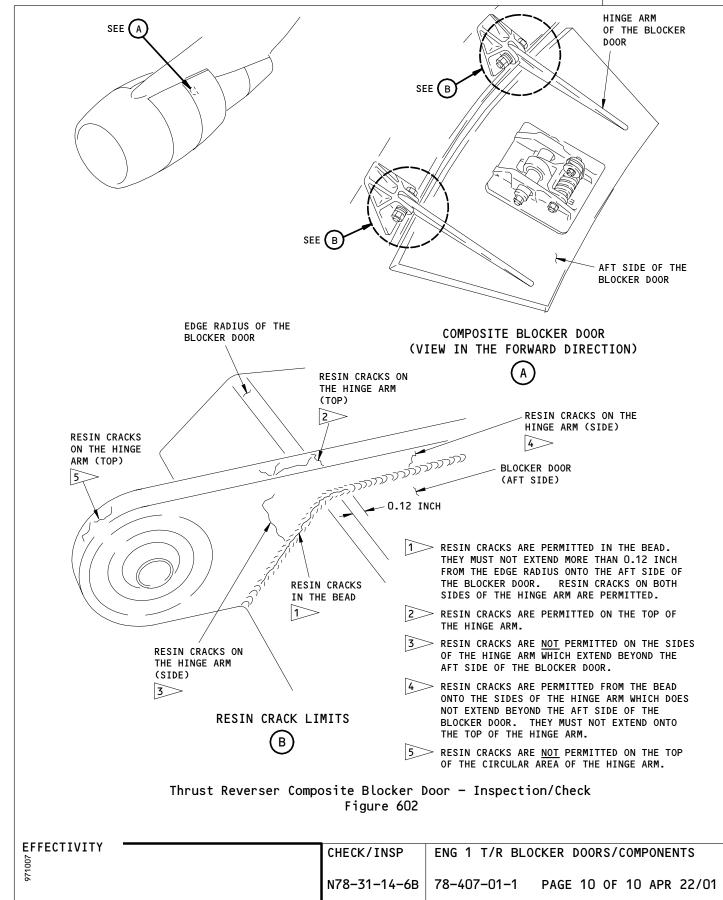
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BOEING 767

SAS

TASK CARD

AIRLINE CARD NO.



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	_
STATION	
	_
TAIL NO.	
DATE	

SKILL

WORK AREA



BOEING CARD NO. 78-407-01-2

AIRLINE CARD NO.

N78-31-14-6B

PHASE

TASK CARD

ENGIN ENGINE 2

TASK

TITLE

REV REVISION

11212 012 APR 22/01

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

CHECK/INSP ENG 2 T/R BLOCKER DOORS/COMPONENTS

AIRPLANE ENGINE
ALL 4000

ZONES ACCESS PANELS

425 426 4251 NOTE

MECH INSP MPD ITEM NUMBER

CHECK THE ENGINE 2 THRUST REVERSER BLOCKER DOORS FOR BEING FLUSH (WITH THRUST REVERSER STOWED).

INSPECT THE ENGINE 2 THRUST REVERSER BLOCKER DOORS, HINGES,

BUSHINGS, AND BLOCKER DOOR LINKS.

RELATED TASK

ACCESS NOTE: PART OF THIS TASK REQUIRES THE THRUST

REVERSER TO BE STOWED.

VISUALLY CHECK THE ENGINE 2 THRUST REVERSER BLOCKER DOORS.

ENGINE NOTE: THIS CHECK APPLIES TO PW4000 ENGINES WITH

COMPOSITE BLOCKER DOORS.

ACCESS NOTE: SPECIAL ACCESS 4251 REQUIRES DEPLOYMENT /

RETRACTION OF THE RIGHT ENGINE THRUST REVERSERS PER MAINTENANCE MANUAL REFERENCE

78-31-00.

A. General

- (1) These are scheduled maintenance tasks.
- (2) For each task, you must examine all the blocker doors on the two halves of each thrust reverser.

B. References

- (1) AMM 27-61-00/201, Spoiler/Speedbrake Control System
- (2) AMM 78-31-00/201, Thrust Reverser System
- (3) AMM 78-31-14/401, Thrust Reverser Blocker Doors
- C. Prepare to Do a Check of the Blocker Doors (Fig. 601).

CHECK/INSP ENG 2 T/R BLOCKER DOORS/COMPONENTS

N78-31-14-6B 78-407-01-2 PAGE 1 OF 10 APR 22/01

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEEDBRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
		(1) Do the deactivation procedure for the spoiler/speedbrake control system (AMM 27-61-00/201).
		(2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
		(3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.
		WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
		NOTE: Do the deactivation procedure for the stow valve and the motorized isolation valve only. DO NOT put the streamered pins in the thrust reverser sleeves. You will need to manually extend and retract the thrust reverser sleeves in the steps that follow.
		WARNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU EXTEND THE THRUST REVERSER.
		(5) Manually extend the thrust reverser to lift the blocker doors (AMM 78-31-00/201).
		(a) Do not fully deploy the thrust reverser.

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(b) Extend the thrust reverser sleeve until you can hold the blocker door with your hands as close to the hings fittings as possible.
		D. Do	a Check of the Blocker Doors (Fig. 601).
		<u>WAR</u>	RNING: DO NOT OPEN THE THRUST REVERSER HALVES TO DO THIS INSPECTION. YOUR WEIGHT CAN CAUSE THE FAILURE OF THE HOLD-OPEN ROD WHEN YOU GO INTO THE FAN COWL. THE THRUST REVERSER HALVES WILL FALL TO THE CLOSED POSITION QUICKLY, WHICH CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
		(1)	Go into the aft end of the fan cowl and examine each blocker door for too much play.
			NOTE: Be careful when you get access to the blocker doors at the top of the thrust reverser. Push on the opposite sides of the inner walls of the fan cowl with your hands and feet while you lift your body up. Do not pull on the drag links or you will cause damage to them.
		(2)	With your hands, try to move the blocker door from side to side and forward to aft at the hinge fittings.
			NOTE: Hold the blocker door as close to the fitting as possible.
		(3)	If there is play in the blocker door, make a record of the blocker door location and continue the inspection.
		WAR	RNING: MAKE SURE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU RETRACT THE THRUST REVERSER.
		(4)	Manually retract the thrust reverser to move the blocker doors into the stowed position (AMM 78-31-00/201).
		(5)	Examine each blocker door which has play for too much clearance.
			(a) Measure the clearance between the aft edge of the blocker door

(a)	Measure	the clearance between the aft edge of the blocker (door
	and the	forward edge of the acoustic panel.	

EFFECTIVITY CHECK/INSP ENG 2 T/R BLOCKER DOORS/COMPONENTS N78-31-14-6B 78-407-01-2 PAGE 3 OF 10 APR 22/01

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		1) Make a record of this dimension.
		WARNING: BE CAREFUL WHEN YOU WEDGE THE BLOCKER DOOR AWAY FROM THE ACOUSTIC PANEL. IF YOU ARE NOT CAREFUL, THE WEDGE CAN CAUSE INJURY TO YOU AND DAMAGE TO THE BLOCKER DOOR OR THE ACOUSTIC PANEL.
		(b) Carefully push a hardwood or phenolic wedge (approximately one inch in width) between the aft edge of the blocker door and the forward edge of the acoustic panel.
		NOTE: This will push the blocker door forward.
		(c) While you carefully push the blocker door forward, measure the clearance between the blocker door and the acoustic panel again.
		1) Again, make a record of this dimension.
		(d) Subtract the first dimension from the second dimension, which you got after you pushed the blocker door forward.
		NOTE: This gives you a measure of the play, or movement, in the blocker door bearings and hinge bolts.
		(e) If the play is more than 0.008 inch, make a record of the blocker door location and continue the inspection.
		WARNING: BE CAREFUL WHEN YOU WEDGE THE BLOCKER DOOR AWAY FROM THE PANEL ADJACENT TO IT. IF YOU ARE NOT CAREFUL, THE WEDGE CAN CAUSE INJURY TO YOU AND DAMAGE TO THE BLOCKER DOOR OR THE PANEL ADJACENT TO IT.
		(f) Carefully push a hardwood or phenolic wedge (approximately one inch in width) between the side edge of the blocker door and the panel adjacent to it.
		NOTE: This will push the blocker door sideways.

EFFECTIVITY

AIRLINE CARD NO.

			•	101
				TASK CARD
MECH	INSP			
			(q)	While you carefully push the blocker door sideways, measure the
			J	clearance between the blocker door and the adjacent panel.
			(h)	
				blocker door location and continue the inspection.
		<u>WARN</u>	ING:	
				AWAY FROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES
				TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU EXTEND THE THRUST REVERSER.
				THE THRUST REVERSER.
		(6)		ally extend the thrust reverser to move the blocker doors into
			the	deployed position (AMM 78-31-00/201).
		(7)	Go i	nto the fan cowl and look for these conditions on each blocker
				that has too much play or clearance:
			(a)	Make sure the nuts on the hinge bolts are tight.
			(b)	Make sure the nuts on the drag link bolts are tight.
			(c)	Make sure the shank lengths of the hinge bolts are correct.
			(d)	Make sure the shank length of the drag link bolt is correct.
			(u)	nake saile the shank tength of the drag thik bott is correct.
				NOTE: With the nut tightened, the bushings must not push too
				tightly against the spherical bearings of the drag link
				assembly.
			(e)	Make sure the bushings in the drag link hinge and the blocker
				door hinges are not worn.
			(f)	Make sure the hinge fittings on the blocker door do not have
			(1)	cracks or other damage.
				or action of a control of a con
			(g)	
				applicable hinge components that have the damage
				(AMM 78-31-14/401).
i i	1 1			

AIRLINE CARD NO.

					TASK CARD
MECH	INSP				
		(8)			te blocker doors, examine the aft side of each door for s (Fig. 602).
			NOTE	The silv	aft side of each metal blocker door is painted green. aft side of each composite blocker door is painted er. Each thrust reverser half can have the two types of ker doors together on the same assembly.
			(a)	Examin	e the top of the hinge arms for resin cracks.
				NOTE:	Resin cracks are permitted on the top of the hinge arms. These resin cracks must not extend to the hinge arm sides or be in the circular portion (lug) of the hinge arm.
			(b)	Examin door.	e the bead (joint) between the hinge arm and the blocker
				NOTE:	Resin cracks are permitted in the bead on the two sides of the hinge arm at the same time. These cracks must not extend more than 0.12 inch from the edge radius onto the aft side of the blocker door.
			(c)	Examin	e the sides of the hinge arms for resin cracks.
				NOTE:	Resin cracks are permitted from the bead onto the sides of the hinge arm for the portion of the hinge arm which does not extend beyond the aft side of the blocker door. These cracks must not extend onto the top of the hinge arm.
			(d)	-	find cracks that are longer than the permitted limits, and replace the blocker door (AMM 78-31-14/401).
		E. Put	the A	irplane	Back to Its Usual Condition.
		WARN	NING:	AWAY F	URE ALL PERSONS AND EQUIPMENT ARE OUT OF THE FAN COWL AND ROM THE THRUST REVERSER. IF YOU DO NOT DO THIS, INJURIES SONS AND DAMAGE TO EQUIPMENT CAN OCCUR WHEN YOU RETRACT

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THE THRUST REVERSER.

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AIRLINE CARD NO.

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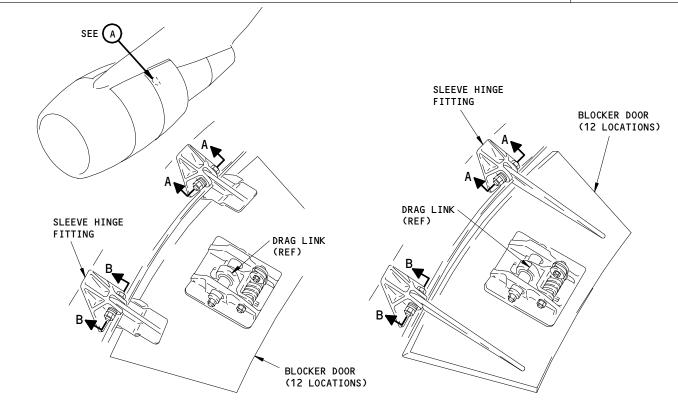
TASK CARD MECH INSP

(1) Manually retract the thrust reverser (AMM 78-31-00/201). (2) Do the activation procedure for the thrust reverser (AMM 78-31-00/201). (3) Do the activation procedure for the spoiler/speedbrake control system (AMM 27-61-00/201). (4) Remove the DO-NOT-OPERATE tags from the thrust levers. **EFFECTIVITY** CHECK/INSP ENG 2 T/R BLOCKER DOORS/COMPONENTS

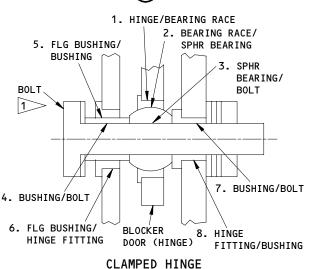
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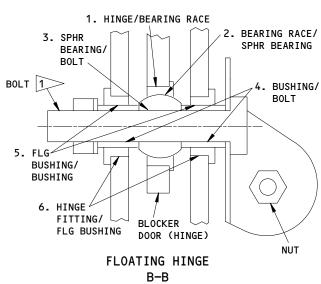
METAL BLOCKER DOOR IN THE OPEN POSITION COMPOSITE BLOCKER DOOR IN THE OPEN POSITION (VIEW IN THE FORWARD DIRECTION)



A-A

1>> THE BOLT HEAD DIRECTION IS OPTIONAL

Α



Α

Thrust Reverser Blocker Door Wear Limits Figure 601 (Sheet 1)

CHECK/INSP ENG 2 T/R BLOCKER DOORS/COMPONENTS

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SAS

767 TASK CARD

AIRLINE CARD NO.

			DESIGN LIMITS		WEAR LIMITS				
			DIAM	ETER	PER- MITTED	MAX DIA	REPLACE	REPAIR	
INDEX NO.	PART NAME	DIM.	MIN	MAX	WEAR DIM.	CLEAR- ANCE	WORN PART	WORN PART	REPAIR INSTR
	HINGE	ID	0.6251	0.6258		0.0000		Х	
1	BEARING RACE	OD	0.6245	0.6250		0.0020	Х		1>
	BEARING RACE	ID	0.5010	0.5015	0.5045		Х		
2	SPHR BEARING	OD	0.4995	0.5000		0.0060 RADIAL	Х		
_	SPHR BEARING	ID	0.2497	0.2502	0.2510	0.0080 AXIAL	Х		
3	BOLT	OD	0.2490	0.2496	0.2480		Х		
,	BUSHING	ID	0.2500	0.2505	0.2520	0.0040	Х	Х	
4	BOLT	OD	0.2485	0.2495	0.2475	0.0060	Х		
	FLG BUSHING	ID	0.3750	0.3756	0.3770	0.0040	Х		
5	BUSHING	OD	0.3740	0.3745	0.3725	0.0060	Х		
	HINGE FITTING	ID	0.5000	0.5006		0.0000		х	2>
6	FLG BUSHING	OD	0.5010	0.5016		-0.0000	Х		
7	BUSHING	ID	0.2500	0.2505	0.2520	0.0070	Х		
	BOLT	OD	0.2485	0.2495	0.2475	0.0030	Х		
8	HINGE FITTING	ID	0.3750	0.3756		0.0000		х	2>
	BUSHING	OD	0.3759	0.3765		-0.0000	Х		

REMOVE FLANGE TO PRESS OUT BEARING RACE. 0.6880 MAX ID FOR REWORK. NO LOOSENESS IS PERMITTED AFTER SWAGING.

2 SHOP REPAIRABLE

Thrust Reverser Blocker Door Wear Limits Figure 601 (Sheet 2)

EFFECTIVITY

CHECK/INSP

ENG 2 T/R BLOCKER DOORS/COMPONENTS

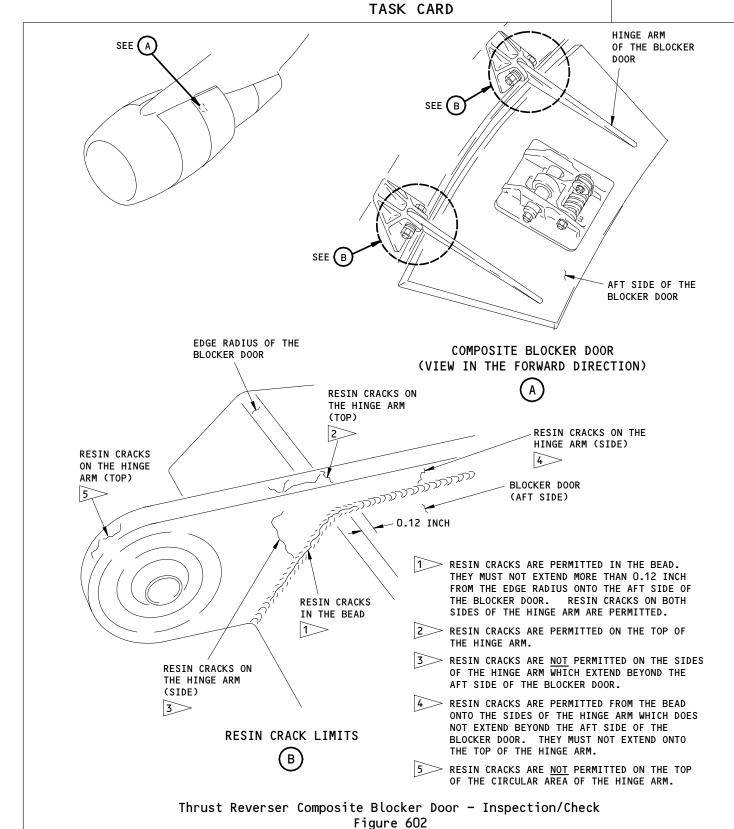
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ENG 2 T/R BLOCKER DOORS/COMPONENTS

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EFFECTIVITY

STATION	
TAIL NO.	
	_
DATE	



BOEING CARD NO. 78-426-01-1

AIRLINE CARD NO.

SKILL	SKILL WORK AREA			RELATED TASK			INTERVAL				PHASE	MPD	TASK CARD
												REV	REVISION
AIRPL	ENG	INE	1				1C				11212	005	APR 22/05
TASK			TITLE				STRUCTURAL ILLUSTRATION REFERENCE			APPLICABILITY			
												AIRPLAN	IE ENGINE
CHECK/INSP			NACELLE/STRUT FIRE & DRAINAGE SEALS										
0.12010, 21101												4000	
				_								ALL	4000
ZONES									ACCESS PAN	ELS			
												. -	
411	413	414	415	416	413AL	414AR	415AL	416AR	417AL	418AR	431AT	431BT	431DT
431	435												
431	433												

MECH INSP

MPD ITEM NUMBER

VISUALLY CHECK THE ENGINE 1 NACELLE/STRUT FIRE AND DRAINAGE SEALS FOR WEAR, DAMAGE AND DETERIORATION.

N78-00-00-6B

- 1. <u>Do the Inspection of the Nacelle/Strut Fire and Drain Seals</u>
 - A. Consumable Materials
 - (1) D00250, Petroleum Jelly, VV-P-236
 - (2) G00384 Transfer Dye HYSPOT 107
 - B. References
 - (1) AMM 27-61-00/201, Speed Brake Control System
 - (2) AMM 54-52-01/401, Strut Fairings
 - (3) AMM 54-54-00/601, Strut Fire Seal and Firewall
 - (4) AMM 71-11-04/201, Fan Cowl Panels
 - (5) AMM 71-11-06/401, Core Cowl Panels
 - (6) AMM 78-00-00/801, Exhaust
 - (7) AMM 78-31-00/201, Thrust Reverser System
 - C. Prepare to do the Inspection of the Nacelle/Strut Fire and Drain Seals.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEED BRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

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TASK CARD

AIRLINE CARD NO.

MECH	INSP

- (1) Do the deactivation procedure for the Spoiler/Speed Brake Control System (AMM 27-61-00/201).
- (2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
- (3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.

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

- (4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (5) Open the fan cowl panels (AMM 71-11-04/201).
- (6) Open the core cowl panels (AMM 71-11-06/401).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (7) Open the thrust reversers (AMM 78-31-00/201).
- (8) Open the forward fairing on the strut (AMM 54-52-01/401).
- Do the Inspection of the Nacelle/Strut Fire and Drain Seals (Figs. 603 and 604).
 - (1) Do the Inspection of the nacelle/strut fire and drain seals as follows:
 - (a) Make sure the full length of the seal is correctly attached with the seal bead and groove.
 - (b) Make sure each corner and joint of each seal section is not damaged.
 - 1) Replace the seal section if the seal has a 1/16 inch separation in it or it is damaged (AMM 78-00-00/801).

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

N78-00-00-6B

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TASK CARD

AIRLINE CARD NO.

				TASK CARD
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			(c)	If there is sealant on the seal, make sure that it is correctly attached to the seal.
				1) Replace all sealant that is loose or gone.
			(d)	Examine the forward end of the seal for tears, looseness or separation.
				1) If you find these conditions, replace the applicable section of the seal (AMM 78-00-00/801).
			(e)	Examine the seal surface for these defects:
				 Look for damage to the surface such as bubbles that are greater than 0.20 inch (5.10 mm) diameter and wrinkles.
				 Make sure the surface is not worn more than 1/16 inch (1.60 mm) or the outer layer of fabric worn through.
				Make sure any discoloration of the surface is not caused by deterioration.
				4) If any of the above defects are found on the seal surface, repair the seal (AMM 78-00-00/801).
			(f)	Visually examine the vertical blade seals on the forward edge of the upper bifurcation.
			(g)	Make sure the blade seals are not damaged, loose or torn.
				1) If any of the above conditions are found, repair or replace the seals (AMM 78-00-00/801).
			(h)	Make sure the vertical blade seals engage the forward end of the fire wall seal when the thrust reverser is closed.
				1) Repair or replace the seals if you do not find these conditions (AMM 78-00-00/801).
		(2)	Exam	nine the seal depressors.
			(a)	Do a check of the seal depressor on the forward side of the strut.
				 Make sure it is attached correctly and the fire insulation on the seal depressor is not damaged.
EFF	ECTIVIT	Υ		CHECK/INSP NACELLE/STRUT FIRE & DRAINAGE SEALS

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TASK CARD

AIRLINE CARD NO.

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MECH	INSP			
			(b)	Make sure that the seal depressor bracket is attached correctly and the horizontal seal at the front end of the bracket is not damaged (AMM 54-54-00/601).
		(3)		ally examine the segmented metal spring-seals on the skirt ing of the core cowl.
			(a)	If one or more pieces are cracked, severely bent, worn, or gone, replace the skirt fairing (AMM 54-52-01/401).
		(4)		he following to make sure the thrust reverser is adjusted ectly:
			(a)	Clean the thrust reverser fire seals and the two sides of the seal contact area on the strut with naphtha.
			(b)	Apply transfer dye or petroleum jelly approximately one inch wide and very thinly to the strut along the fire seal contact area.
			WARN	ING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE AND OPEN THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
			(c)	Close the thrust reverser to compress the fire seal, then open the thrust reverser to the 45-degree position (AMM 78-31-00/201).
				NOTE: Make sure the fan cowl panels and core cowl panels are in the open position before you close the thrust reverser halves.
			(d)	Do a check of the transfer dye or petroleum jelly on the fire seal.
				NOTE: The width of the petroleum jelly or transfer dye must be a minimum of 0.25 inch along the full length of the seal.
				1) If the width is less than 0.25 inch, do the adjustment procedure for the thrust reverser (AMM 78-31-01/501).
EFI	FECTI	VITY —		CHECK/INSP NACELLE/STRUT FIRE & DRAINAGE SEALS

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (e) Clean the transfer dye or petroleum jelly from the seal and the strut.
- E. Put the Airplane Back to Its Usual Condition.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Close the thrust reversers (AMM 78-31-00/201).
- (2) Close the core cowl panels (AMM 71-11-06/401).
- (3) Close the fan cowl panels (AMM 71-11-04/201).
- (4) Install the fairing on the forward strut (AMM 54-52-01/401).
- (5) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (6) Do the activation procedure for the spoiler/speed brake control system (AMM 27-61-00/201).
- (7) Remove the DO-NOT-OPERATE tags from the thrust levers.

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

N78-00-00-6B

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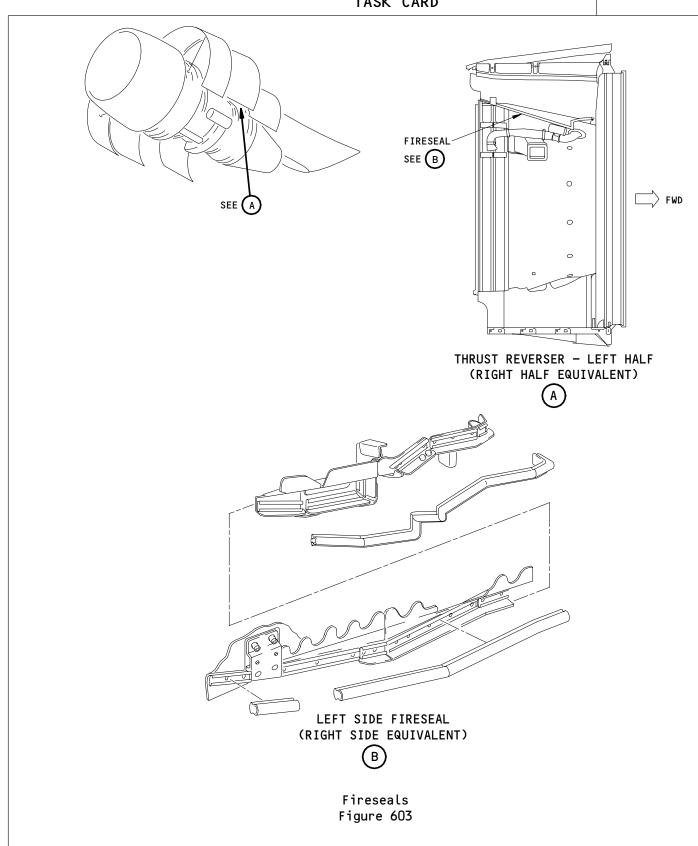
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AIRLINE CARD NO.

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NACELLE/STRUT FIRE & DRAINAGE SEALS

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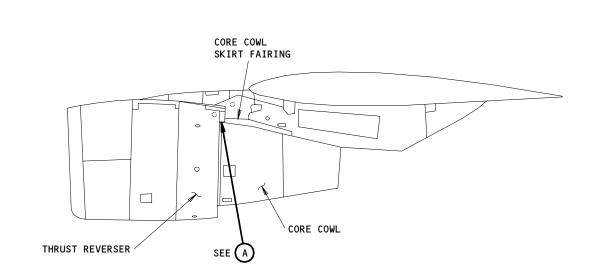
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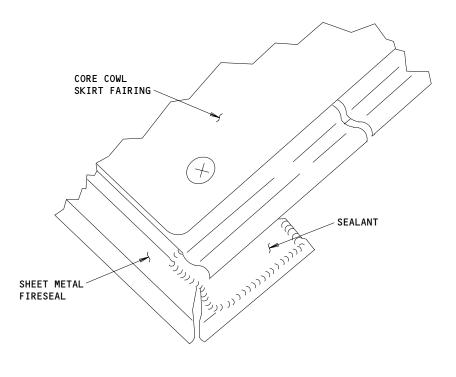
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Thrust Reverser/Core Cowl Skirt Fairing Fireseal Figure 604

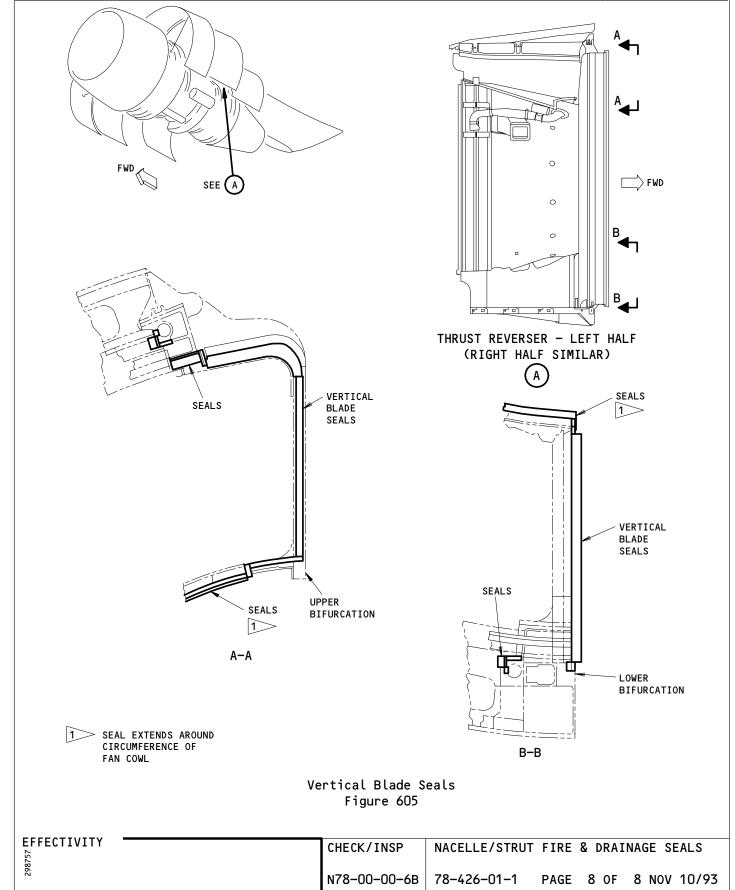
EFFECTIVITY CHECK/INSP NACELLE/STRUT FIRE & DRAINAGE SEALS N78-00-00-6B 78-426-01-1 PAGE 7 OF 8 NOV 10/93

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BOEING CARD NO. 78-426-01-2

AIRLINE CARD NO.

SKILL	WORK AR	EA	REL	ATED TASK			INTERVAL			PHASE	MPD	TASK CARD
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TA	SK			TI	TLE			STRUCTURAL	ILLUSTRATION	REFERENCE	AF	PLICABILITY
											AIRPLAN	E ENGINE
CHECK	(/INSP	NACE	ELLE/S1	TRUT FIR	E & DR	AINAGE S	SEALS					
												/ 000
											ALL	4000
	ZONES							ACCESS PAN	IELS			
/ 21	423 424	4 425	124	423AL	424AR	425AL	426AR	427AL	428AR	//4 ^ -	441BT	441DT
421	423 424	+ 42.	5 426	423AL	424AK	4ZJAL	420AK	421 AL	4ZOAK	441AT	44161	44 1 0 1
441	445											
771	772											

MECH INSP

MPD ITEM NUMBER

VISUALLY CHECK THE ENGINE 2 NACELLE/STRUT FIRE AND DRAINAGE SEALS FOR WEAR, DAMAGE AND DETERIORATION.

N78-00-00-6B

- 1. <u>Do the Inspection of the Nacelle/Strut Fire and Drain Seals</u>
 - A. Consumable Materials
 - (1) D00250, Petroleum Jelly, VV-P-236
 - (2) G00384 Transfer Dye HYSPOT 107
 - B. References
 - (1) AMM 27-61-00/201, Speed Brake Control System
 - (2) AMM 54-52-01/401, Strut Fairings
 - (3) AMM 54-54-00/601, Strut Fire Seal and Firewall
 - (4) AMM 71-11-04/201, Fan Cowl Panels
 - (5) AMM 71-11-06/401, Core Cowl Panels
 - (6) AMM 78-00-00/801, Exhaust
 - (7) AMM 78-31-00/201, Thrust Reverser System
 - C. Prepare to do the Inspection of the Nacelle/Strut Fire and Drain Seals.

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEED BRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

N78-00-00-6B 78-426-01-2 PAGE 1 OF 8 APR 22/05

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TASK CARD

AIRLINE CARD NO.

MECH II	NSP
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- (1) Do the deactivation procedure for the Spoiler/Speed Brake Control System (AMM 27-61-00/201).
- (2) Make sure the forward thrust levers are in the idle position and attach the DO-NOT-OPERATE tags.
- (3) Make sure the reverse thrust levers are in the fully stowed position and attach the DO-NOT-OPERATE tags.

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

- (4) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (5) Open the fan cowl panels (AMM 71-11-04/201).
- (6) Open the core cowl panels (AMM 71-11-06/401).

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (7) Open the thrust reversers (AMM 78-31-00/201).
- (8) Open the forward fairing on the strut (AMM 54-52-01/401).
- D. Do the Inspection of the Nacelle/Strut Fire and Drain Seals (Figs. 603 and 604).
 - (1) Do the Inspection of the nacelle/strut fire and drain seals as follows:
 - (a) Make sure the full length of the seal is correctly attached with the seal bead and groove.
 - (b) Make sure each corner and joint of each seal section is not damaged.
 - 1) Replace the seal section if the seal has a 1/16 inch separation in it or it is damaged (AMM 78-00-00/801).

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

N78-00-00-6B

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AIRLINE CARD NO.

				TASK CARD
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			(c)	If there is sealant on the seal, make sure that it is correctly attached to the seal.
				1) Replace all sealant that is loose or gone.
			(d)	Examine the forward end of the seal for tears, looseness or separation.
				1) If you find these conditions, replace the applicable section of the seal (AMM 78-00-00/801).
			(e)	Examine the seal surface for these defects:
				 Look for damage to the surface such as bubbles that are greater than 0.20 inch (5.10 mm) diameter and wrinkles.
				 Make sure the surface is not worn more than 1/16 inch (1.60 mm) or the outer layer of fabric worn through.
				3) Make sure any discoloration of the surface is not caused by deterioration.
				4) If any of the above defects are found on the seal surface, repair the seal (AMM 78-00-00/801).
			(f)	Visually examine the vertical blade seals on the forward edge of the upper bifurcation.
			(g)	Make sure the blade seals are not damaged, loose or torn.
				1) If any of the above conditions are found, repair or replace the seals (AMM 78-00-00/801).
			(h)	Make sure the vertical blade seals engage the forward end of the fire wall seal when the thrust reverser is closed.
				1) Repair or replace the seals if you do not find these conditions (AMM 78-00-00/801).
		(2)	Exam	nine the seal depressors.
			(a)	Do a check of the seal depressor on the forward side of the strut.
				 Make sure it is attached correctly and the fire insulation on the seal depressor is not damaged.
EFF	FECTIVITY			CHECK/INSP NACELLE/STRUT FIRE & DRAINAGE SEALS

TASK CARD

AIRLINE CARD NO.

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		(b) Make sure that the seal depressor bracket is attached correctly and the horizontal seal at the front end of the bracket is not damaged (AMM 54-54-00/601).
		(3) Visually examine the segmented metal spring-seals on the skirt fairing of the core cowl.
		(a) If one or more pieces are cracked, severely bent, worn, or gone, replace the skirt fairing (AMM 54-52-01/401).
		(4) Do the following to make sure the thrust reverser is adjusted correctly:
		(a) Clean the thrust reverser fire seals and the two sides of the seal contact area on the strut with naphtha.
		(b) Apply transfer dye or petroleum jelly approximately one inch wide and very thinly to the strut along the fire seal contact area.
		WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE AND OPEN THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
		(c) Close the thrust reverser to compress the fire seal, then open the thrust reverser to the 45-degree position (AMM 78-31-00/201).
		NOTE: Make sure the fan cowl panels and core cowl panels are in the open position before you close the thrust reverser halves.
		(d) Do a check of the transfer dye or petroleum jelly on the fire seal.
		NOTE: The width of the petroleum jelly or transfer dye must be a minimum of 0.25 inch along the full length of the seal.
		1) If the width is less than 0.25 inch, do the adjustment procedure for the thrust reverser (AMM 78-31-01/501).
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EFFECTIVITY

CHECK/INSP

AIRLINE CARD NO.

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- (e) Clean the transfer dye or petroleum jelly from the seal and the strut.
- E. Put the Airplane Back to Its Usual Condition.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST REVERSER. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURY TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (1) Close the thrust reversers (AMM 78-31-00/201).
- (2) Close the core cowl panels (AMM 71-11-06/401).
- (3) Close the fan cowl panels (AMM 71-11-04/201).
- (4) Install the fairing on the forward strut (AMM 54-52-01/401).
- (5) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (6) Do the activation procedure for the spoiler/speed brake control system (AMM 27-61-00/201).
- (7) Remove the DO-NOT-OPERATE tags from the thrust levers.

EFFECTIVITY

CHECK/INSP

NACELLE/STRUT FIRE & DRAINAGE SEALS

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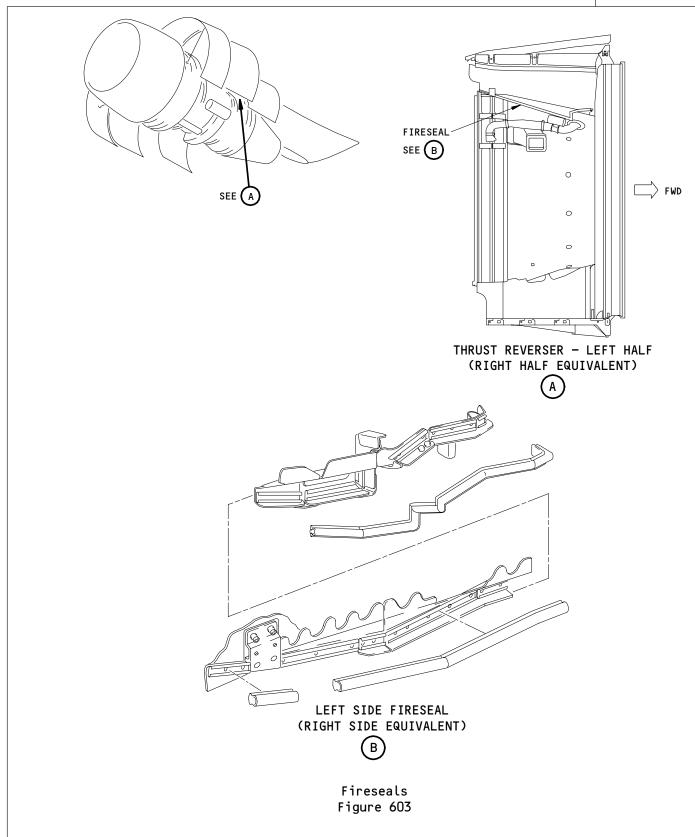
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AIRLINE CARD NO.

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BOEING 767 TASK CARD



EFFECTIVITY

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NACELLE/STRUT FIRE & DRAINAGE SEALS

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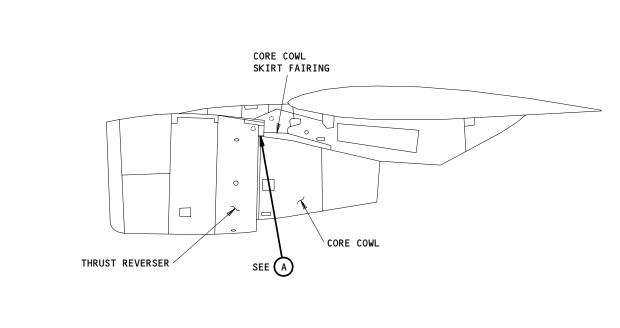
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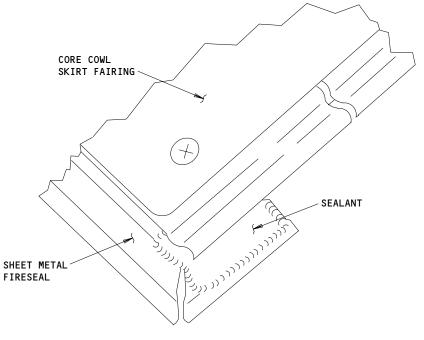
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Thrust Reverser/Core Cowl Skirt Fairing Fireseal Figure 604

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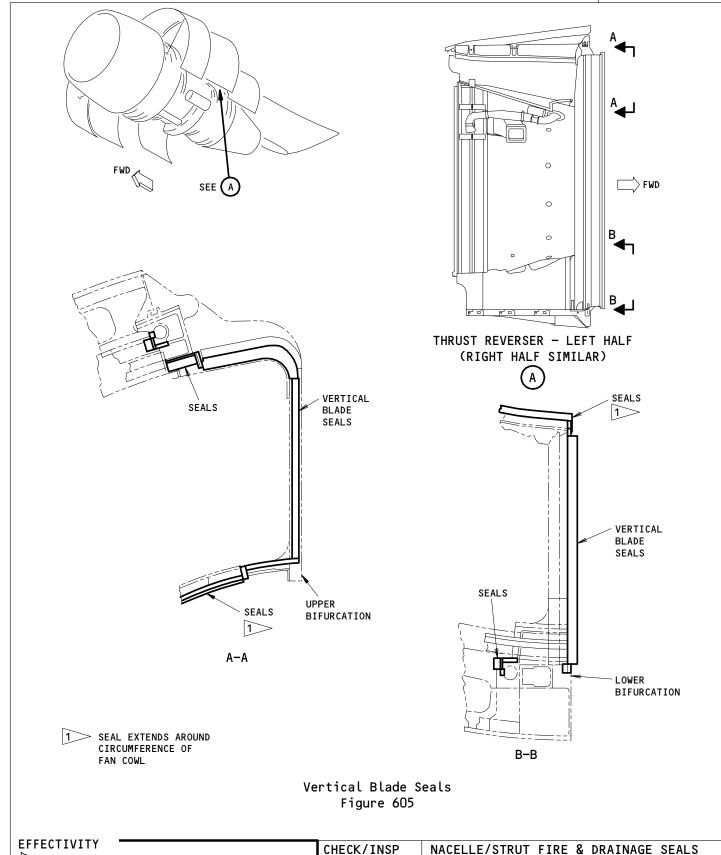
NACELLE/STRUT FIRE & DRAINAGE SEALS

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STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO. 78-429-03-1

AIRLINE CARD NO.

AIRPLANE

N78-31-00-5A

PHASE

TASK CARD

REV REVISION 1C 010 DEC 22/07 ENGIN | ENGINE 1 11212 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

FUNCTIONAL CENTER LOCKING HYDRAULIC ACTUATOR ALL NOTE

ZONES ACCESS PANELS

411 413AL 414AR

RELATED TASK

MPD ITEM NUMBER MECH INSP

FUNCTIONALLY CHECK THE THRUST REVERSER CENTER LOCKING HYDRAULIC ACTUATOR.

ENGINE NOTE: SB 767-78-0062. APPLICABLE TO AIRPLANE LINE

NUMBERS 462 AND ON WITH PW4000 ENGINES THAT

HAVE THRUST REVERSERS WITH SYNC LOCKS INSTALLED AND THOSE PW4000 ENGINES INCORPORATING THE SERVICE BULLETIN OR

EQUIVALENT.

1. <u>Center Locking Hydraulic Actuator Check</u>

- Equipment Α.
 - (1) Wrench, 3/8 inch square drive
 - (2) Wrench, 5/8 inch open end
- References
 - (1) AMM 06-43-00/201, Engine and Nacelle Strut Access Doors and Panels
 - (2) AMM 27-61-00/201, Spoiler/Speedbrake Control System
 - (3) AMM 71-11-04/201, Fan Cowl Panels
 - AMM 78-31-00/201, Thrust Reverser System (4)
 - (5) AMM 78-31-17/401, Thrust Reverser Hydraulic Actuators
 - (6) AMM 78-36-00/501, Thrust Reverser Indication System
- C. Access

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH INSP

(1) Location Zone

410 L Power Plant 420 R Power Plant

(2) Access Panel

413AL Fan Cowl Panels - L Power Plant 414AR Fan Cowl Panels - L Power Plant 423AL Fan Cowl Panels - R Power Plant 424AR Fan Cowl Panels - R Power Plant

Do a Check of the Center Locking Hydraulic Actuator (Fig. 501).

DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEEDBRAKE WARNING: CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the applicable spoiler/speedbrake control system (AMM 27-61-00/201).
- (2) Open the fan cowl panels (AMM 71-11-04/201).
- Make sure the clearance between the face of the actuator lock (3) proximity sensor and the lock lever target on the center locking hydraulic actuator is 0.010 to 0.040 inch (0.254 - 1.016 mm).
- (4) If the clearance is not correct, extend and retract the thrust reverser with hydraulic power to fully retract each sleeve (AMM 78-31-00/201).
- (5) Do a check of the clearance between the actuator lock proximity sensor and the lock lever target again.
- (6) If the clearance is not correct, do the adjustment procedure for the actuator lock proximity sensor (AMM 78-36-00/501).
- (7) Use hydraulic power to extend and retract the thrust reverser again (AMM 78-31-00/201).
- (8) Do a check of the clearance between the actuator lock proximity sensor and the lock lever target again.

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

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SAS FOR TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- (9) If the clearance is not correct, replace the center locking hydraulic actuator (AMM 78-31-17/401).
- (10) Make sure the reverse thrust lever is in the stow position and attach a DO-NOT-OPERATE tag.

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER COULD CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

NOTE: Do the deactivation procedure for the stow valve and the motorized isolation valve only. DO NOT put the streamered pins in the thrust reverser sleeves. It will be necessary to manually operate the thrust reverser in the subsequent steps.

CAUTION: DO NOT EXTEND THE THRUST REVERSER IF THE THRUST REVERSER IS OPEN AND THE CORE COWL PANELS ARE INSTALLED. DAMAGE TO THE THRUST REVERSER OR CORE COWL PANELS COULD OCCUR.

DO NOT EXTEND THE THRUST REVERSER SLEEVE IF THE THRUST REVERSER IS OPEN BEYOND THE 23-DEGREE POSITION. DAMAGE TO THE SLEEVE AND STRUT COULD OCCUR.

DO NOT EXTEND THE THRUST REVERSER IF THE CORE COWL PANELS ARE OPEN. DAMAGE TO THE THRUST REVERSER AND CORE COWL PANELS COULD OCCUR.

MAKE SURE THE AREA AFT OF THE THRUST REVERSER IS CLEAR OF ALL EQUIPMENT, WORKSTANDS, ETC. DAMAGE COULD OCCUR IF THE THRUST REVERSER CONTACTS THE EQUIPMENT.

WHEN YOU MOVE THE THRUST REVERSER MANUALLY, LOOK FOR LOWER ACTUATOR OPERATION, OR LOWER AND CENTER ACTUATOR OPERATION. IF

YOU SEE THIS OPERATION, STOP AND LOOK FOR BROKEN FLEXSHAFTS.

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

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AIRLINE CARD NO.

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MECH INSP

(12) Make sure that thrust reversers are not opened beyond the 23-degree position.

NOTE: You can extend the thrust reverser sleeve with the reverser opened only in the 23-degree position and with core cowl panels removed.

- (13) Make sure that the core cowl panels are closed with the thrust reversers closed, or the core cowl panels are removed with the thrust reversers opened.
- (14) Make sure that the lock lever on the center locking actuator is in the locked position.

CAUTION: MAKE SURE THE MANUAL DRIVE IS FULLY ENGAGED WITH THE SYNC LOCK DRIVE SHAFT BEFORE YOU TURN IT. DO NOT USE FORCE TO ENGAGE THE MANUAL DRIVE SHAFT. ALSO, MAKE SURE THE MANUAL DRIVE STAYS FULLY ENGAGED WHILE YOU OPERATE THE SQUARE DRIVE. IF THE MANUAL DRIVE IS NOT FULLY ENGAGED OR IF YOU USE FORCE TO ENGAGE IT, DAMAGE TO THE SYNC LOCK CAN OCCUR.

DO NOT USE A PNEUMATIC WRENCH TO EXTEND THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE SYNC LOCK OR LOCKING ACTUATOR.

- (15) Install a 3/8 inch (9.4 mm) square drive wrench into the end of the manual drive on the sync lock and push the square drive into the sync lock.
 - (a) You must push the square drive in until it stops and hold it in the sync lock to manually disengage the sync lock and engage the manual drive shaft.
 - (b) If it is necessary, you must make small position adjustments of the manual drive to align it with the sync lock drive shaft.
 - 1) Put a 5/8 inch open end wrench on the manual drive nut.
 - 2) Push the 3/8 inch square drive wrench in and gently turn the 5/8 inch wrench a small amount in one direction or the other to fully engage the manual drive (wiggle it).

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

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AIRLINE CARD NO.

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		(16)	While you keep the sync lock disengaged, turn the manual drive on the sync lock to try to extend the thrust reverser sleeve; the sleeve must not extend.	
			NOTE: Make sure you turn the square drive in the direction that extends the thrust reverser sleeve. For the left sleeve, turn the manual drive counterclockwise. For the right sleeve, turn the manual drive clockwise.	
			NOTE: The sync lock/manual drive will not turn smoothly. While you turn the drive, you will hear a ratchet sound. The sync lock has a clutch which limits the torque to the actuation system to 45-60 inch-pounds (5-6.78 N-m) to prevent damage to the flexible drive shafts and actuators.	
			(a) If the thrust reverser extends, replace the center locking hydraulic actuator (AMM 78-31-17/401).	
		(17)	Do a check of the remaining locking actuator on the opposite thrust reverser half.	
		(18)	Close the fan cowl panels (AMM 71-11-04/201).	
		(19)	Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	
		(20)	Do the activation procedure for the spoiler/speedbrake control system (AMM 27-61-00/201).	
		(21)	Remove the DO-NOT-OPERATE tags from the thrust levers.	

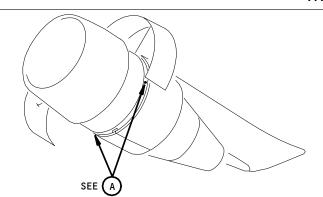
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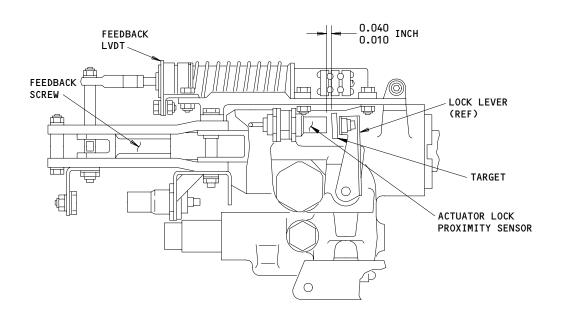
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AIRLINE CARD NO.

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BOEING 767 TASK CARD





CENTER LOCKING HYDRAULIC ACTUATOR (STOW POSITION)



Center Locking Hydraulic Actuator Check Figure 501

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FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

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STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO. 78-429-03-2

AIRLINE CARD NO.

N78-31-00-5A

PHASE

TASK CARD

ENGIN ENGINE 2

TASK

TITLE

TASK

TITLE

REV REVISION

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DEC 22/07

APPLICABILITY
AIRPLANE ENGINE

INTERVAL

FUNCTIONAL CENTER LOCKING HYDRAULIC ACTUATOR
ALL NOTE

ZONES ACCESS PANELS

421 423AL 424AR

RELATED TASK

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK THE THRUST REVERSER CENTER LOCKING HYDRAULIC ACTUATOR.

ENGINE NOTE: SB 767-78-0062. APPLICABLE TO AIRPLANE LINE

NUMBERS 462 AND ON WITH PW4000 ENGINES THAT

HAVE THRUST REVERSERS WITH SYNC LOCKS INSTALLED AND THOSE PW4000 ENGINES INCORPORATING THE SERVICE BULLETIN OR

EQUIVALENT.

1. <u>Center Locking Hydraulic Actuator Check</u>

- A. Equipment
 - (1) Wrench, 3/8 inch square drive
 - (2) Wrench, 5/8 inch open end
- B. References
 - (1) AMM 06-43-00/201, Engine and Nacelle Strut Access Doors and Panels
 - (2) AMM 27-61-00/201, Spoiler/Speedbrake Control System
 - (3) AMM 71-11-04/201, Fan Cowl Panels
 - (4) AMM 78-31-00/201, Thrust Reverser System
 - (5) AMM 78-31-17/401, Thrust Reverser Hydraulic Actuators
 - (6) AMM 78-36-00/501, Thrust Reverser Indication System
- C. Access

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(1) Location Zone

410 L Power Plant 420 R Power Plant

(2) Access Panel

413AL Fan Cowl Panels - L Power Plant 414AR Fan Cowl Panels - L Power Plant 423AL Fan Cowl Panels - R Power Plant 424AR Fan Cowl Panels - R Power Plant

D. Do a Check of the Center Locking Hydraulic Actuator (Fig. 501).

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE SPOILER/SPEEDBRAKE CONTROL SYSTEM. IF YOU DO NOT DO THIS, THE SPOILERS CAN MOVE QUICKLY WHEN YOU MOVE THE THRUST LEVERS. THIS CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the applicable spoiler/speedbrake control system (AMM 27-61-00/201).
- (2) Open the fan cowl panels (AMM 71-11-04/201).
- (3) Make sure the clearance between the face of the actuator lock proximity sensor and the lock lever target on the center locking hydraulic actuator is 0.010 to 0.040 inch (0.254 1.016 mm).
- (4) If the clearance is not correct, extend and retract the thrust reverser with hydraulic power to fully retract each sleeve (AMM 78-31-00/201).
- (5) Do a check of the clearance between the actuator lock proximity sensor and the lock lever target again.
- (6) If the clearance is not correct, do the adjustment procedure for the actuator lock proximity sensor (AMM 78-36-00/501).
- (7) Use hydraulic power to extend and retract the thrust reverser again (AMM 78-31-00/201).
- (8) Do a check of the clearance between the actuator lock proximity sensor and the lock lever target again.

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

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TASK CARD

AIRLINE CARD NO.

- (9) If the clearance is not correct, replace the center locking hydraulic actuator (AMM 78-31-17/401).
- (10) Make sure the reverse thrust lever is in the stow position and attach a DO-NOT-OPERATE tag.

WARNING: DO THE DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. THE ACCIDENTAL OPERATION OF THE THRUST REVERSER COULD CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(11) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

NOTE: Do the deactivation procedure for the stow valve and the motorized isolation valve only. DO NOT put the streamered pins in the thrust reverser sleeves. It will be necessary to manually operate the thrust reverser in the subsequent steps.

CAUTION: DO NOT EXTEND THE THRUST REVERSER IF THE THRUST REVERSER IS OPEN AND THE CORE COWL PANELS ARE INSTALLED. DAMAGE TO THE THRUST REVERSER OR CORE COWL PANELS COULD OCCUR.

DO NOT EXTEND THE THRUST REVERSER SLEEVE IF THE THRUST REVERSER IS OPEN BEYOND THE 23-DEGREE POSITION. DAMAGE TO THE SLEEVE AND STRUT COULD OCCUR.

DO NOT EXTEND THE THRUST REVERSER IF THE CORE COWL PANELS ARE OPEN. DAMAGE TO THE THRUST REVERSER AND CORE COWL PANELS COULD OCCUR.

MAKE SURE THE AREA AFT OF THE THRUST REVERSER IS CLEAR OF ALL EQUIPMENT, WORKSTANDS, ETC. DAMAGE COULD OCCUR IF THE THRUST REVERSER CONTACTS THE EQUIPMENT.

WHEN YOU MOVE THE THRUST REVERSER MANUALLY, LOOK FOR LOWER ACTUATOR OPERATION, OR LOWER AND CENTER ACTUATOR OPERATION. IF

YOU SEE THIS OPERATION, STOP AND LOOK FOR BROKEN FLEXSHAFTS.

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

78-429-03-2 PAGE 3 OF 6 DEC 22/07

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(12) Make sure that thrust reversers are not opened beyond the 23-degree position.

NOTE: You can extend the thrust reverser sleeve with the reverser opened only in the 23-degree position and with core cowl panels removed.

- (13) Make sure that the core cowl panels are closed with the thrust reversers closed, or the core cowl panels are removed with the thrust reversers opened.
- (14) Make sure that the lock lever on the center locking actuator is in the locked position.

CAUTION: MAKE SURE THE MANUAL DRIVE IS FULLY ENGAGED WITH THE SYNC LOCK DRIVE SHAFT BEFORE YOU TURN IT. DO NOT USE FORCE TO ENGAGE THE MANUAL DRIVE SHAFT. ALSO, MAKE SURE THE MANUAL DRIVE STAYS FULLY ENGAGED WHILE YOU OPERATE THE SQUARE DRIVE. IF THE MANUAL DRIVE IS NOT FULLY ENGAGED OR IF YOU USE FORCE TO ENGAGE IT, DAMAGE TO THE SYNC LOCK CAN OCCUR.

DO NOT USE A PNEUMATIC WRENCH TO EXTEND THE THRUST REVERSER. THIS CAN CAUSE DAMAGE TO THE SYNC LOCK OR LOCKING ACTUATOR.

- (15) Install a 3/8 inch (9.4 mm) square drive wrench into the end of the manual drive on the sync lock and push the square drive into the sync lock.
 - (a) You must push the square drive in until it stops and hold it in the sync lock to manually disengage the sync lock and engage the manual drive shaft.
 - (b) If it is necessary, you must make small position adjustments of the manual drive to align it with the sync lock drive shaft.
 - 1) Put a 5/8 inch open end wrench on the manual drive nut.
 - 2) Push the 3/8 inch square drive wrench in and gently turn the 5/8 inch wrench a small amount in one direction or the other to fully engage the manual drive (wiggle it).

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

78-429-03-2 PAGE 4 OF 6 DEC 22/07

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (16) While you keep the sync lock disengaged, turn the manual drive on the sync lock to try to extend the thrust reverser sleeve; the sleeve must not extend.
 - <u>NOTE</u>: Make sure you turn the square drive in the direction that extends the thrust reverser sleeve. For the left sleeve, turn the manual drive counterclockwise. For the right sleeve, turn the manual drive clockwise.
 - NOTE: The sync lock/manual drive will not turn smoothly. While you turn the drive, you will hear a ratchet sound. The sync lock has a clutch which limits the torque to the actuation system to 45-60 inch-pounds (5-6.78 N-m) to prevent damage to the flexible drive shafts and actuators.
 - (a) If the thrust reverser extends, replace the center locking hydraulic actuator (AMM 78-31-17/401).
- (17) Do a check of the remaining locking actuator on the opposite thrust reverser half.
- (18) Close the fan cowl panels (AMM 71-11-04/201).
- (19) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).
- (20) Do the activation procedure for the spoiler/speedbrake control system (AMM 27-61-00/201).
- (21) Remove the DO-NOT-OPERATE tags from the thrust levers.

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

78-429-03-2 PAGE 5 OF 6 DEC 22/07

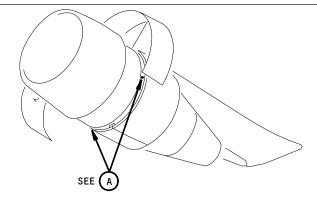
BOEING CARD NO.

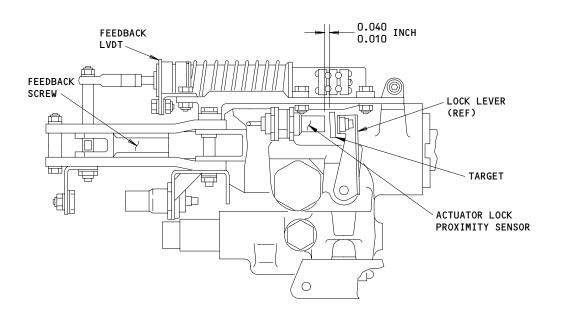
78-429-03-2

AIRLINE CARD NO.

SAS







CENTER LOCKING HYDRAULIC ACTUATOR (STOW POSITION)



Center Locking Hydraulic Actuator Check Figure 501

EFFECTIVITY

FUNCTIONAL

CENTER LOCKING HYDRAULIC ACTUATOR

N78-31-00-5A

78-429-03-2 PAGE 6 OF 6 MAY 10/96

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TAII	L NO.
D	ATE
SKILL	WORK AREA
ENGIN	ENGINE 1

TASK



BOEING CARD NO. 78-431-C1-1

AIRLINE CARD NO.

INTERVAL PHASE MPD TASK CARD REV REVISION

O4000 HRS NOTE 108XX 011 NOV 10/94

TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

FUNCTIONAL ENG 1 T/R SYNC LOCK AND CIRCUITRY

ALL NOTE

ZONES ACCESS PANELS

411 413AL 414AR

MECH INSP MPD ITEM NUMBER

OPERATIONALLY CHECK THE ENGINE 1 THRUST REVERSER SYNC N78-34-13-AN78-34-13-A LOCK.

FUNCTIONALLY CHECK THE ENGINE 1 THRUST REVERSER SYNC N78-34-13-B

LOCK CONTROL CIRCUITRY.

NOTE: THIS CHECK SATISFIES THE REQUIREMENTS IN FAA

AD 94-12-10. REFER TO AD 94-12-10 FOR THE STEPS

TO PERFORM THIS PROCEDURE.

INTERVAL NOTE: MRB INTERVAL IS 1C.

ENGINE NOTE: SB 767-78-0062. THESE TASKS APPLY TO

AIRPLANE LINE NUMBERS 462 AND ON WITH

PW4000 ENGINES THAT HAVE THRUST REVERSERS

WITH SYNC LOCKS INSTALLED AND THOSE PW4000 ENGINES INCORPORATING THE SERVICE

BULLETIN OR EQUIVALENT.

EFFECTIVITY

FUNCTIONAL

ENG 1 T/R SYNC LOCK AND CIRCUITRY

N78-34-13-A

78-431-C1-1 PAGE 1 OF 1 NOV 10/94

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DATE	\dashv



BOEING CARD NO. 78-431-C1-2

AIRLINE CARD NO.

TASK CARD

MPD

WORK AREA RELATED TASK INTERVAL SKILL PHASE REV REVISION 04000 HRS 011 NOV 10/94 NOTE ENGIN | ENGINE 2 108XX TITLE STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE EN ENGINE **FUNCTIONAL** ENG 2 T/R SYNC LOCK AND CIRCUITRY ALL NOTE

ZONES ACCESS PANELS

421 423AL 424AR

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE ENGINE 2 THRUST REVERSER SYNC N78-34-13-AN78-34-13-A LOCK. N78-34-13-B

FUNCTIONALLY CHECK THE ENGINE 2 THRUST REVERSER SYNC N78-34-13-B LOCK CONTROL CIRCUITRY.

NOTE: THIS CHECK SATISFIES THE REQUIREMENTS IN FAA

AD 94-12-10. REFER TO AD 94-12-10 FOR THE STEPS

TO PERFORM THIS PROCEDURE.

INTERVAL NOTE: MRB INTERVAL IS 1C.

ENGINE NOTE: SB 767-78-0062. THESE TASKS APPLY TO

AIRPLANE LINE NUMBERS 462 AND ON WITH PW4000 ENGINES THAT HAVE THRUST REVERSERS

WITH SYNC LOCKS INSTALLED AND THOSE

PW4000 ENGINES INCORPORATING THE SERVICE

BULLETIN OR EQUIVALENT.

STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO. 78-432-52

AIRLINE CARD NO.

AIRPLANE

N78-36-00-5B

PHASE

TASK CARD

REVISION REV 1C 011 APR 22/00 ENGIN | CREW CABIN 11212 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

OPERATIONAL T/R AIR/GND INDICATION INHIBIT RELAY ALL NOTE

ZONES ACCESS PANELS

119AL 119 211 212

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE THRUST REVERSER AIR/GROUND INDICATION INHIBIT RELAY.

ENGINE NOTE: SB 767-78-0062. APPLICABLE TO AIRPLANE LINE

NUMBERS 462 AND ON WITH PW4000 ENGINES THAT

HAVE THRUST REVERSERS WITH SYNC LOCKS INSTALLED AND THOSE PW4000 ENGINES INCORPORATING THE SERVICE BULLETIN OR

EQUIVALENT.

RELATED TASK

Thrust Reverser Air/Ground Relay Adjustment/Test

- Α. General
 - (1) This procedure gives instructions to do a functional test of the air/ground relay.
 - The thrust reverser air/ground relay is referred to as the air/ground relay for this procedure.
- Reference
 - (1) AMM 24-22-00/201, Electrical Power Control
- Access
 - (1) Location Zones:
 - 119 Main Equipment Center Access
 - 211 Flight Compartment
 - 212 Flight Compartment
 - (2) Access Panel

Main Equipment Center Access Door

Prepare to do the Air/Ground Relay Integrity Test

EFFECTIVITY OPERATIONAL T/R AIR/GND INDICATION INHIBIT RELAY N78-36-00-5B 78-432-52 PAGE 1 OF 5 MAY 10/96

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(1) Make sure the reverse thrust levers are in the stow position.
			(2) Supply electrical power (AMM 24-22-00/201).
			(3) Make sure these circuit breakers are closed:
			(a) On the overhead equipment panel, P11:
			1) 11C3O, LDG GR POS AIR/GND SYS 1
			2) 11U15, LDG GR AIR/GND SYS 1
			3) 11D14, L ENG T/R CONT
			4) 11D13, L ENG T/R IND
			5) 11D18, L ENG T/R SSL CONT
			6) 11C29, LDG GR POS AIR/GND SYS 2 ALT
			7) 11U23, LDG GR AIR/GND SYS 2
			8) 11L33, R ENG T/R CONT
			9) 11L32, R ENG T/R IND
			10) 11D21, R ENG T/R SSL CONT
			11) 11D33, R ENG T/R CONT ALT
			12) 11D32, R ENG T/R IND ALT
		E.	Do a test of the left thrust reverser air/ground relay.
			(1) Make sure the L5 REV ISLN LIGHT on the P10 panel is not on.
			(2) Make sure the advisory message L REV ISLN VAL does not show on the EICAS display.
			(3) Open this circuit breaker:
			(a) On the P11 panel:
			1) 11D14, L ENG T/R CONT

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TASK CARD

AIRLINE CARD NO.

			TASK CARD
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		(4)	Make sure the L5 REV ISLN light on the P10 panel is on.
			NOTE: The light can take as much as 8 seconds to show.
		(5)	Make sure the advisory message L REV ISLN VAL does show on the EICAS display.
			NOTE: The advisory message can take as much as 10 seconds to show. If the advisory message does not show on the EICAS display, examine the relay K2154 and wires in the P36 panel (WDM 78-36-11).
		(6)	Open these circuit breakers:
			(a) On the P11 panel:
			1) 11c30, LDG GR POS AIR/GND SYS 1
			2) 11U15, LDG GR AIR/GND SYS 1
		(7)	Make sure the L5 REV ISLN light on the P10 panel is not on.
			NOTE: The light can take up to 8 seconds to show.
		(8)	Make sure the advisory message L REV ISLN VAL does not show on the EICAS display.
			NOTE: The advisory message can take as much as 10 seconds to show.
		(9)	Close these circuit breakers:
			(a) On the P11 panel:
			1) 11D14, L ENG T/R CONT
			2) 11C3O, LDG GR POS AIR/GND SYS 1
			3) 11U15, LDG GR AIR/GND SYS 1
		(10)	Access the Main Equipment Center.
			(a) Do the relay module reset procedure for the L ENG RESET switch (AMM 78-36-03/201).

EFFECTIVITY

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AIRLINE CARD NO.

TASK CARD MECH INSP F. Do a test of the right thrust reverser air/ground relay. (1) Make sure the L5 REV ISLN LIGHT on the P10 panel is not on. (2) Make sure the advisory message R REV ISLN VAL does not show on the EICAS display. (3) Open this circuit breaker: (a) On the P11 panel: 1) 11L33, R ENG T/R CONT (4) Make sure the L5 REV ISLN light on the P10 panel is on. NOTE: The light can take as much as 8 seconds to show. Make sure the advisory message R REV ISLN VAL does show on the EICAS display. The advisory message can take as much as 10 seconds to show. If the advisory message does not show on the EICAS display, examine the relay K206 and wires in the P37 panel (WDM 78-36-21). (6) Open these circuit breakers: (a) On the P11 panel: 1) 11C29, LDG GR POS AIR/GND SYS 2 ALT 11U23 LDG GR AIR/GND SYS 2 (7) Make sure the L5 REV ISLN light on the P10 panel is not on. NOTE: The light can take up to 8 seconds to show. (8) Make sure the advisory message R REV ISLN VAL does not show on the EICAS display. NOTE: The advisory message can take as much as 10 seconds to show.

EFFECTIVITY	_

(9) Close these circuit breakers:

T/R AIR/GND INDICATION INHIBIT RELAY

N78-36-00-5B

OPERATIONAL

78-432-52

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BOEING CARD NO.

78-432-52

AIRLINE CARD NO.



		TASK CARD
MECH	INSP	
		(a) On the P11 panel:
		1) 11L33, R ENG T/R CONT
		2) 11c29, LDG GR POS AIR/GND SYS 2 ALT
		3) 11U23 LDG GR AIR/GND SYS 2
		(10) Access the Main Equipment Center.
		(a) Do the relay module reset procedure for the R ENG RESET switch (AMM 78-36-03/201).
		(11) Remove electrical power (AMM 24-22-00/201).
		(12) Put the airplane back to its usual condition.
EFF	ECTI	OPERATIONAL T/R AIR/GND INDICATION INHIBIT RELA
		OF LEAST TOWAL I/K ATK/GIND TINDICATION TINDIDIT KELA

78-432-52

STATION	
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WORK AREA



BOEING CARD NO. 78-433-01

AIRLINE CARD NO.

N78-36-03-5A

PHASE

TASK CARD

REV REVISION 011 APR 22/07 ENGIN | CREW CABIN 1C 11212 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

AIRPLANE **OPERATIONAL** THRUST REVERSER RELAY MODULE **ALL** NOTE

ACCESS PANELS ZONES

119 211 212 119AL 437BL 437BR 447BL 447BR

RELATED TASK

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE THRUST REVERSER RELAY MODULE. ENGINE NOTE:

SB 767-78-0062. APPLICABLE TO AIRPLANE LINE

NUMBERS 462 AND ON WITH PW4000 ENGINES THAT

HAVE THRUST REVERSERS WITH SYNC LOCKS INSTALLED AND THOSE PW4000 ENGINES INCORPORATING THE SERVICE BULLETIN OR

EQUIVALENT.

Thrust Reverser Relay Module Indication Test

General Α.

(1) The breakout box and the appropriate patch cable is used to plug on to the end of a system electrical connector or plug into the socket of a relay to jumper across two pins or find if there is electrical power on a pin. The nomenclature on the cable markers gives the applicable airplane connectors and the box connector. The breakout box is used at the thrust reverser.

Equipment

(1) Breakout Box, Thrust Reverser - A78025-77

References

- (1) AMM 06-43-00/201, Engine and Nacelle Strut Access Doors and Panels
- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 78-31-00/501, Thrust Reverser System
- (4) Supply electrical power (AMM 24-22-00/201).
- (5) Make sure the thrust reverser is in the stowed and locked position.

EFFECTIVITY OPERATIONAL THRUST REVERSER RELAY MODULE N78-36-03-5A 78-433-01 PAGE 1 OF 9 APR 22/07 SAS BOEING TASK CARD

AIRLINE CARD NO.

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		(6)	Make sure the reverse thrust levers are in the forward and down (stowed) position.
		(7)	Make sure the applicable engine fire switch is in the normal position.
		(8)	Open these circuit breakers attach the DO-NOT-CLOSE tags:
			(a) On the overhead circuit breaker panel, P11:
			1) 11D13 L ENG T/R IND
			2) 11D14 L ENG T/R CONT
			3) 11D18 L ENG T/R SSL CONT
			4) 11L32 R ENG T/R IND
			5) 11D32 R ENG T/R IND ALT
			6) 11D33 R ENG T/R CONT ALT
			7) 11L33 R ENG T/R CONT
			8) 11D21 R ENG T/R SSL CONT
			(b) On the Main Power Distrubution Panel, P6:
			1) 6H01 FIRE EXT ENG L BTL 1
			2) 6HO2 FIRE EXT ENG L BTL 2
			3) 6HO3 FIRE EXT ENG R BTL 1
			4) 6HO4 FIRE EXT ENG R BTL 2
			5) 6L19 LEFT ENG PROBE HEAT
			6) 6K25 RIGHT ENG PROBE HEAT
		(9)	Make sure the following circuit breakers are closed:
			NOTE: Close these circuit breakers to set the air/ground relays to ground mode.
			(a) On the P11 panel:
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		V A I I	OPERATIONAL THRUST REVERSER RELAY MODULE

78-433-01

TASK CARD

AIRLINE CARD NO.

			TASK CARD
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			1) 11M30 28 V DC R BUS PWR SENSE
			2) 11C29 LDG GR POS AIR/GND SYS 2 ALT
			3) 11U23 LDG GR POS AIR/GND SYS 2
			4) 11C3O LDG GR POS AIR/GND SYS 1
			5) 11U15 LDG GR AIR/GND SYS 1
		(10)	Open the hydraulic bay access doors on the applicable engine (AMM 06-43-00/201).
		(11)	If it is necessary, use the breakout box, A78025 and the applicable patch cable or your equivalent procedure and equipment to make connections to the pins referenced in this task.
		(12)	Remove the applicable $L(R)$ electrical connector, D20122(D20126), from the $L(R)$ pressure switch, S858(S860), for the $L(R)$ motorized isolation valve, V167(V168), in the strut hydraulic bay.
		(13)	Remove the applicable $L(R)$ electrical connector, D2134(D2138), from the $L(R)$ pressure switch, S330(S331), on the $L(R)$ stow valve, V106(V107), in the strut hydraulic bay.
		(14)	Install a jumper wire between pins 3 and 2 of the applicable L(R) electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).
		(15)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
			(a) On the P11 panel:
			1) For the left engine:
			a) 11D13 L ENG T/R IND
			b) 11D14 L ENG T/R CONT
			2) For the right engine:
			a) 11L32 R ENG T/R IND
			b) 11D32 R ENG T/R IND ALT
			c) 11L33 R ENG T/R CONT

EFFECTIVITY

78-433-01

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			d) 11D33 R ENG T/R CONT ALT
		(16)	Open these circuit breakers and attach the DO-NOT-CLOSE tags:
			NOTE: Open these circuit breakers to set the air/ground relays to the air mode.
			(a) On the P11 panel:
			1) For the left engine:
			a) 11C3O LDG GR POS AIR/GND SYS 1
			b) 11U15 LDG GR AIR/GND SYS 1
			2) For the right engine:
			a) 11U23 LDG GR POS AIR/GND SYS 2
			b) 11c29 LDG GR POS AIR/GND SYS 2 ALT
		(17)	Push and release the applicable $L(R)$ ENG RESET switch on the front panel of the relay module, M1987, in the main equipment center.
		(18)	Make sure the relay module lights for the applicable engine are in the condition that follows after you release the reset switch:
			(a) L(R) ENG PSU RESTOW - OFF
			(b) L(R) ENG RESTOW PRESS - OFF
			(c) L(R) ENG HIV PRESS - OFF
			NOTE: The next step will start the 60-second time delay for the REV ISLN light on the pilot's quadrant stand, P10.
		(19)	Remove the jumper wire between pins 3 and 2 of the applicable L(R) electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).
		(20)	Install a jumper wire between pins 2 and 1 of the applicable $L(R)$ electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).

AIRLINE CARD NO.

78-433-01

SAS BOEING TASK CARD

MECH	INSP

- (21) Make sure the REV ISLN light on the pilot's quadrant stand, P10, does not come on in 1 minute (plus or minus 10 seconds).
- Make sure the applicable EICAS advisory message L(R) REV ISLN VAL does not come on in 1 minute (plus or minus 10 seconds).
- Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows after 5 seconds:
 - (a) L(R) ENG PSEU RESTOW OFF
 - (b) L(R) ENG RESTOW PRESS OFF
 - (c) L(R) ENG HIV PRESS ON
- Remove the jumper wire between pins 2 and 1 of the applicable L(R) (24) electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).
- Install a jumper wire between pins 3 and 2 of the applicable L(R) (25) electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).
- Make sure the lights for the applicable engine on the relay module, (26) M1987, are in the condition that follows:
 - (a) L(R) ENG PSEU RESTOW OFF
 - (b) L(R) ENG RESTOW PRESS OFF
 - (c) L(R) ENG HIV PRESS ON
- Install a jumper wire between pins 2 and 1 of the applicable L(R) electrical connector, D2134(D2138) (for the pressure switch for the stow valve).
- (28) Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows after 5 seconds:
 - (a) L(R) ENG PSEU RESTOW OFF
 - (b) L(R) ENG RESTOW PRESS ON
 - (c) L(R) ENG HIV PRESS ON

EFFECTIVITY

OPERATIONAL

THRUST REVERSER RELAY MODULE

N78-36-03-5A

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78-433-01

TASK CARD

AIRLINE CARD NO.

			TAGK CARD
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		(29)	Remove the jumper wire between pins 2 and 1 of the applicable $L(R)$ electrical connector, D2134(D2138) (for the pressure switch for the stow valve).
		(30)	Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows:
			(a) L(R) ENG PSEU RESTOW - OFF
			(b) L(R) ENG RESTOW PRESS - ON
			(c) L(R) ENG HIV PRESS - ON
		(31)	Install a jumper wire between airplane ground and pin C of the applicable L(R) diode, R228(R230), on the terminal block, TB130, which is on the E1-2 shelf in the main equipment center.
		(32)	Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows after 5 seconds:
			(a) L(R) ENG PSEU RESTOW - ON
			(b) L(R) ENG RESTOW PRESS - ON
			(c) L(R) ENG HIV PRESS - ON
		(33)	Remove the jumper wire between airplane ground and pin C of the applicable L(R) diode, R228(R230), on the terminal block, TB130, which is on the E1-2 shelf in the main equipment center.
		(34)	Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows:
			(a) L(R) ENG PSEU RESTOW - ON
			(b) L(R) ENG RESTOW PRESS - ON
			(c) L(R) ENG HIV PRESS - ON
			NOTE: The next step will start the 60-second time delay for the REV ISLN light on the pilot's quadrant stand, P10.

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AIRLINE CARD NO.

			TASK CARD				
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		(35)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:				
			NOTE: Close these circuit breakers to set the air/ground relays to ground mode.				
			(a) On the P11 panel:				
			1) For the left engine:				
			a) 11c30 LDG GR POS AIR/GND SYS 1				
			b) 11U15 LDG GR AIR/GND SYS 1				
			2) For the right engine:				
			a) 11U23 LDG GR POS AIR/GND SYS 2				
			b) 11c29 LDG GR POS AIR/GND SYS 2 ALT				
		(36)	(36) Make sure the REV ISLN light on the pilot's quadrant stand, P10, comes on in 1 minute (plus or minus 10 seconds).				
		(37) Make sure the applicable EICAS advisory message L(R) REV ISL comes on in 1 minute (plus or minus 10 seconds).					
		(38)	Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows:				
			(a) L(R) ENG PSEU RESTOW - ON				
			(b) L(R) ENG RESTOW PRESS - ON				
			(c) L(R) ENG HIV PRESS - ON				
	(39) Do the steps that follow in the sequence shown:						
			(a) Push and hold the applicable L(R) ENG TEST switch on the front panel of the relay moduel, M1987, in the main equipment center.				
			(b) While you continue to hold the applicable L(R) ENG TEST switch, push and release the applicable L(R) ENG RESET switch on the front panel of the relay module, M1987.				
			(c) Release the applicable L(R) ENG TEST switch on the front panel of the relay module, M1987, after a minimum of 10 seconds.				

AIRLINE CARD NO.

78-433-01

SAS BOEING TASK CARD

MECH INSP

- (40) Make sure the lights for the applicable engine on the relay module, M1987, are in the condition that follows:
 - (a) L(R) ENG PSEU RESTOW OFF
 - (b) L(R) ENG RESTOW PRESS OFF
 - (c) L(R) ENG HIV PRESS OFF
- Open the applicable circuit breaker and install the DO-NOT-CLOSE tags:
 - (a) On the P11 panel:
 - 1) For the left engine:
 - 11D13 L ENG T/R IND
 - For the right engine:
 - 11L32 R ENG T/R IND
 - b) 11D32 R ENG T/R IND ALT
- Remove the jumper wire between pins 3 and 2 of the applicable L(R) electrical connector, D20122(D20126) (for the pressure switch for the motorized isolation valve).
- (43) If it is necessary, remove the breakout box, A78025 and the applicable patch cable or your equivalent equipment.
- Install the applicable L(R) electrical connector, D20122(D20126), on the L(R) pressure switch, S858(S860), for the L(R) motorized isolation valve, V167(V168), in the strut hydraulic bay.
- (45) Install the applicable L(R) electrical connector, D2134(D2138), on the L(R) pressure switch, S330(S331), for the L(R) stow valve, V106(V107), in the strut hydraulic bay.
- (46) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
 - (a) On the P11 panel:
 - 11D13 L ENG T/R IND
 - 2) 11L32 R ENG T/R IND

EFFECTIVITY

OPERATIONAL

THRUST REVERSER RELAY MODULE

N78-36-03-5A

78-433-01

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BOEING CARD NO.

78-433-01

AIRLINE CARD NO.

							TASK CARD	
MECH	INSP							
					3)	11D18	L ENG T/R SSL CONT	
					4)	11D32	R ENG T/R IND ALT	
					5)	11D21	R ENG T/R SSL CONT	
				(b)	0n	the Mai	n Power Distrubution Panel, P6:	
					1)	6н01	FIRE EXT ENG L BTL 1	
					2)	6н02	FIRE EXT ENG L BTL 2	
					3)	6н03	FIRE EXT ENG R BTL 1	
					4)	6H04	FIRE EXT ENG R BTL 2	
					5)	6L19	LEFT ENG PROBE HEAT	
					6)	6K25	RIGHT ENG PROBE HEAT	
			(47)			eset pr 36-03/2	ocedure for the thrust reverser relay mod 01).	lule
				(a)	but	ton, re	more lights stay on after you release the fer to the Fault Isolation Manual for the oting procedure.	
		D.	Put	the A	irpl	ane Bac	k to its Usual Condition	
			(1)			e hydra 43-00/2	oulic bay access doors on the applicable ϵ	engine
			(2)	Do t	he o	peratio	nal test for the thrust reverser (AMM 78-	-31-00/501).

STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO. 78-436-01-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

REV REVISION 1C 011 APR 22/07 ENGIN | ENGINE 1 11212 APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE

INTERVAL

OPERATIONAL ENGINE 1 T/R DISAGREEMENT CIRCUIT ALL 4000

ACCESS PANELS ZONES

212 410 413AL 414AR 437AL 437AR

RELATED TASK

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE ENGINE 1 THRUST REVERSER DISAGREEMENT CIRCUIT.

N78-36-00-5A

Thrust Reverser Indication System Functional Test

Α. General

(1) The breakout box and the appropriate patch cable is used to plug on to the end of a system electrical connector or plug into the socket of a relay to jumper across two pins or find if there is electrical power on a pin. The nomenclature on the cable markers gives the applicable airplane connectors and the box connector. The breakout box is used at the thrust reverser.

B. Equipment

- (1) Multimeter Commercially available
- (2) Breakout Box, Thrust Reverser A78025-77

References C.

- (1) AMM 06-43-00/201, Engine and Nacelle Strut
- (2) AMM 31-41-00/201, Engine Indication and Crew Alerting System
- (3) AMM 78-31-00/501, Thrust Reverser System
- (4) AMM 32-09-02/201, Air/Ground Relay System

Access

(1) Location Zones

L Power Plant Strut 437

447 R Power Plant Strut

EFFECTIVITY OPERATIONAL ENGINE 1 T/R DISAGREEMENT CIRCUIT N78-36-00-5A 78-436-01-1 PAGE 1 OF 18 APR 22/07

AIRLINE CARD NO.



						TASK CARD	
MECH	INSP						
			(2)		ess Panel 437AL 437AR 447AL 447AR	Engine Strut Hydraulic Bay – L Power Plant Strut Engine Strut Hydraulic Bay – L Power Plant Strut Engine Strut Hydraulic Bay – R Power Plant Strut Engine Strut Hydraulic Bay – R Power Plant Strut	
		Ε.	Proc	edure	•		
			(1)	Do t	he funct	ional test as follows:	
				(a)		ne hydraulic bay access panels for the applicable engine 5-43-00/201).	
				(b)		the safety-sensitive systems for air mode simulation 2-09-02/201) .	
				(c)		e applicable engine, open these circuit breakers and the DO-NOT-CLOSE tags:	
					1) 0n	the overhead equipment panel, P11:	
					a)	11c30, LDG GR POS AIR/GND SYS 1	
					b)	11U15, LDG GR AIR/GND SYS 1	
					c)	11U23, LDG GR POS AIR/GND SYS 2	
					d)	11C29, LDG GR POS AIR/GND SYS 2 ALT	
				(d)		e left engine, open these circuit breakers and attach the CLOSE tags:	
					1) 0n	the overhead equipment panel, P11:	
					a)	11D13, L ENG T/R IND	
					b)	11D14, L ENG T/R CONT	
				(e)		e right engine, open these circuit breakers and attach NOT-CLOSE tags:	
					1) 0n	the overhead equipment panel, P11:	
					a)	11L32, R ENG T/R IND	
					b)	11L33, R ENG T/R CONT	

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BOEING 767 TASK CARD

MECH INSP

- c) 11D32, R ENG T/R IND ALT
- 11D33, R ENG T/R CONT ALT d)
- 11M30, 28V DC R BUS PWR SENSE (Right Engine only)
- (f) Open these circuit breakers and attach the DO-NOT-CLOSE tags:
 - 1) On the Main Power Distribution Panel, P6:
 - O6HO1, FIRE EXT ENG L BTL 1
 - b) 06H02, FIRE EXT ENG L BTL 2
 - c) 06H03, FIRE EXT ENG R BTL 1
 - O6HO4, FIRE EXT ENG R BTL 2
- (g) Disconnect the applicable connectors:

CONNECTOR	MATES WITH EQUIPMENT	LOCATION
D2134	S330 (L T/R RESTOW VAL PRESS SW)	L STRUT
D20122	S858 (L ENG T/R HIV 1 PRESS SW)	L STRUT
D2138	S331 (R T/R RESTOW VAL PRESS SW)	R STRUT
D20126	S860 (R ENG T/R HIV 1 PRESS SW)	R STRUT

- (h) If it is necessary, use the breakout box, A78025 and the applicable patch cable or your equivalent procedure and equipment to make connections to the pins referenced in this task.
- (i) Use a multimeter to make sure the conditions that follow are true:

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ENGINE 1 T/R DISAGREEMENT CIRCUIT OPERATIONAL

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D2134 PIN 2 (\$330)	AIRPLANE GROUND	CONTINUITY
D2134 PIN 3 (\$330)	AIRPLANE GROUND	NO CONTINUITY
D20122 PIN 2 (\$858)	AIRPLANE GROUND	CONTINUITY
D20122 PIN 1 (\$858)	AIRPLANE GROUND	NO CONTINUITY
D2138 PIN 2 (S331)	AIRPLANE GROUND	CONTINUITY
D2138 PIN 3 (S331)	AIRPLANE GROUND	NO CONTINUITY
D20126 PIN 2 (S860)	AIRPLANE GROUND	CONTINUITY
D20126 PIN 1 (\$860)	AIRPLANE GROUND	NO CONTINUITY

- (j) Install a jumper wire between pins 3 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
- (k) Remove the thrust reverser relay module, M1987 (E1-4 shelf or E2-6 shelf).
- For the left engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
 - 1) On the P11 panel:
 - 11L33, R ENG T/R CONT
 - 11L32, R ENG T/R IND
 - c) 11C3O, LDG GR POS AIR/GND SYS 1
 - 11U15, LDG GR AIR/GND SYS 1
 - e) 11U23, LDG GR POS AIR/GND SYS 2
 - f) 11C29, LDG GR POS AIR/GND SYS 2 ALT
 - g) 11D32, R ENG T/R IND ALTN

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		h) 11D33, R ENG T/R CONT ALTN
		i) 11D13, L ENG T/R IND
		j) 11D14, L ENG T/R CONT
		(m) For the right engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
		1) On the P11 panel:
		a) 11c30, LDG GR POS AIR/GND SYS 1
		b) 11U15, LDG GR AIR/GND SYS 1
		c) 11U23, LDG GR POS AIR/GND SYS 2
		d) 11c29, LDG GR POS AIR/GND SYS 2 ALT
		e) 11M3O, 28V DC R BUS PWR SENSE
		f) 11L33, R ENG T/R CONT
		g) 11L32, R ENG T/R IND
		h) 11D32, R ENG T/R IND ALTN
		i) 11D13, L ENG T/R IND
		j) 11D14, L ENG T/R CONT
		(n) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(o) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
		NOTE: From this step on, the same time delay modules will be exercised. It is necessary to verify the time delays only once.
		(p) Install a jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
		(q) Make sure the REV ISLN light on the P10 panel is on after eight(8) seconds.
EFF	ECTI	VITY OPERATIONAL ENGINE 1 T/R DISAGREEMENT CIRCUIT

AIRLINE CARD NO.

		TASK CARD
MECH I	INSP	
	(r) Make sure the EICAS advisory and maintenance messages L(R) REV ISLN VAL are shown after ten (10) seconds.
	(s) Open these circuit breakers and attach the DO-NOT-CLOSE tags:
		1) On the P11 panel:
		a) 11c30, LDG GR POS AIR/GND SYS 1
		b) 11U15, LDG GR AIR/GND SYS 1
		c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
		d) 11U23, LDG GR POS AIR/GND SYS 2
	(t) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
	(u) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
	(v) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
		1) On the P11 panel:
		a) 11c30, LDG GR POS AIR/GND SYS 1
		b) 11U15, LDG GR AIR/GND SYS 1
		c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
		d) 11U23, LDG GR POS AIR/GND SYS 2
	(w) Remove the jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
	(x) Erase the EICAS maintenance message L(R) REV ISLN VAL (AMM 31-41-00/201).
	(y) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
	(z) Make sure the EICAS advisory and maintenance messages, L(R) REVISEN VAL, are not shown after ten (10) seconds.
	(а	a) Remove the jumper wire between pins 3 and 2 of the applicable connector D20122 (S858) or D20126 (S860).

TASK CARD

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MECH	INSP		
		(ab)	Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
		(ac)	Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(ad)	Make sure the EICAS advisory and maintenance messages, L(R) REV ISLN VAL, are shown after ten (10) seconds.
		(ae)	Remove the jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
		(af)	Install a jumper wire between pins 3 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
			NOTE: The EICAS maintenance message L(R) REV ISLN VAL will stay on for the remaining steps in this test.
		(ag)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(ah)	Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
		(ai)	Install a jumper wire between airplane ground and pin C of the applicable diode R228 or R230 (TB130, E1-2 shelf).
		(aj)	Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(ak)	Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.
		(al)	Install a jumper wire between airplane ground and pin C of the applicable diode R227 or R229 (TB130, E1-2 shelf).
		(am)	Make sure the REV ISLN light on the P10 panel stays on after eight (8) seconds.
		(an)	Install a jumper wire between pins 1 and 2 of the applicable connector D2134 (\$330) or D2138 (\$331).
		(ao)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
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	TASK CARD		
MECH INSP			
	(ap) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.		
	(aq) Remove the jumper wire from between pins 3 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).		
	(ar) Make sure the REV ISLN light on the P10 panel is on after eight(8) seconds.		
	(as) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.		
	(at) Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).		
	(au) Move the applicable reverse thrust lever to the deploy position.		
	(av) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.		
	(aw) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.		
	(ax) Remove the jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).		
	(ay) Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.		
	(az) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.		
	(ba) Install a jumper wire between pins 3 and 2 of connector D20122 (\$858) or D20126 (\$860).		
	(bb) Move the applicable reverse thrust lever to the stow position.		
	(bc) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.		
(bd) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.(be) Remove the jumper wire from between airplane ground and of the applicable diode R227 or R229 (TB130, E1-2 shelf)			
EFFECTIVITY	OPERATIONAL ENGINE 1 T/R DISAGREEMENT CIRCUIT		

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		TASK CARD				
MECH	INSP					
		(bf) Make sure the REV ISLN light on the P10 panel is on after eig (8) seconds.	ght			
	(bg) Make sure the EICAS advisory message L(R) REV ISLN after ten (10) seconds.					
		(bh) Remove the jumper wire from between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).				
		(bi) Remove the jumper wire from between airplane ground and pin (of the applicable diode R228 or R230 (TB130, E1-2 shelf).	C			
		(bj) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.	٢			
		(bk) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.	t			
		(bl) Pull the applicable fire handle (do not turn).				
	(bm) Make sure the REV ISLN light on the P10 panel is on after (8) seconds.					
		(bn) Make sure the EICAS advisory message L(R) REV ISLN VAL is sho after ten (10) seconds.	own			
		(bo) Push the applicable fire handle in.				
		(bp) Make sure the REV ISLN light on the P10 panel is not on afte eight (8) seconds.				
		(bq) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.				
		(br) For the left engine, open this circuit breaker and attach the DO-NOT-CLOSE tag:	е			
		1) On the P11 panel:				
		a) 11D13, L ENG T/R IND				
		<pre>(bs) For the right engine, open these circuit breakers and install the DO-NOT-CLOSE tags:</pre>	l			
		1) On the P11 panel:				
		a) 11M3O, 28V DC R BUS PWR SENSE				
EFF	ECTIVITY	OPERATIONAL ENGINE 1 T/R DISAGREEMENT CIRCUI	ΙΤ			

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- b) 11L32, R ENG T/R IND
- (bt) For the right engine, do the steps that follow:
 - 1) Make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D2138 PIN 1 (S331)	D2138 PIN 2	26 TO 32V DC

- 2) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
 - a) On the P11 panel:
 - 1. 11M30, 28V DC R BUS PWR SENSE
- 3) Make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D2138 PIN 1 (S331)	D2138 PIN 2	-3 to +3V DC

(bu) For the left engine, make sure the conditions that follow at connector D20164 on the E1-4 shelf are true:

NOTE: Connector D20164 is the M1987 shelf connector, D20164A is the upper part of the connector and D20164B is the lower part of the connector. The connector may be on the E2-6 shelf.

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F9	AIRPLANE GND	CONTINUITY
D20164A PIN F13	AIRPLANE GND	CONTINUITY
D20164A PIN F5	AIRPLANE GND	CONTINUITY
D20164A PIN A5	AIRPLANE GND	CONTINUITY
D20164A PIN K15	AIRPLANE GND	CONTINUITY
D20164A PIN A9	D20164A PIN K3	OPEN CIRCUIT
D20164A PIN K7	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN F1	AIRPLANE GND	-3 TO +3V DC

(bv) For the right engine, make sure the conditions that follow at connector D20164 on the E1-4 shelf are true:

NOTE: Connector D20164 is the M1987 shelf connector, D20164A is the upper part of the connector and D20164B is the lower part of the connector. The connector may be on the E2-6 shelf.

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ENGINE 1 T/R DISAGREEMENT CIRCUIT

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F10	AIRPLANE GND	CONTINUITY
D20164B PIN F14	AIRPLANE GND	CONTINUITY
D20164B PIN F6	AIRPLANE GND	CONTINUITY
D20164B PIN A6	AIRPLANE GND	CONTINUITY
D20164B PIN A10	D20164B PIN K4	OPEN CIRCUIT
D20164B PIN K8	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN F2	AIRPLANE GND	-3 TO +3V DC

- (bw) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
 - 1) On the P11 panel:
 - a) 11L32, R ENG T/R IND
 - b) 11D13, L ENG T/R IND
- (bx) For the left engine, make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F1	AIRPLANE GND	26 TO 32V DC

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F2	AIRPLANE GND	26 TO 32V DC

- (bz) Open these circuit breakers and attach the DO-NOT-CLOSE tags:
 - 1) On the P11 panel:
 - a) 11C3O, LDG GR POS AIR/GND SYS 1
 - b) 11U15, LDG GR AIR/GND SYS 1
 - c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
 - d) 11U23, LDG GR POS AIR/GND SYS 2

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	CONTINUITY
D20164A PIN A5	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A9	D20164A PIN K3	CONTINUITY

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	CONTINUITY
D20164B PIN A6	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A10	D20164B PIN K4	CONTINUITY

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- (cc) Remove the jumper wire between pins 3 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
- Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
- (ce) For the left engine, make sure the conditions that follow are true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A13	AIRPLANE GND	CONTINUITY

NOTE: Use the diode setting on the multimeter when checking pin A13.

(cf) For the right engine, make sure the conditions that follow are true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A14	AIRPLANE GND	CONTINUITY

NOTE: Use the diode setting on the multimeter when checking pin A14.

- Remove the jumper wire between pins 1 and 2 of the applicable (cg) connector D20122 (\$858) or D20126 (\$860).
- Install a jumper wire between pins 1 and 2 of the applicable (ch) connector D2134 (\$330) or D2138 (\$331).
- (ci) For the left engine, make sure the conditions that follow are true:

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN K11	AIRPLANE GND	CONTINUITY

NOTE: Use the diode setting on the multimeter when checking pin k11.

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN K12	AIRPLANE GND	CONTINUTIY

NOTE: Use the diode setting on the multimeter when checking pin K12.

- (ck) Remove the jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
- (cl) Install a jumper wire between airplane ground and pin C of the applicable diode R228 or R230 (TB130, E1-2 shelf).
- (cm) For the left engine, make sure the conditions that follow are true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN K7	AIRPLANE GND	CONTINUITY

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			T	ASK CARD		
MECH 1	INSP	(cn)	For the right eng	ine, make sure the	conditions that	follow are
		Γ	FROM EQUIPMENT	TO EQUIPMENT	CONDITION]
			D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT	
			D20164B PIN K8	AIRPLANE GND	CONTINUITY	
		(co)	Remove the jumper applicable diode H	wire between airp R228 or R230 (TB13		oin C of th
		(cp)	_	ne, install a jump of connector D201		airplane
		(cq)		ine, install a jum of connector D201		airplane
		(cr)	Make sure the EIC	AS advisory messag	e L(R) REV ISLN \	/AL is
		(cs)	Make sure the REV	ISLN light on the	P10 panel is on.	
		(ct)	For the left enginground and pin A1	ne, remove the jum of connector D201		airplane
		(cu)		ine, remove the ju of connector D201		n airplane

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MECH INSP

(cv) For the applicable engine, make sure these circuit breakers are opened:

ENGINE	CIRCUIT BREAKER
LEFT	11D13
RIGHT	11D32 11L32 11M30

This is done to prevent damage to the thrust reverser NOTE: relay module M1987 when it is installed.

- (cw) Install the thrust reverser relay module, M1987 (E1-4 shelf or E2-6 shelf) (AMM 78-36-03/401).
- (cx) Connect the applicable connectors that follow:

CONNECTOR	MATE WITH EQUIPMENT	LOCATION
D2134	S330 (L T/R RESTOW VAL PRESS SW)	L STRUT
D20122	S858 (L ENG T/R HIV 1 PRESS SW)	L STRUT
D2138	S331 (R T/R RESTOW VAL PRESS SW)	R STRUT
D20126	S860 (R ENG T/R HIV 1 PRESS SW)	R STRUT

- (cy) If it is necessary, remove the breakout box, A78025 and the applicable patch cable or your equivalent equipment.
- F. Put the Airplane Back to Its Usual Condition
 - (1) For the applicable engine, make sure the DO-NOT-CLOSE tag is removed and these circuit breakers are closed:
 - (a) On the P11 panel:
 - 1) 11L32, R ENG T/R IND

EFFECTIVITY	OPERATIONAL	ENGINE 1 T/R	DISAGREEMENT CIRCUIT
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AIRLINE CARD NO.

78-436-01-1

BOEING 767

TASK CARD MECH INSP 11D32, R ENG T/R IND ALT 2) 11L33, R ENG T/R CONT 3) 11D33, R ENG T/R CONT ALT 4) 11M30, 28V DC R BUS PWR SENSE (Right Engine only) 5) 6) 11D13, L ENG T/R IND 7) 11D14, L ENG T/R CONT 11c30, LDG GR POS AIR/GND SYS 1 11U15, LDG GR AIR/GND SYS 1 11C29, LDG GR POS AIR/GND SYS 2 ALT 10) 11) 11U23, LDG GR POS AIR/GND SYS 2 (b) On the P6 panel: 1) 06H01, FIRE EXT ENG L BTL 1 2) 06H02, FIRE EXT ENG L BTL 2 3) 06H03, FIRE EXT ENG R BTL 1 4) 06H04, FIRE EXT ENG R BTL 2 (2) Put the safety sensitive systems back to their normal condition (AMM 32-09-02/201).(3) Erase the EICAS maintenance message L(R) REV ISLN VAL (AMM 31-41-00/201). (4) Close the applicable hydraulic bay access panels (AMM 06-43-00/201). (5) Do the operational test for the thrust reverser (AMM 78-31-00/501).

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WORK AREA



BOEING CARD NO. 78-436-01-2

AIRLINE CARD NO.

TASK CARD

MPD

AIRPLANE

PHASE

REV REVISION 1C 011 APR 22/07 ENGIN | ENGINE 2 11212 APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

OPERATIONAL ENGINE 2 T/R DISAGREEMENT CIRCUIT ALL 4000

ACCESS PANELS ZONES

212 420 423AL 424AR 447AL 447AR

RELATED TASK

MPD ITEM NUMBER MECH INSP

OPERATIONALLY CHECK THE ENGINE 2 THRUST REVERSER DISAGREEMENT CIRCUIT.

N78-36-00-5A

Thrust Reverser Indication System Functional Test

Α. General

(1) The breakout box and the appropriate patch cable is used to plug on to the end of a system electrical connector or plug into the socket of a relay to jumper across two pins or find if there is electrical power on a pin. The nomenclature on the cable markers gives the applicable airplane connectors and the box connector. The breakout box is used at the thrust reverser.

B. Equipment

- (1) Multimeter Commercially available
- (2) Breakout Box, Thrust Reverser A78025-77

References C.

- (1) AMM 06-43-00/201, Engine and Nacelle Strut
- (2) AMM 31-41-00/201, Engine Indication and Crew Alerting System
- (3) AMM 78-31-00/501, Thrust Reverser System
- (4) AMM 32-09-02/201, Air/Ground Relay System

Access

(1) Location Zones

L Power Plant Strut 437

447 R Power Plant Strut

EFFECTIVITY ENGINE 2 T/R DISAGREEMENT CIRCUIT OPERATIONAL N78-36-00-5A 78-436-01-2 PAGE 1 OF 18 APR 22/07

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AIRLINE CARD NO.



78-436-01-2

				TASK CARD
MECH	INSP			
		(2		ess Panels 437AL Engine Strut Hydraulic Bay — L Power Plant Strut 437AR Engine Strut Hydraulic Bay — L Power Plant Strut 447AL Engine Strut Hydraulic Bay — R Power Plant Strut 447AR Engine Strut Hydraulic Bay — R Power Plant Strut
		E. Pr	ocedure	
		(1) Do t	the functional test as follows:
			(a)	Open the hydraulic bay access panels for the applicable engine (AMM $06-43-00/201$).
			(b)	Prepare the safety-sensitive systems for air mode simulation (AMM 32-09-02/201) .
			(c)	For the applicable engine, open these circuit breakers and attach the DO-NOT-CLOSE tags:
				1) On the overhead equipment panel, P11:
				a) 11c30, LDG GR POS AIR/GND SYS 1
				b) 11U15, LDG GR AIR/GND SYS 1
				c) 11U23, LDG GR POS AIR/GND SYS 2
				d) 11C29, LDG GR POS AIR/GND SYS 2 ALT
			(d)	For the left engine, open these circuit breakers and attach the DO-NOT-CLOSE tags:
				1) On the overhead equipment panel, P11:
				a) 11D13, L ENG T/R IND
				b) 11D14, L ENG T/R CONT
			(e)	For the right engine, open these circuit breakers and attach the DO-NOT-CLOSE tags:
				1) On the overhead equipment panel, P11:
				a) 11L32, R ENG T/R IND
				b) 11L33, R ENG T/R CONT

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TASK CARD

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- c) 11D32, R ENG T/R IND ALT
- d) 11D33, R ENG T/R CONT ALT
- e) 11M30, 28V DC R BUS PWR SENSE (Right Engine only)
- (f) Open these circuit breakers and attach the DO-NOT-CLOSE tags:
 - 1) On the Main Power Distribution Panel, P6:
 - a) 06H01, FIRE EXT ENG L BTL 1
 - b) 06H02, FIRE EXT ENG L BTL 2
 - c) 06H03, FIRE EXT ENG R BTL 1
 - d) 06H04, FIRE EXT ENG R BTL 2
- (g) Disconnect the applicable connectors:

CONNECTOR	MATES WITH EQUIPMENT	LOCATION
D2134	S330 (L T/R RESTOW VAL PRESS SW)	L STRUT
D20122	S858 (L ENG T/R HIV 1 PRESS SW)	L STRUT
D2138	S331 (R T/R RESTOW VAL PRESS SW)	R STRUT
D20126	S860 (R ENG T/R HIV 1 PRESS SW)	R STRUT

- (h) If it is necessary, use the breakout box, A78025 and the applicable patch cable or your equivalent procedure and equipment to make connections to the pins referenced in this task.
- (i) Use a multimeter to make sure the conditions that follow are true:

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ENGINE 2 T/R DISAGREEMENT CIRCUIT

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AIRLINE CARD NO.

MECH	INSP
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TO EQUIPMENT	CONDITION
AIRPLANE GROUND	CONTINUITY
AIRPLANE GROUND	NO CONTINUITY
AIRPLANE GROUND	CONTINUITY
AIRPLANE GROUND	NO CONTINUITY
AIRPLANE GROUND	CONTINUITY
AIRPLANE GROUND	NO CONTINUITY
AIRPLANE GROUND	CONTINUITY
AIRPLANE GROUND	NO CONTINUITY
	AIRPLANE GROUND AIRPLANE GROUND AIRPLANE GROUND AIRPLANE GROUND AIRPLANE GROUND AIRPLANE GROUND AIRPLANE GROUND

- (j) Install a jumper wire between pins 3 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
- (k) Remove the thrust reverser relay module, M1987 (E1-4 shelf or E2-6 shelf).
- For the left engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
 - 1) On the P11 panel:
 - 11L33, R ENG T/R CONT
 - 11L32, R ENG T/R IND
 - c) 11C3O, LDG GR POS AIR/GND SYS 1
 - 11U15, LDG GR AIR/GND SYS 1
 - e) 11U23, LDG GR POS AIR/GND SYS 2
 - f) 11C29, LDG GR POS AIR/GND SYS 2 ALT
 - g) 11D32, R ENG T/R IND ALTN

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		TASK CARD
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		h) 11D33, R ENG T/R CONT ALTN
		i) 11D13, L ENG T/R IND
		j) 11D14, L ENG T/R CONT
		(m) For the right engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
		1) On the P11 panel:
		a) 11c30, LDG GR POS AIR/GND SYS 1
		b) 11U15, LDG GR AIR/GND SYS 1
		c) 11U23, LDG GR POS AIR/GND SYS 2
		d) 11c29, LDG GR POS AIR/GND SYS 2 ALT
		e) 11M30, 28V DC R BUS PWR SENSE
		f) 11L33, R ENG T/R CONT
		g) 11L32, R ENG T/R IND
		h) 11D32, R ENG T/R IND ALTN
		i) 11D13, L ENG T/R IND
		j) 11D14, L ENG T/R CONT
		(n) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(o) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
		NOTE: From this step on, the same time delay modules will be exercised. It is necessary to verify the time delays only once.
		(p) Install a jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
		(q) Make sure the REV ISLN light on the P10 panel is on after eight(8) seconds.

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(r) (s)	ISLN VAL are shown after ten (10) seconds.
	ISLN VAL are shown after ten (10) seconds.
(s)	Open these circuit breakers and attach the DO-NOT-CLOSE tags:
	apair and a series of the seri
	1) On the P11 panel:
	a) 11c30, LDG GR POS AIR/GND SYS 1
	b) 11U15, LDG GR AIR/GND SYS 1
	c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
	d) 11U23, LDG GR POS AIR/GND SYS 2
(t)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
(u)	Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
(v)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
	1) On the P11 panel:
	a) 11c30, LDG GR POS AIR/GND SYS 1
	b) 11U15, LDG GR AIR/GND SYS 1
	c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
	d) 11U23, LDG GR POS AIR/GND SYS 2
(w)	Remove the jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
(x)	Erase the EICAS maintenance message L(R) REV ISLN VAL (AMM $31-41-00/201$).
(у)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
(z)	Make sure the EICAS advisory and maintenance messages, L(R) REV ISLN VAL, are not shown after ten (10) seconds.
(aa)	Remove the jumper wire between pins 3 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
	(t) (u) (v) (x) (y) (z) (aa)

AIRLINE CARD NO.

TASK CARD

MECH	INSP	
		(ab) Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
		(ac) Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(ad) Make sure the EICAS advisory and maintenance messages, L(R) REV ISLN VAL, are shown after ten (10) seconds.
		(ae) Remove the jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
		(af) Install a jumper wire between pins 3 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
		NOTE: The EICAS maintenance message L(R) REV ISLN VAL will stay on for the remaining steps in this test.
		(ag) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(ah) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
		(ai) Install a jumper wire between airplane ground and pin C of the applicable diode R228 or R230 (TB130, E1-2 shelf).
		(aj) Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(ak) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.
		(al) Install a jumper wire between airplane ground and pin C of the applicable diode R227 or R229 (TB130, E1-2 shelf).
		(am) Make sure the REV ISLN light on the P10 panel stays on after eight (8) seconds.
		(an) Install a jumper wire between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
		(ao) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
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	(ap) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
	(aq) Remove the jumper wire from between pins 3 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
	(ar) Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
	(as) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.
	(at) Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
	(au) Move the applicable reverse thrust lever to the deploy position.
	(av) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
	(aw) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
	(ax) Remove the jumper wire between pins 1 and 2 of the applicable connector D20122 (\$858) or D20126 (\$860).
	(ay) Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
	(az) Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.
	(ba) Install a jumper wire between pins 3 and 2 of connector D20122 (S858) or D20126 (S860).
	(bb) Move the applicable reverse thrust lever to the stow position.
	(bc) Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
	(bd) Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
	(be) Remove the jumper wire from between airplane ground and pin C of the applicable diode R227 or R229 (TB130, E1-2 shelf).
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		(bf)	Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(bg)	Make sure the EICAS advisory message L(R) REV ISLN VAL is shown after ten (10) seconds.
		(bh)	Remove the jumper wire from between pins 1 and 2 of the applicable connector D2134 (S330) or D2138 (S331).
		(bi)	Remove the jumper wire from between airplane ground and pin C of the applicable diode R228 or R230 (TB130, E1-2 shelf).
		(bj)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(bk)	Make sure the EICAS advisory message L(R) REV ISLN VAL is not shown after ten (10) seconds.
		(bl)	Pull the applicable fire handle (do not turn).
		(bm)	Make sure the REV ISLN light on the P10 panel is on after eight (8) seconds.
		(bn)	Make sure the EICAS advisory message $L(R)$ REV ISLN VAL is shown after ten (10) seconds.
		(bo)	Push the applicable fire handle in.
		(bp)	Make sure the REV ISLN light on the P10 panel is not on after eight (8) seconds.
		(bq)	Make sure the EICAS advisory message $L(R)$ REV ISLN VAL is not shown after ten (10) seconds.
		(br)	For the left engine, open this circuit breaker and attach the DO-NOT-CLOSE tag:
			1) On the P11 panel:
			a) 11D13, L ENG T/R IND
		(bs)	For the right engine, open these circuit breakers and install the DO-NOT-CLOSE tags:
			1) On the P11 panel:
			a) 11M3O, 28V DC R BUS PWR SENSE
EFF	ECTI	VITY	OPERATIONAL ENGINE 2 T/R DISAGREEMENT CIRCUIT

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MECH INSP

- b) 11L32, R ENG T/R IND
- (bt) For the right engine, do the steps that follow:
 - 1) Make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D2138 PIN 1 (S331)	D2138 PIN 2	26 TO 32V DC

- 2) Remove the DO-NOT-CLOSE tag and close this circuit breaker:
 - a) On the P11 panel:
 - 1. 11M30, 28V DC R BUS PWR SENSE
- 3) Make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D2138 PIN 1 (S331)	D2138 PIN 2	-3 to +3V DC

(bu) For the left engine, make sure the conditions that follow at connector D20164 on the E1-4 shelf are true:

NOTE: Connector D20164 is the M1987 shelf connector, D20164A is the upper part of the connector and D20164B is the lower part of the connector. The connector may be on the E2-6 shelf.

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ENGINE 2 T/R DISAGREEMENT CIRCUIT

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BOEING CARD NO.

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AIRLINE CARD NO.

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MECH INSP

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F9	AIRPLANE GND	CONTINUITY
D20164A PIN F13	AIRPLANE GND	CONTINUITY
D20164A PIN F5	AIRPLANE GND	CONTINUITY
D20164A PIN A5	AIRPLANE GND	CONTINUITY
D20164A PIN K15	AIRPLANE GND	CONTINUITY
D20164A PIN A9	D20164A PIN K3	OPEN CIRCUIT
D20164A PIN K7	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN F1	AIRPLANE GND	-3 TO +3V DC

(bv) For the right engine, make sure the conditions that follow at connector D20164 on the E1-4 shelf are true:

NOTE: Connector D20164 is the M1987 shelf connector, D20164A is the upper part of the connector and D20164B is the lower part of the connector. The connector may be on the E2-6 shelf.

EFFECTIVITY

OPERATIONAL

ENGINE 2 T/R DISAGREEMENT CIRCUIT

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F10	AIRPLANE GND	CONTINUITY
D20164B PIN F14	AIRPLANE GND	CONTINUITY
D20164B PIN F6	AIRPLANE GND	CONTINUITY
D20164B PIN A6	AIRPLANE GND	CONTINUITY
D20164B PIN A10	D20164B PIN K4	OPEN CIRCUIT
D20164B PIN K8	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN F2	AIRPLANE GND	-3 TO +3V DC

- (bw) For the applicable engine, remove the DO-NOT-CLOSE tags and close these circuit breakers:
 - 1) On the P11 panel:
 - a) 11L32, R ENG T/R IND
 - b) 11D13, L ENG T/R IND
- (bx) For the left engine, make sure the condition that follows is true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION	
D20164A PIN F1	AIRPLANE GND	26 TO 32V DC	

(by) For the right engine, make sure the condition that follows is true:

EFFECTIVITY

OPERATIONAL

ENGINE 2 T/R DISAGREEMENT CIRCUIT

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AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F2	AIRPLANE GND	26 TO 32V DC

- (bz) Open these circuit breakers and attach the DO-NOT-CLOSE tags:
 - 1) On the P11 panel:
 - a) 11c30, LDG GR POS AIR/GND SYS 1
 - b) 11U15, LDG GR AIR/GND SYS 1
 - c) 11C29, LDG GR POS AIR/GND SYS 2 ALT
 - d) 11U23, LDG GR POS AIR/GND SYS 2

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	CONTINUITY
D20164A PIN A5	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A9	D20164A PIN K3	CONTINUITY

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	CONTINUITY
D20164B PIN A6	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A10	D20164B PIN K4	CONTINUITY

EFFECTIVITY

OPERATIONAL | ENGINE 2 T/R DISAGREEMENT CIRCUIT

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	(cc)	Remove the jumper wire between pins 3 and 2 of the applicable
		connector D20122 (S858) or D20126 (S860).

- (cd) Install a jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN A13	AIRPLANE GND	CONTINUITY

NOTE: Use the diode setting on the multimeter when checking pin A13.

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN A14	AIRPLANE GND	CONTINUITY

<u>NOTE</u>: Use the diode setting on the multimeter when checking pin A14.

- (cg) Remove the jumper wire between pins 1 and 2 of the applicable connector D20122 (S858) or D20126 (S860).
- (ch) Install a jumper wire between pins 1 and 2 of the applicable connector D2134 (\$330) or D2138 (\$331).

EFFECTIVITY

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OPERATIONAL | ENGINE 2 T/R DISAGREEMENT CIRCUIT

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BOEING 767 TASK CARD

AIRLINE CARD NO.

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FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN K11	AIRPLANE GND	CONTINUITY

NOTE: Use the diode setting on the multimeter when checking pin k11.

(cj) For the right engine, make sure the conditions that follow are true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT
D20164B PIN K12	AIRPLANE GND	CONTINUTIY

NOTE: Use the diode setting on the multimeter when checking pin K12.

- Remove the jumper wire between pins 1 and 2 of the applicable connector D2134 (\$330) or D2138 (\$331).
- (cl) Install a jumper wire between airplane ground and pin C of the applicable diode R228 or R230 (TB130, E1-2 shelf).
- (cm) For the left engine, make sure the conditions that follow are true:

FROM EQUIPMENT	TO EQUIPMENT	CONDITION
D20164A PIN F13	AIRPLANE GND	OPEN CIRCUIT
D20164A PIN K7	AIRPLANE GND	CONTINUITY

EFFECTIVITY

OPERATIONAL

ENGINE 2 T/R DISAGREEMENT CIRCUIT

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			T	ASK CARD			
MECH	INSP	(cn)	For the right eng	ine, make sure the	conditions that	follow are	
			FROM EQUIPMENT	TO EQUIPMENT	CONDITION]	
			D20164B PIN F14	AIRPLANE GND	OPEN CIRCUIT	1	
			D20164B PIN K8	AIRPLANE GND	CONTINUITY		
		(co)		wire between airp R228 or R230 (TB13		oin C of the	
		(cp)		ne, install a jump of connector D201		nirplane	
		(cq)		For the right engine, install a jumper wire between airplane ground and pin A2 of connector D20164B.			
		(cr)	Make sure the EICA shown.	Make sure the EICAS advisory message L(R) REV ISLN VAL is shown.			
		(cs)	Make sure the REV	ISLN light on the	P10 panel is on.		
		(ct)	For the left engir ground and pin A1	ne, remove the jum of connector D201		airplane	
		(cu)	For the right eng- ground and pin A2	ine, remove the ju of connector D201		n airplane	

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AIRLINE CARD NO.



MECH INSP

(cv) For the applicable engine, make sure these circuit breakers are opened:

ENGINE	CIRCUIT BREAKER
LEFT	11D13
RIGHT	11D32 11L32 11M30

This is done to prevent damage to the thrust reverser NOTE: relay module M1987 when it is installed.

- (cw) Install the thrust reverser relay module, M1987 (E1-4 shelf or E2-6 shelf) (AMM 78-36-03/401).
- (cx) Connect the applicable connectors that follow:

CONNECTOR	MATE WITH EQUIPMENT	LOCATION
D2134	S330 (L T/R RESTOW VAL PRESS SW)	L STRUT
D20122	S858 (L ENG T/R HIV 1 PRESS SW)	L STRUT
D2138	S331 (R T/R RESTOW VAL PRESS SW)	R STRUT
D20126	S860 (R ENG T/R HIV 1 PRESS SW)	R STRUT

- (cy) If it is necessary, remove the breakout box, A78025 and the applicable patch cable or your equivalent equipment.
- F. Put the Airplane Back to Its Usual Condition
 - (1) For the applicable engine, make sure the DO-NOT-CLOSE tag is removed and these circuit breakers are closed:
 - (a) On the P11 panel:
 - 1) 11L32, R ENG T/R IND

EFFECTIVITY	OPERATIONAL	ENGINE 2 T/R	DISAGREEMENT	CIRCUIT
	N78-36-00-5A	78-436-01-2	PAGE 17 OF 1	8 DEC 22/06

78-436-01-2

TASK CARD

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		2) 11D32, R ENG T/R IND ALT
		3) 11L33, R ENG T/R CONT
		4) 11D33, R ENG T/R CONT ALT
		5) 11M30, 28V DC R BUS PWR SENSE (Right Engine only)
		6) 11D13, L ENG T/R IND
		7) 11D14, L ENG T/R CONT
		8) 11c30, LDG GR POS AIR/GND SYS 1
		9) 11U15, LDG GR AIR/GND SYS 1
		10) 11c29, LDG GR POS AIR/GND SYS 2 ALT
		11) 11U23, LDG GR POS AIR/GND SYS 2
		(b) On the P6 panel:
		1) O6HO1, FIRE EXT ENG L BTL 1
		2) O6HO2, FIRE EXT ENG L BTL 2
		3) O6HO3, FIRE EXT ENG R BTL 1
		4) O6HO4, FIRE EXT ENG R BTL 2
		(2) Put the safety sensitive systems back to their normal condition (AMM 32-09-02/201).
		(3) Erase the EICAS maintenance message L(R) REV ISLN VAL (AMM 31-41-00/201).
		(4) Close the applicable hydraulic bay access panels (AMM 06-43-00/201).
		(5) Do the operational test for the thrust reverser (AMM 78-31-00/501).
]	

EFFECTIVITY

STATION	
TAIL NO.	
DATE	7

SKILL

WORK AREA



BOEING CARD NO. 78-436-51-1

AIRLINE CARD NO.

ALL

N78-34-00-C

PHASE

TASK CARD

NOTE

 ENGIN
 ENGINE
 1
 03000 HRS
 NOTE
 106XX
 012 MAY 10/96

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

FUNCTIONAL ENG 1 THRUST REVERSER HEALTH CHECK

INTERVAL

ZONES ACCESS PANELS

RELATED TASK

211 411 415 416 430 413AL 414AR 415AL 416AR 417AL 418AR 431AT

MECH INSP MPD ITEM NUMBER

FUNCTIONALLY CHECK THE ENGINE 1 THRUST REVERSER CONTROL SYSTEM. THIS CHECK SATISFIES THE REQUIREMENTS IN FAA AD 92-24-03 WHICH WAS ISSUED AGAINST BOEING SERVICE BULLETIN 767-78-0046.

NOTE: REFER TO SERVICE BULLETIN 767-78-0046 FOR THE

PROCEDURE TO CHECK THE THRUST REVERSER CONTROL

SYSTEM.

INTERVAL NOTE: FAA AD 92-24-03 REQUIRES THAT THIS CHECK BE

ACCOMPLISHED EVERY 3000 HOURS. HOWEVER, BOEING RECOMMENDS SOME OF THE CHECKS IDENTIFIED IN THE SERVICE BULLETIN BE PERFORMED AT INTERVALS MORE FREQUENT THAN

3000 HOURS.

ENGINE NOTE: SB 767-78-0062. THIS TASK APPLIES TO PW4000

ENGINES THAT HAVE NOT INCORPORATED THE SERVICE

BULLETIN OR EQUIVALENT.

EFFECTIVITY

5

4 4

9

FUNCTIONAL

ENG 1 THRUST REVERSER HEALTH CHECK

N78-34-00-C

78-436-51-1 PAGE 1 OF 1 MAY 10/96

STATION	
TAIL NO.	
DATE	╗

MECH INSP



BOEING CARD NO. 78-436-51-2

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL SKILL PHASE REV REVISION 03000 HRS NOTE 012 | MAY 10/96 ENGIN | ENGINE 2 106XX STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

FUNCTIONAL ENG 2 THRUST REVERSER HEALTH CHECK AIRPLANE ENGINE

TASK CARD

NOTE

ACCESS PANELS ZONES

211 421 425 426 440 423AL 424AR 425AL 426AR 427AL 428AR 441AT

MPD ITEM NUMBER

FUNCTIONALLY CHECK THE ENGINE 2 THRUST REVERSER CONTROL SYSTEM. THIS CHECK SATISFIES THE REQUIREMENTS IN FAA AD 92-24-03 WHICH WAS ISSUED AGAINST BOEING SERVICE BULLETIN 767-78-0046.

N78-34-00-C

ALL

NOTE: REFER TO SERVICE BULLETIN 767-78-0046 FOR THE

PROCEDURE TO CHECK THE THRUST REVERSER CONTROL

SYSTEM.

INTERVAL NOTE: FAA AD 92-24-03 REQUIRES THAT THIS CHECK BE

ACCOMPLISHED EVERY 3000 HOURS. HOWEVER, BOEING RECOMMENDS SOME OF THE CHECKS IDENTIFIED IN THE SERVICE BULLETIN BE PERFORMED AT INTERVALS MORE FREQUENT THAN

3000 HOURS.

ENGINE NOTE: SB 767-78-0062. THIS TASK APPLIES TO PW4000

ENGINES THAT HAVE NOT INCORPORATED THE SERVICE

BULLETIN OR EQUIVALENT.

EFFECTIVITY

FUNCTIONAL

ENG 2 THRUST REVERSER HEALTH CHECK

N78-34-00-C

78-436-51-2 PAGE 1 OF 1 MAY 10/96

4 5 0

5

	STAT	ION									BOE	ING CAR	D NO.
	TAIL	NO.					S BOL	EIN	Œ		78-4	37 - 0	1–1
				S	AS	K		67			AIRI	LINE CAF	RD NO.
	DA	IE					TASK	CARD					
SKIL	L	WORK ARE	A	REL	ATED TASK			INTERVAL		PHASE	MPD REV		SK CARD EVISION
ENG	IN	ENGINE	1				1 C			11212	013	APR	22/06
	TASK					TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABI	LITY ENGINE
CHE	ECK/	INSP	THRU	JST RE\	/ERSER	AUX.	TRACK LINER	₹			ALL		4000
		ZONES						'	ACCESS PANELS				
415	5 4	·16			4151								
MECH	INSP										ı	MPD ITEM	1 NUMBER
		INSPEC REVERS					NE 1 UPPER <i>F</i> NERS.	AND LOW	ER THRUST		N78-3	1–11	− 6B
		1 Thu			. n. A	Tnoo	le I d'mana ane	J A T	nook Doom Inon	+i/	Chaal		

<u>Thrust Reverser Aux Track Liners and Aux Track Beam - Inspection/Check</u>

- References
 - (1) AMM 78-31-10/401, Thrust Reverser Sleeve
 - (2) AMM 78-31-11/401, Thrust Reverser Track Liner
 - (3) AMM 78-31-13/601, Thrust Reverser Aux Track Slider
- B. Access
 - (1) Location Zones

411 Left Engine 421 Right Engine

(2) Access panels

415AL Fan Reverser (Left) 416AR Fan Reverser (Right) 425AL Fan Reverser (Left) Fan Reverser (Right) 426AR

C. Prepare to do the Inspection of the Aux Track Liners and Aux Track Beams.

OBEY THE INSTRUCTIONS IN THE PROCEDURE TO MANUALLY EXTEND WARNING: THE THRUST REVERSER SLEEVE. IF YOU DO NOT OBEY THE

INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN

OCCUR.

EFFECTIVITY CHECK/INSP THRUST REVERSER AUX. TRACK LINER N78-31-11-6B 78-437-01-1 PAGE 1 OF 6 APR 22/06

AIRLINE CARD NO.

78-437-01-1

SAS BOEING TASK CARD

MECH INSP

- (1) Manually extend the thrust reverser sleeve (AMM 78-31-00/201).
- Do the Inspection of the Aux Track Liners and Aux Track Beams.
 - (1) Examine the auxiliary thrust reverser track sliders (AMM 78-31-13/601).
 - (2) Examine the Aux Track Liners and Aux Track Beams for damage.

NOTE: Use a flashlight and a mirror to do the inspection.

- If there is no visible wear to Aux Track Liners, Aux Track Beams or auxiliary slider fittings then no further action is required.
 - (a) Put the Airplane Back to Its Usual Condition.

OBEY THE INSTRUCTIONS IN THE PROCEDURE TO MANUALLY RETRACT WARNING: THE THRUST REVERSER SLEEVE. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (b) Manually retract the thrust reverser sleeve (AMM 78-31-00/201).
- (4) If only the Aux Track Liners are worn or gouged anywhere along their length, replace the liner (AMM 78-31-11/401).
- (5) If the Aux Track Beam is worn, goudged or damaged, do a detailed inspection of the beam.
 - (a) Leave the aux track liner in place and measure dimension A Fig. 601.
 - 1) Use a T-Type snap gage and a micrometer to make detailed measurements every 4 inches of the Aux Track Beam.
 - If any measurment of dimension A is greater than or equal to 0.450 inches, remove the aux track liner and aux track slider.
 - Measure every 2 inches along the aux track beam for dimension B, C, D in Fig. 601.
 - 4) Subtract dimension C from dimension D to compute dimension E.

EFFECTIVITY

CHECK/INSP

THRUST REVERSER AUX. TRACK LINER

N78-31-11-6B

78-437-01-1 PAGE 2 OF 6 DEC 22/00



AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		5) If dimension B is less than 0.100 inches and dimension E is greater than or equal to 0.140 inches then repair the aux track beam with the steps that follow.
		a) Break sharp edges of the worn areas.
		b) Clean and alodine finish worn areas of the auxiliary track.
		c) Install a new Aux Track Liner (AMM 78-31-11/401).
		d) Fill in worn areas of the aux track beam.
		1. Inject BMS5-28, type 25 or type 6 potting compound under the outside edge of the aux track liner.
		$\underline{2}$. Remove the excess potting before it becomes hard.
		3. Let the potting compound dry before you replace the Slider.
		e) Install a new aux track slider (AMM 78-31-11/401).
		f) Do the thrust reverser functional test 2 times (AMM 78-31-00/501).
		g) Do visual inspection of the aux track and aux track slider (AMM 78-31-11/601).
		<u>NOTE</u> : If there are any problems correct them and repeat the thrust reverser functional test.
		(b) If dimension B is less than 0.100 inches and dimension E is less than or equal to 0.080 inches, replace the aux track beam (CMM 78-11-56).
		(c) If dimension B is less than 0.100 inches and dimension E is between 0.080 and 0.140 inches repair the aux track beam (AMM 78-31-11/801).
		E. Put the Airplane Back to Its Usual Condition

EFFECTIVITY

CHECK/INSP

78-437-01-1

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO MANUALLY RETRACT THE THRUST REVERSER SLEEVE. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (1) Manually retract the thrust reverser sleeve (AMM 78-31-00/201). **EFFECTIVITY** CHECK/INSP THRUST REVERSER AUX. TRACK LINER

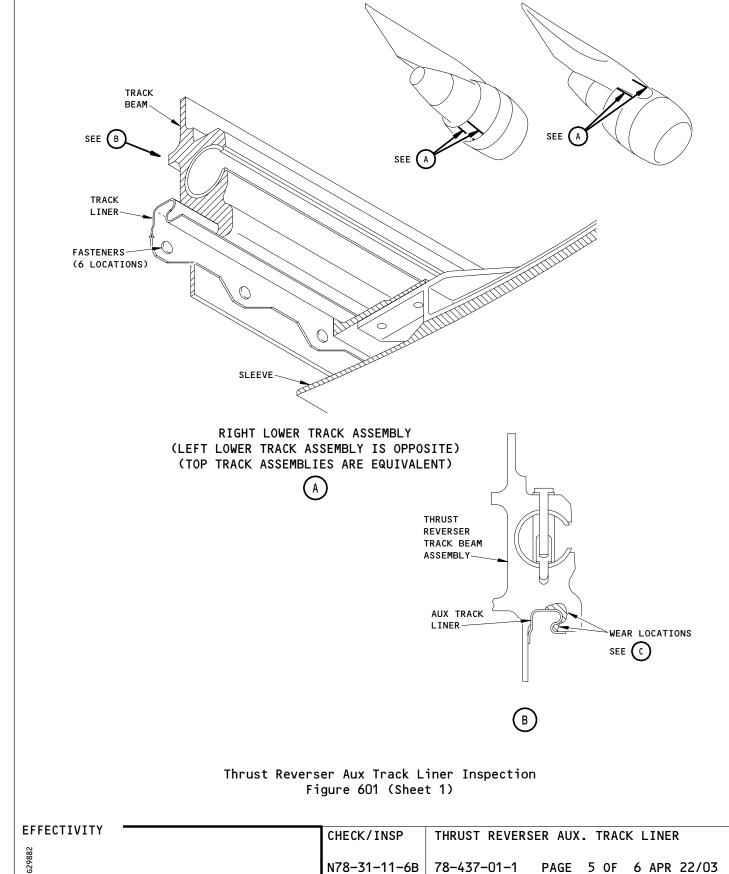
N78-31-11-6B 78-437-01-1 PAGE 4 OF 6 DEC 22/00

78-437-01-1

AIRLINE CARD NO.

SAS

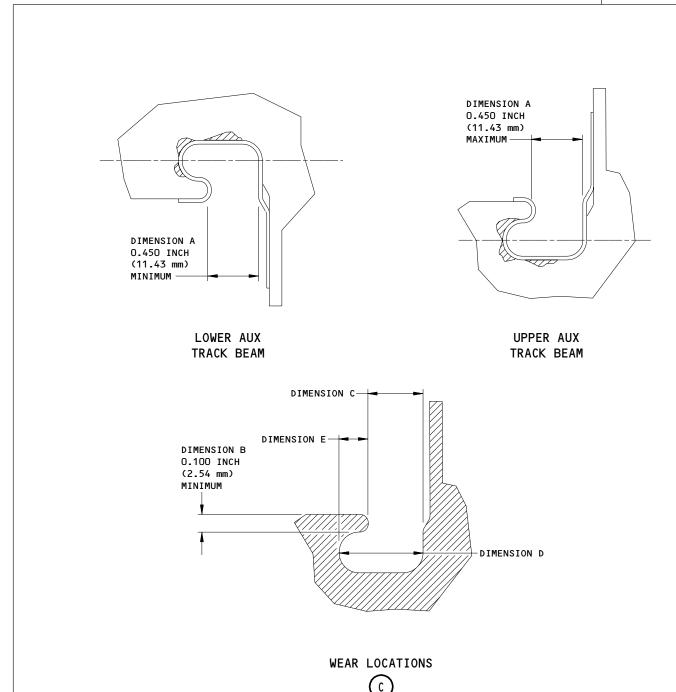
767 TASK CARD



AIRLINE CARD NO.

SAS





Thrust Reverser Aux Track Liner Inspection Figure 601 (Sheet 2)

	STAT	ION										BOE	ING CAR	D NO.
	TAIL	NO.					SBO	JEIA	ig .			78–4	37 – 0′	1–2
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	DA	IE					TAS	SK CARD						
SKIL	.L	WORK ARE	ĒΑ	REI	LATED TASK			INTERVAL			PHASE	MPD REV		SK CARD VISION
ENG	IN	ENGINE	2				1c				11212	013	APR	22/06
	TASK					TITLE			STRUCTURAL ILL	USTRATION RE	FERENCE	AF AIRPLAN	PLICABI E	LITY ENGINE
СН	ECK/	INSP	THRU	JST RE	/ERSER	AUX.	TRACK LII	NER						4000
		ZONES							ACCESS PANELS			ALL		4000
42	5 4	26			4251									
		Т												AU MOED
MECH	INSP	_										·	MPD ITEM	NUMBEK
) THE RY TRAC			R AND LOW	IER THRUST			N78-3	1–11-	-6B
		1. <u>Thr</u>	ust F	Reverse	er Aux	Trac	k Liners	and Aux 1	rack Beam	- Insp	ection/	Check		

- References Α.
 - (1) AMM 78-31-10/401, Thrust Reverser Sleeve
 - (2) AMM 78-31-11/401, Thrust Reverser Track Liner
 - (3) AMM 78-31-13/601, Thrust Reverser Aux Track Slider
- B. Access
 - (1) Location Zones

411 Left Engine 421 Right Engine

(2) Access panels

415AL Fan Reverser (Left) 416AR Fan Reverser (Right) 425AL Fan Reverser (Left) Fan Reverser (Right) 426AR

C. Prepare to do the Inspection of the Aux Track Liners and Aux Track Beams.

OBEY THE INSTRUCTIONS IN THE PROCEDURE TO MANUALLY EXTEND WARNING: THE THRUST REVERSER SLEEVE. IF YOU DO NOT OBEY THE

INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN

OCCUR.

EFFECTIVITY CHECK/INSP THRUST REVERSER AUX. TRACK LINER N78-31-11-6B 78-437-01-2 PAGE 1 OF 6 APR 22/06

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (1) Manually extend the thrust reverser sleeve (AMM 78-31-00/201).
- D. Do the Inspection of the Aux Track Liners and Aux Track Beams.
 - (1) Examine the auxiliary thrust reverser track sliders (AMM 78-31-13/601).
 - (2) Examine the Aux Track Liners and Aux Track Beams for damage.

NOTE: Use a flashlight and a mirror to do the inspection.

- (3) If there is no visible wear to Aux Track Liners, Aux Track Beams or auxiliary slider fittings then no further action is required.
 - (a) Put the Airplane Back to Its Usual Condition.

WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO MANUALLY RETRACT THE THRUST REVERSER SLEEVE. IF YOU DO NOT OBEY THE INSTRUCTIONS, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (b) Manually retract the thrust reverser sleeve (AMM 78-31-00/201).
- (4) If only the Aux Track Liners are worn or gouged anywhere along their length, replace the liner (AMM 78-31-11/401).
- (5) If the Aux Track Beam is worn, goudged or damaged, do a detailed inspection of the beam.
 - (a) Leave the aux track liner in place and measure dimension A Fig. 601.
 - 1) Use a T-Type snap gage and a micrometer to make detailed measurements every 4 inches of the Aux Track Beam.
 - 2) If any measurment of dimension A is greater than or equal to 0.450 inches, remove the aux track liner and aux track slider.
 - Measure every 2 inches along the aux track beam for dimension B, C, D in Fig. 601.
 - Subtract dimension C from dimension D to compute dimension E.

EFFECTIVITY

CHECK/INSP

THRUST REVERSER AUX. TRACK LINER

N78-31-11-6B

78-437-01-2 PAGE 2 OF 6 DEC 22/00

TASK CARD

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		5) If dimension B is less than 0.100 inches and dimension E is greater than or equal to 0.140 inches then repair the aux track beam with the steps that follow.
		a) Break sharp edges of the worn areas.
		b) Clean and alodine finish worn areas of the auxiliary track.
		c) Install a new Aux Track Liner (AMM 78-31-11/401).
		d) Fill in worn areas of the aux track beam.
		1. Inject BMS5-28, type 25 or type 6 potting compound under the outside edge of the aux track liner.
		$\underline{2}$. Remove the excess potting before it becomes hard.
		$\underline{3}$. Let the potting compound dry before you replace the Slider.
		e) Install a new aux track slider (AMM 78-31-11/401).
		f) Do the thrust reverser functional test 2 times (AMM 78-31-00/501).
		g) Do visual inspection of the aux track and aux track slider (AMM 78-31-11/601).
		<u>NOTE</u> : If there are any problems correct them and repeat the thrust reverser functional test.
		(b) If dimension B is less than 0.100 inches and dimension E is less than or equal to 0.080 inches, replace the aux track beam (CMM 78-11-56).
		(c) If dimension B is less than 0.100 inches and dimension E is between 0.080 and 0.140 inches repair the aux track beam (AMM 78-31-11/801).
		E. Put the Airplane Back to Its Usual Condition

EFFECTIVITY

78-437-01-2

AIRLINE CARD NO.

TASK CARD

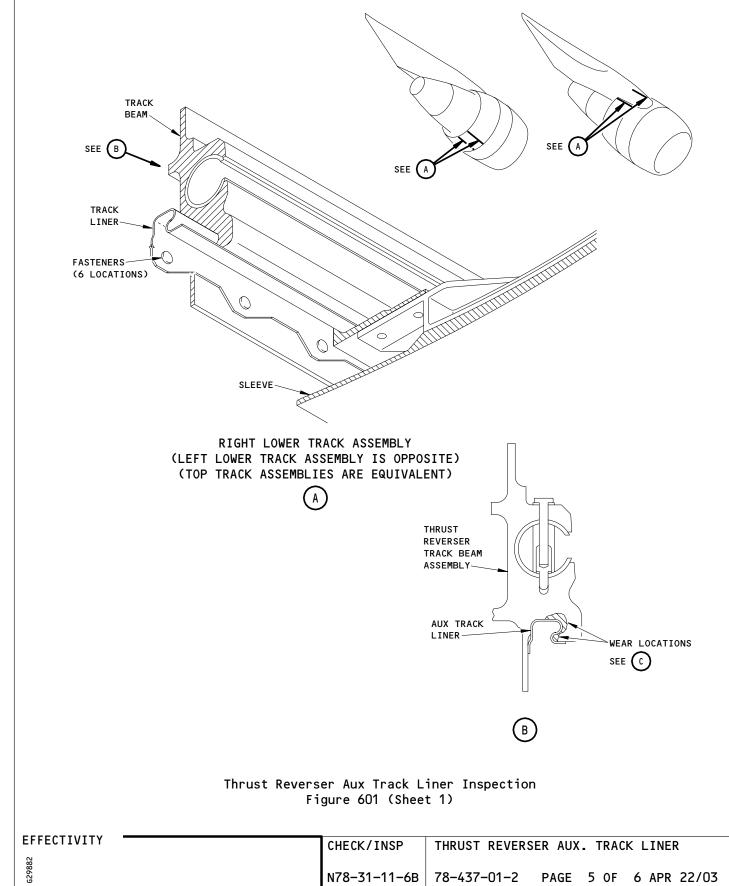
				TASK CARD			
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		<u>WARNING</u> :		RUCTIONS IN THE PERSER SLEEVE. INJURIES TO PE	IF YOU DO NOT	OBEY THE	
		(1) Manu	ally retract th	e thrust rever	ser sleeve (AM	M 78-31-0	0/201).
 	ECTI	VITY —		OUE OK (THOS	TUDUOT DEVES	ED ALLY -	DACK LINES
- 1 1				CHECK/INSP	THRUST REVERS	EK AUX. T	KACK LINER
				N78-31-11-6B	78-437-01-2	PAGE 4	OF 6 DEC 22/00

78-437-01-2

AIRLINE CARD NO.

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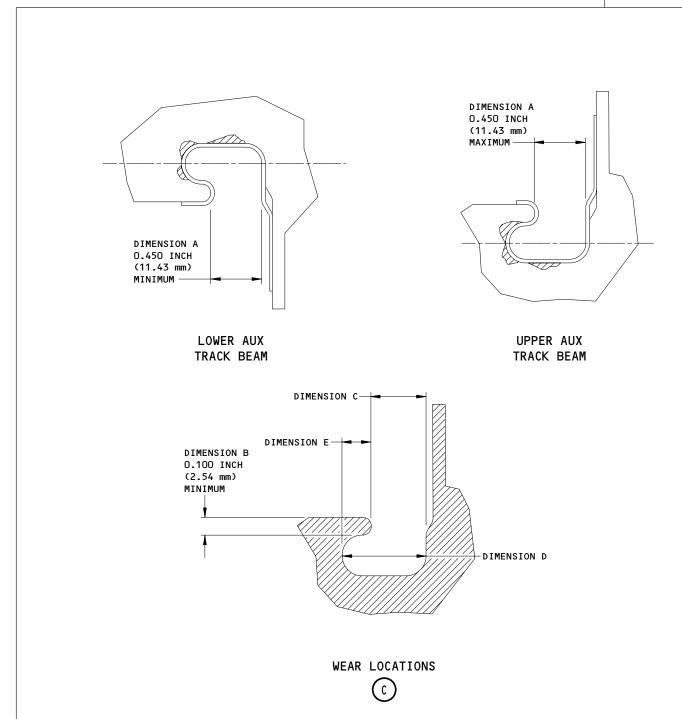
767 TASK CARD



AIRLINE CARD NO.

SAS

767 TASK CARD



Thrust Reverser Aux Track Liner Inspection Figure 601 (Sheet 2)