BOEING 757

AIRCRAFT MAINTENANCE MANUAL

CHAPTER 25 - EQUIPMENT & FURNISHINGS

THOMSON AIRWAYS CUSTOMISATIONS

aerospace engineering solutions www.aesglobal.com **BCAR APPR:. AD/1833/01**	MODIFICATION TITLE: **INTRODUCTION OF 233 PASSENGER INTERIOR PLACE LAYOUT AND FLEET STANDARD FURNISHINGS**	MODIFICATION No. **AES-757-050** **PART A – L** **ISSUE 5** **Page 1 of 10**

A/C TYPE:.	A/C VARIANT:.	A/C REG:.	A/C SERIAL No:.
B757-200	-2YO	G-CPEP	25268

Retro. Action: **SEE SHT. ~~YES~~/NO**	Certificate of Airworthiness Category: **PUBLIC TRANSPORT - PASSENGER**	CAA Class: **~~MAJOR~~/MINOR**
Project No.: 0056	Performance Group: **TURBINE JET**	ATA: VAR
Reason for Modification: TO SUIT THE REQUIREMENTS OF THE OPERATOR – AIR 2000 AIRLINES		Reports: AES-TR-0005 AES-SR-0006

WEIGHT CHANGE	ELECTRICAL LOAD	NOISE	DOCUMENTS
SEE SECTION 5.5.1	**SEE SECTION 5.5.2**	**SEE SECTION 5.3.1**	**SEE SECTION 11.0**

CERTIFICATE OF DESIGN

I hereby certify that this modification defines all the changes associated with this certificate.

The technical information contained in this document has been approved under the authority of BCAR Approval No. AD/1833/01
I further certify that, with the exceptions listed below, the design of this modification complies with the requirements specified by the CAA as the certification basis for this type of aircraft and with any additional requirements notified by the CAA in respect of the particular modification.

EXCEPTIONS

NONE

APPROVAL STATUS **COMPLETE/~~INCOMPLETE~~ (see section 10)**	**CAA AAN No.: NOT APPLICABLE**
	JAA STC No.: NOT APPLICABLE

ISSUE	**DRAFT**	**1**	**2**	**3**	**4**	**5**	
DRN No.	**-**	**0088**	**0112**	**0139**	**0172**	**0174**	
APPROVAL DATE	**-**	**MAE 30.04.02**	**MAE 01.05.02**	**MAE 13-06-02**	**MAE 16.08.02**	**AMD/MAE 27.08.02**	

ISSUE	RAISE ISSUE DETAIL	SHEETS AFFECTED
4	SECTION 11.0 – DOI-0040 ADDED	9
5	SECTION 11.0 – DOI-0041 ADDED	9
	CHANGES HIGHLIGHTED WITH MARGINAL LINE	

ISSUE	DATE	COMPILED	APPROVAL STRESS	APPROVAL DESIGN	APPROVAL AVIONICS	DOCUMENTS AFFECTED	SEE SHT
1	**APR 2002**	**A DOLBY**	**MAE**	**MAE**	**ALH**	~~MMEL~~	
2	**MAY 2002**	**A HEISSIG**	**MAE**	**MAE**	**ALH**	MAINT MANUAL*	7
3	**MAY 2002**	**L DONALD**	**MAE**	**AMD**	**ALH**	WDM*	7
4	**AUG 2002**	**A HEISSIG**	**MAE**	**MAE**	**ALH**	~~REPAIR MANUAL~~	
5	**AUG 2002**	**A HEISSIG**	**AMD/MAE**	**AMD**	**ALH**	~~FLIGHT MANUAL~~	
						~~CREW MANUAL~~	
						~~MAINT. SCHEDULE~~	
						PART CATALOGUE*	7
						* OPERATORS RESPONSIBILITY	

DETAILS OF MODIFICATION

1.0 Introduction

1.1 This modification introduces 233 passenger seat places for the Air 2000 operated B757-2YO aircraft. The subject aircraft was previously modified by MAEL modification MON/757/25/2818 (AAN 28135) for preparation for export to the United States. Previous changes are retained in part only.

1.2 This modification is raised in parts to facilitate progressive embodiment. AES-757-050 Part A review the existing Monarch Modification MON/757/25/2818. AES-757-050 Part E details cabin seating changes introduced. AES-757-050 Part B and subsequent parts details the additional customisation changes introduced herein.

2.0 Modification Definition

2.1 AES-757-050 Part A – Review of Existing Omnibus Monarch Modification MON/757/25/2818 (AAN 28135) & Entry Into Service Modifications.

2.1.1 Engineering Orders embodied by the operator and Monarch omnibus modification MON/757/25/2818 are reviewed for compliance with UK CAA requirements. AES Technical Report AES-TR-0005 refers and includes a summary of previously embodied changes, which are retained or deleted.

2.2 AES-757-050 Part B – Introduction of Galley 1B

2.2.1 The operator's standard Galley 1B P/N 7572AZ1BMK01is installed in the forward right hand cabin forward of Row 1.

2.3 AES-757-050 Part C – Introduction of LCD monitor provision

2.3.1 A bulkhead mounted LCD monitor P/N RD-AV7901-01 is installed to the aft face of the forward LH and RH bulkhead.

2.3.2 A new interface unit P/N RD-AV4004-01 is installed in series with the existing fwd centreline monitor at STA 400 above the aircraft ceiling panels to provide additional video signal outlets to the newly installed LCD monitors.

2.3.3 New cable assemblies will be introduced between the interface box and LCD monitors to supply power and video signal information.

2.3.4 All remaining video equipment and wiring is retained as existing.

2.4 AES-757-050 Part D – Installation of Emergency Equipment

2.4.1 An emergency equipment layout is installed to suit the requirements of the operator and conforms to the requirements of JAR-OPS Sub Part K. The layout is similar to the operators existing approved arrangement.

2.5 AES-757-050 Part E – Introduction of Cabin Passenger Seating – 233Y Pax.

2.5.1 The existing 228Y passenger seating configuration, consisting of Sicma 9568 series seats is removed. A 233Y passenger seating configuration is introduced utilising existing Airline Interiors AI-1000-CAA seat types previously installed on the operator's 757 registration G-OOOG S/N 24292.

2.5.2 The existing foams and dress material currently fitted to the Airline Interiors seats are retained unaltered.

2.5.3 The existing seat mounted in-seat audio IFE cabling currently installed on the Airline Interiors seats is compatible with the aircraft IFE system and retained unaltered

2.5.4 Delethalisation pads are fitted to the aft face of the bulkheads immediately forward of the first row of passenger seats.

2.5.5 The carpet in the passenger cabin is replaced using the operator's standard material – Lantal Melair 3234 LS D783/300 or ANKAR 6228/08894.

2.6 AES-757-050 Part F – Installation of Cabin Seat-to-Seat IFE cabling

2.6.1 The existing cabling installed via MAEL modification MON/757/23/2798 and is predominantly retained. Additional cabling is introduced to cater for the increase cabin seating.

2.7 AES-757-050 Part G – Removal of Lavatory S

2.7.1 The Lavatory 'S', previously relocated by Monarch modification MON/757/25/2791 is deleted to provide commonality to the operator's existing fleet of B757 aircraft.

2.7.2 The existing overhead stowage compartments are removed and replaced with modified items removed from aircraft S/N 32446 and 32447.

2.7.3 Rework to the existing Door 2 panel assembly, sidewall lining, replacement floor panels are installed to the cabin and fill the void created by the Lavatory removal. Seat tracks are introduced where the lavatory was previously installed. The changes introduced are similar to those previously introduced to the operator's other B757-2YO airplanes.

2.8 AES-757-050 Part H – Installation Passenger Service Units

2.8.1 The passenger Service Units (PSU's) are repositioned as required to take account of the new passenger seating arrangement.

2.9 AES-757-050 Part J - Installation of Floor Proximity Lighting

2.9.1 The aircraft currently has a standard Boeing floor path system fitted. This system is retained and new joggles introduced to suit the new cabin furnishings where required.

2.10 AES-757-049 Part K – Intentionally Left Blank

2.11 AES-757-049 Part L – Rework of the forward LH closet

2.11.1 The existing LH Closet P/N 413N3205-148 is reworked by removing the closet structure currently attached on the aft face of the bulkhead retaining the original bulkhead structure. Stress office report AES-SR-0006 refers.

3.0 Approval Procedures

3.1 This modification certification/approval/validation has been carried out in accordance with BCAR A2-5.

4.0 Basis of Certification/Validation/Approval

4.1 CAA Certification/Validation/Approval Basis For The Aircraft/Modification

4.1.1 FOR –2YO A/C: The certification basis of the aircraft type is FAR25, UK Type Certificate Data Sheet FA28 refers.

4.2 Design Requirements For Certificate Of Airworthiness

4.2.1 Not Applicable

4.3 Environmental Requirements

4.3.1 The aircraft noise requirements are detailed in CAA Noise Certificate No. 58 & 77, UK TCDS FA28 refers.

4.3.2 RTCA/DO-160C is applicable to the environmental testing for the LCD monitors and Interface Box.

4.4 Design Requirements Associated With operational Approvals

4.4.1 The following design requirements are addressed within this modification.

JAR/FAR 25.785	Seats, Berths, Safety Belts and Harnesses
JAR/FAR 25.810	Emergency egress assist means and escape routes
JAR/FAR 25.812	Emergency Lighting
JAR/FAR 25.815	Width of aisle
JAR/FAR 25.853	Compartment interiors
FAR/JAR App. F Pt II	Flammability
CAA AWN No 56	Emergency Floor Path Lighting Systems
CAA AWN No 59	Aircraft Seats & Berths Resistance to Fire
CAA AWN No 64	Minimum Space for Seated Passengers
CAA Specification 15	Cabin Audibility
AIL11-26	Passenger Service and In-flight Entertainment (IFE) Systems
JAR 25.1301	Function and installation
JAR 25.1309	Equipment, Systems and Installations
JAR 25.1351	General
JAR 25.1353	Electrical equipment and installations
JAR 25.1357	Circuit protective devices
JAR 25.1431	Electronic equipment

5.0 Compliance with the Basis of Certification/Validation/Approval

5.1 Compliance with the Certification/Validation/Approval Basis for the Aircraft/Modification.

5.1.1. Embodiment of this modification does not affect the certification basis of the aircraft.

5.2 Compliance With Design Requirements For Certificate Of Airworthiness

5.2.1 Not Applicable.

5.3 Compliance with Environmental Requirements

5.3.1 Embodiment of this modification does not affect the existing noise certificate.

5.3.2 **RTCA/DO-160C**: The monitors and interface box are approved to RTCA/DO160-C for conducted and radiated emissions.

5.4 Compliance with Design Requirements Associated with Operational Approvals

5.4.1 **Passenger Seating**

5.4.1.1 The Airline Interiors AI-1000-CAA series seats are FAA (TSO-C39b) / CAA approved items. CAA Approval AR01385 refers.

5.4.2 **Passenger Safety Belts:** Each passenger seat place is equipped with a UK CAA Approved safety belt.

5.4.3 **Exit arrangements:** 3 Pairs of Type I and 1 pair of Type I Improved exits at door 2 exceed the minimum requirements stated within the airplane Type Certificate for the carriage of 233 passengers. The maximum permitted passenger occupancy with this exit arrangement is 239.

5.4.4 **FAR/JAR 25.812:** Continued compliance with the stated requirements is maintained.

5.4.5 **FAR/JAR 25.815:** Cabin aisle widths meet or exceed the minimum criteria.

5.4.6 **FAR/JAR 25.810:** Each Type I exit (left and right sides) retains 1 assist space (12” x 20”) in addition to a 20” wide unobstructed exit approach path. Each Type I exit Improved (Door 2 left and right sides) retains 1 assist space (12” x 20”) either side of a 36” wide unobstructed exit approach path.

5.4.7.1 **FAR/JAR 25.785:** Proximity to bulkheads: Where a minimum head strike of 35” is not maintained from a rigid bulkhead to the seat reference point a delethalisation pad is installed.

5.4.8 **FAR/JAR App. F Pt II:** Flammability; the configuration retains existing seat types used by the operator together with their existing foam and dress cover combination.

5.4.9 **CAA AWN No 56**: The existing emergency floor path lighting installation remains unaffected. The revised seat locations do not adversely affect visibility of the existing installation. MEI-054 requires verification that the visibility of the track is not obscured.

5.4.10 **CAA AWN No 59:** The configuration retains existing seat types. Refer to para 5.4.8.

5.4.11 **CAA AWN No 64**: MEI-054 requires that the installer perform a verification check to ensure that that the interior arrangement meets the minimum requirements of the AWN.

5.4.12 **AIL11-26**: The LCD monitors introduced by Part C of this modification have been installed in accordance with the requirements of Airworthiness Information Leaflet 11-26. Refer to Design Review DESREV-0029 for detailed compliance statements.

5.4.13 **FAR/JAR 25.561 - Emergency Alighting Conditions:** Items of mass installed within the passenger cabin meet the strength requirements pertinent to load cases attributed to emergency alighting conditions together with flight inertial load cases per Boeing Document D6-55441.

5.5 Required (Amendments to) Manuals and other Documents Including Mandatory Placards.

5.5.1 Weight

5.5.1.1 The aircraft shall be reweighed.

5.5.1.2 Amendments to the Weight and Balance Manual are the operator's responsibility.

5.5.2 The introduction of additional seat to seat IFE cable attributes a negligible increase to the aircraft electrical load.

5.5.3 The existing Aircraft Flight Manual is not affected by this modification.

5.5.4 A supplement to the existing Illustrated Parts Catalogue (IPC), Maintenance Manual (AMM) and Wiring Diagram Manual (WDM) can be produced at the operator's discretion.

5.5.5 Placards are introduced to satisfy the requirements JAR25.1561.

6.0 Conditions Affecting This Approval

6.1 The compatibility of this modification with other previously approved modifications installed on the particular aircraft, must be verified by the installer. Where the potential for interactions between modifications exists, the advice of the Design Organisation/CAA shall be sought.

6.2 **Flight Evaluation**

6.2.1 Systems changes currently embodied undercover of Engineering Orders and service bulletin [reference AES-TR-0005] require flight evaluation prior to entry to service. Appropriate arrangements to conduct this evaluation are the operator's responsibility.

7.0 Continued Airworthiness

7.1 The influence of the modification on Airworthiness Directive, Service Bulletin eligibility and other data must be considered and the publications monitored accordingly. The maintenance schedule for the aircraft should include reference to this material additional to the original design. Co-ordination is the responsibility of the operator.

8.0 Survey

8.1 No further survey required.

9.0 Authorisation of Release to Service

9.1 In addition to the actions required by the procedures for release to service following maintenance or modification, the following actions must be completed prior to signing the Certificate of Release to Service:

9.2 All actions and ground test procedures specified by the modification instructions must be completed satisfactorily.

9.3 It must be verified that the documents or amendments to documents, above are as specified, including any changes specified under Section 8 above.

10.0 Approval

10.1 For modifications classified and approved Minor by CAA, reference Modification Classification Application (MCA-AES-757-050) finding of compliance is delegated to AES under BCAR Approval No. AD/1833/01.

11.0 **Documents Required**

11.1 New Drawings Introduced

Drawing Number	Issue	Title	AES-757-050 Part ( )
0159-252-757	2	233 PAX CONFIGURATION B757-2YO (G-CPEP)	E
0155-252-757	1	DELETHALISATION PAD INSTALLATION	E
0160-252-757	1	GALLEY 1B INSTALLATION	B
0185-233-757	2	LCD MONITOR INSTALLATION (FWD LH/RH)	C
0186-233-757	2	W/D: LCD MONITOR INSTALLATION (FWD LH/RH)	C
0187-233-757	2	MONITOR LOOM ASSEMBLY	C
0161-256-757	3	EMEREGNCY EQUIPMENT LAYOUT	D
0162-256-757	3	EMEREGNCY EQUIPMENT INSTALLATION	D
0163-256-757	1	SEAT/SEAT CABLE INSTALLATION	F
0164-534-757	1	SEAT TRACK INSTALLATION	G
0165-252-757	1	OVERHEAD BIN INSTALLATION	G
0166-252-757	2	MOD'N TO OVERHEAD BIN	G
0170-252-757	1	OVERHEAD BIN MOD KIT	G
0167-252-757	1	MOD'N TO O/DOOR 2 PSU RAIL	G
0168-252-757	1	SIDEWALL LINING INSTALLATION	G
0169-252-757	1	WINDOW INSTALLATION	G
0171-245-757	1	W/D: 115V AC BUS LEFT SECTION 3	G
0172-245-757	1	W/D: 115VAC UTILITY BUS – LEFT	G
0174-332-757	1	W/D: ENTRY AND ATT LIGHTS – MID FWD	G
0175-332-757	1	W/D: LAVATORY THRESHOLD LIGHTS	G
0179-252-757	1	MISC LIGHT & SWITCH INSTL'N	G
0181-252-757	1	CEILING PANEL INSTALLATION	G
0182-534-757	1	FLOOR PANEL INSTALLATION	G
0140-252-757	3	PSU LAYOUT (233Y PAX G-CPEP)	H
0158-237-757	1	RASTI MONITORING POS (233Y PAX)	H
0157-335-757	1	FLOOR PATH LIGHTING INSTL'N (G-CPEP)	J
0190-252-757	2	MOD'N TO FWD LH BULKHEAD	L
DOI-0016	1	REMOVAL OF EXISTING EMERGENCY EQUIPMENT BRACKETS	D
DOI 0017	1	SEAT TRACK INSTL'N DOOR 2LH	G
DOI-0018	1	INSTL'N TECH LOG STOWAGE	E
DOI-0019	1	MISCELLANEOUS LIGHT & SWITCH INSTALLATION	G
DOI-0020	1	TO MODIFY EXISTING PSU P/N 417N3200-77A WIRING TO INTERFACE WITH AIRCRAFT WIRING FOR 417N3200-41	H
DOI-0040	1	TO RELOCATE VIDEO DISTRIBUTION UNIT MOUNTING BRACKET AND EXPAND ON EMBODIMENT INSTRUCTIONS	C
DOI-0041	1	RECTIFY VIDEO INTERFERENCE	C

11.2 Existing Drawings Also Required

Drawing Number	Issue	Title	AES-757-050 Part ( )
NONE			

11.3 Reports/Documents

Document Number	Issue	Title	AES-757-050 Part ( )
MEI-043	2	REMOVAL OF LAVATORY 'S' (A/C G-CPEP)	G
MEI-051	2	INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)	D
MEI-052	3	INSTALLATION OF CABIN SEATING (G-CPEP) (233Y PAX)	E
MEI-053	3	INSTALLATION OF PSU LAYOUT (G-CPEP) (233Y PAX)	H
MEI-054	1	INSTALLATON OF FLOOR PATH LIGHTING (G-CPEP)	J
MEI-055	1	INSTALLATON OF SEAT/SEAT CABLING (G-CPEP)	F
MEI-056	1	INSTALLATION OF GALLEY 1B (G-CPEP)	B
MEI-057	2	INSTALLATION OF BULKHEAD MOUNTED LCD SCREENS	C
MEI-060	2	INSTLN OF 1L BULKHEAD	L
AES-TR-0005	1	REVIEW OF ENTRY INTO SERVICE MODIFICATIONS – G-CPEP (S/N 25268)	A
AES-SR-0006	1	ATTENDANT SEAT BULKHEAD INSTL'N	L

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	REMOVAL OF LAVATORY 'S' (A/C G-CPEP)		
DATE COMPILED:	27.03.02		
MODIFICATION NO.:	AES-757-050	PART G	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268 (NB322)

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088	0105				
DATE	APR 2002	APR 2002				
COMPILED BY:	A DOLBY	L. DONALD				
CHECKED BY:	L M D	L M D				
DESIGN APP:	A M D	A M D				

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE
2	DRAWING ISSUE STATUS'S AMENDED Para 3.19 added

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MODIFICATION EMBODIMENT INSTRUCTIONS

C. CONTENTS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	**ACCOMPLISHMENT INSTRUCTIONS** **PREPARATION (EQUIPMENT REMOVAL)**		
		MECH SIG.	INSP STAMP
	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
	THESE ACCOMPLISHMENT INSTRUCTIONS PROVIDE DETAILED INSTRUCTIONS FOR THE DELETION OF LAVATORY MODULE LS AND CLOSE OUT OF THIS AREA DELETING AND ADDING PARTS AS NECESSARY TO PROVISION FOR PASSENGER SEATING.		
	FOR THE PURPOSE OF SIMPLICITY AND CLARITY THIS E.O. IS DIVIDED INTO THE FOLLOWING CATEGORIES. 1) REMOVALS 2) WATER AND WASTE SYSTEM DEACTIVATION 3) MECHANICAL INSTALLATIONS 4) ELECTRICAL INSTALLATIONS 5) FUNTION TESTS.		
D1.1	See ceiling panel installation drawing 411N3100-70 sheet 44. Remove and delete ceiling panel STA. 620- STA 680 L/H. Existing Lavatory threshold light L586 is deleted as part of the Ceiling Panel. Cap and stow wires IAW Section D4.3 of this MEI. Remove and salvage ceiling panel STA 680 – STA 740 L/H P/N 411N3110-63.		
D1.2	See toilet installation drawing 417N1112-230 installation. Remove and delete Lavatory S toilet assembly P/N S417N102-49 and 4 ea. Tie-down assemblies P/N 65B57839-2 **NOTE**: Retain tie down assemblies for reinstallation of lavatory module at a later date.		
D1.3	Remove and delete Lavatory S per AMM Ch 25-41-02-401 (& 25-41-03-401). NOTE: Retain Lavatory oxygen box assembly P/N 417N3810-97SP for reinstallation of lavatory module at a later date.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	**ACCOMPLISHMENT INSTRUCTIONS** **PREPARATION (EQUIPMENT REMOVAL)**		
		MECH SIG.	INSP STAMP
D1.4	See overhead stowage compartment installation drawing 412N1105-108 installation on sheet 19. Remove and delete stowage compartment STA 560 – STA 647 L/H P/N 412N1236-647. Delete bull nose assembly P/N 412N1168-11 & Trim P/N 412N1144-1 (&-12) Salvage all remaining parts. Retain bull-nose (including emergency light) P/N 412N1167-1 for use on replacement stowage. See overhead stowage compartment installation drawing 412N1105-405, sheet 6,7 & 16) installation. Remove and delete modified over door panel assembly 680 – STA 740 L/H (Original P/N 412N1250-30)		
D1.5	See sidewall installation drawing 411N1401-37 installation on sheet 18. Remove parts STA 620.45 – STA 647 as follows: Retain 1 x 411N1510-1027 Carpet Riser Panel (26.3") Delete 1 x 65C31834-69 Trim Strip (STA 640.45) Delete 1 x 65C32768-9 Seal (STA 647) Salvage 1 x 411N1102-22 Trim Strip (STA 640.45)		
D1.6	See sidewall lighting installation drawing 417N5106-33 (sheet 20,28) (LHS). Remove and retain lens retainer P/N 65C33289-4 at STA 640 L/H Remove and salvage all other parts STA 600.45 – STA 643.0 L/H to facilitate removal of outlet extrusion step D1.7.		
D1.7	See A/C outlet extrusion installation drawing 412N3131-109 installation sheet 16. Remove and retain outlet assembly P/N 412N3103-31 from STA 565-645 for rework.		
D1.8	See No 2 Doorway lining installation drawing 411N2330-90 (sheet 7). Remove and delete panel assembly P/N 411N2333-78, seal P/N 411N2006-26, seal P/N 411N2601-4. Salvage forward upper corner panel P/N 411N2333-52 (for rework), assist handle and attaching parts. (IPC Ch 25-21-06-09 refers)		
D1.9	See Lavatory & Galley vent system installation drawing 214N3003-26 installation on sheet 5 (IPC Ref 21-26-09-13). Remove and delete flex duct P/N BOE2061-0003. Cap off overhead duct inlet at STA 657 using end cap P/N 1500-24.		

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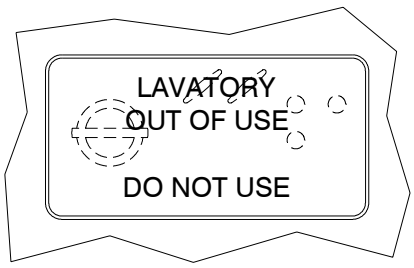
MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS PREPARATION (EQUIPMENT REMOVAL)		
		MECH SIG.	INSP STAMP
D1.10	See Lavatory air duct installation drawing 214N4001-8 (IPC Ref 21-26-09-61G). Remove and delete flex duct P/N BOE20563A280 and reducer P/N 417N3062-1. Cap off overhead outlet at STA 675.85 using end cap P/N 1500-16. NOTE: Retain flex duct and reducer assemblies for reinstallation of lavatory module at a later date.		
D1.11	Remove and delete window plug at STA 650.45 L/H per 757 M. Manual Ch 56-21-01. Salvage installation hardware. NOTE: Retain window plug assembly for reinstallation of lavatory module at a later date.		
D1.12	Intentionally left Blank		
D1.13	Intentionally left Blank		
	END		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 WATER & WASTE SYSTEM DEACTIVATION		
		MECH SIG.	INSP STAMP
D2.0	See forward potable water drain installation drawing 417N2103-1. Remove and delete elbow P/N NAS1761J0606 located at LBL 41.35 STA 677.75. Cap off Drain hose at this location using cap P/N BACC14ADO6JL. (IPC Ch. 38-11-05-01A refers)		
D2.1	See forward wastewater drain installation drawing 417N2202-27. Cap off drain line at STA 677.75 using tube P/N 417N2310-63 and cap P/N 69B50212-1. (IPC Ch. 38-31-54-03 refers)		
D2.2	See overhead water line installation drawing 417N2101-103. Install cap P/N BACC14AD06JL at STA 690. (IPC Ch. 38-11-52-03 refers)		
D2.3	See forward lavatory waste duct installation drawing 417N8501-27. Remove and delete adapter assembly P/N 417N8212-3 and connector elbow P/N S417N802-18 (ALT IT4986-18). Install cap P/N S417N802-11 onto waste duct at STA 680, WL 190 using existing clamp. (IPC Ch. 38-31-55-03 refers)		
D2.4	See flush line and cable installation drawing 417N8551-4. Cap off flush line P/N 10-60871-359 (ALT P/N 41202-359) by installing plug P/N MS21913J12. Flush line and control cable to be stowed behind sidewall. (IPC Ch. 38-32-51-04 refers)		
D2.5	On the outside of the aircraft locate the lavatory flush access door.  VIEW ON LAVATORY WASTE ACCESS DOOR Stencil the above text on the door panel using red/black paint. Characters shall be 1.0” min height.		
D2.6	Intentionally left blank.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS MECHANICAL INSTALLATIONS	MECH SIG.	INSP STAMP
D3.0	Ref DRG 0169-252-757: Install window type W20 P/N or similar at STA 650.45 L/H per drawing and 757 M. Manual. NOTE: Install with new seal P/N 65-76765-8		
D3.1	Ref DRG 0165-252-757: Install overhead stowage compartment support structure as follows: STA 680 Lower: Install intercostal P/N 412N2021-15 with attaching bracketry and turnbuckle assembly P/N 65-80898-49 at STA 680 L/H. [Boeing drawing 412N2200 sheet 45, Detail 5 refers] STA 680 Upper: Install mounting assembly P/N 412N2001-18 and P/N 412N2001-20 at STA 680 L/H with attaching bracketry and turn buckle assemblies 65-80898-35 and 65-80898-41 at STA 680 L/H. [Boeing drawing 412N2200 sheet 54, Detail 3 refers] STA 620 Lower: Install mounting assembly P/N 412N2001-1 and turnbuckle assembly P/N 65-80898-24 at STA 620 L/H. [Boeing drawing 412N2200 sheet 44, Detail 1 refers] STA 620 Upper: Install mounting assembly P/N 412N2001-11 and P/N 412N2001-6 with turnbuckles P/N 65-80898-37 and P/N 65-80898-31 at STA 620. [Boeing drawing 412N2200 sheet 54, Detail 4 refers] Diagonal Support: Install turnbuckle assembly P/N 412N2030-25 between STA 640/S-6L and STA 624.4. [Boeing drawing 412N2200 sheet 51, detail 2 refers)		
D3.2	Ref DRG 0165-252-757: Install overhead stowage compartments STA 560 – STA 680 L.H P/N 0166-252-757-003 (ALT P/N 412N1270-623) and P/N 0166-252-757-001 (ALT P/N 412N1270-625) per reference drawing. Utilise parts salvaged in earlier bin removal where possible. NOTE: Install load limit placards P/N BAC29PPS2719 (TBC) on inside surface of stowage compartment doors.		

MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS MECHANICAL INSTALLATIONS	MECH SIG.	INSP STAMP
D3.3	Ref Boeing Installation 412N1007-303 (Picture Sheet 4,11) Install the following parts IAW ref DRG to facilitate installation of A/C extrusion:. 412N2004-59 x1 Bracket Assy 412N2021-29 x1 Intercostal Assy 65C27021-357 x1 Bracket Assy BACF3F009X028NN x1 Filler		
D3.4	Install A/C outlet assembly P/N 412N3103-1189 STA 565- STA 679.60 per drawing 412N3001-1000 installation on sheet 5. NOTE: Outlet assembly P/N 412N3103-47 is optional to P/N 412N3103-1189. Retain all existing attaching fasteners and end caps fixings.		
D3.5	Intentionally left blank.		
D3.6	Intentionally left blank.		
D3.7	Install sidewall lighting L/H STA 640 - STA 677.5 per installation drawing 417N5008-89 sheet 54. Utilise parts salvaged in section 2.1.		
D3.8	Ref DRG 0168-252-757: Install sidewall lining at door 2, L/H forward side per drawing as shown. Utilise assist handle and attaching parts salvaged in section 2.1. Note: Rework is only necessary forward of the door centreline (STA 710). Retain all panels as existing aft of STA 710.		
D3.9	Ref DRG 0167-252-757: Install over door panel assembly 0167-252-757-001 (ALT P/N 412N1250-52) and end cap P/N 412N1247-35 at Door 2 L/H per drawing 412N1102-201 installation on Sheet 72. NOTE: Install Bezel P/N S417N502-6 into end cap per drawing 417N5100, Sheet 19.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS MECHANICAL INSTALLATIONS	MECH SIG.	INSP STAMP
D3.10	Ref DRG 0181-252-757 Modify existing ceiling panel assembly P/N 411N3110-63 as follows:- Delete seal assembly P/N 411N3120-25 and clips P/N 411N3141–166. Repair / Make good corner of ceiling panel per 757 SRM standard practices in order to provide a suitable mounting interface for the hinge assembly. Install hinge assemblies P/N 411N3134-3 as shown on drawing 411N3110 Sheet 19. Part mark panel as AES "P/N -0181-255-757-019" modified by AES Modification Number AES-757-050 PT G."		
D3.11	Ref DRG 0181-252-757: Install sculptured ceiling panels (P/N 411N3110-44) STA 620 – STA 680 L/H as shown on drawing. Produce a cut-out for the centreline monitor in the panel using the existing panel (411N3266-90) as a template. Transfer the existing seal from the now deleted panel and affix to the replacement panel. Utilise modified panel P/N 411N3110-63-M at STA 680 –740 L/H.		
D3.12	Ref DRG 0168-252-757 Install sidewall panels (P/N 411N1210-332) and carpet risers (P/N 411N1178-1187 (ALT P/N 411N1178-1018 or ALT P/N 411N1178-1013) STA 600.45 – STA 680.45 L/H per reference drawing.		
D3.13	Ref DRG 0179-252-757 Remove the existing bull nose Emergency Light installed at approx STA 640. Produce a cut-out in the existing bull nose on the modified overhead stowage compartments with the size to match the standard existing cut-outs. Install the emergency light in its new location and re-route the wiring to connect up to the light as previous.		
D3.14	Intentionally left blank.		
D3.15	Ref DRG 0182-534-757 Modify existing floor panel 143N5533-1 to achieve Floor Panel Assy P/N 0182-534-757-003 per ref DRG.		
D3.16	Ref DRG 0182-534-757 Manufacture Floor Panel P/N 0182-534-757-011 per ref DRG.		

MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS MECHANICAL INSTALLATIONS	MECH SIG.	INSP STAMP
D3.17	Ref DRG 0182-534-757 Manufacture Floor Panel P/N 0182-534-757-013 per ref DRG.		
D3.17	Ref DRG 0182-534-757 Manufacture Floor Panel P/N 0182-534-757-017 per ref DRG.		
D3.18	Ref DRG 0182-534-757 Install floor panels in area local to Lavatory 'S' location per ref DRG.		
D3.19	Ref DRG 0179-252-757 Reposition the door 2 Entryway light switch as shown on reference drawing.		
D3.20	Intentionally left blank.		
D3.21	Intentionally left blank.		
D3.22	Intentionally left blank.		
D3.23	Intentionally left blank.		
D3.24	Intentionally left blank.		
D3.25	Ref DRG 0164-534-757 Install seat track P/N 0164-534-757-013 at LBL 24.75 as shown.		
D3.26	Ref DRG 0164-534-757 Install seat track P/N 0164-534-757-013 at LBL 45.5 as shown.		
D3.27	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D4.	ACCOMPLISHMENT INSTRUCTIONS ELECTRICAL INSTL'NS		
THIS SECTION DETAILS THE ELECTRICAL OPERATIONS REQUIRED AND SHOULD BE READ IN CONJUCTION WITH PREVIOUS SECTIONS OF THIS MEI. SOME OPERATIONS CAN ONLY BE COMPLETED FOLLOWING ACTIONS IN THE PREVIOUS SECTIONS OF THIS MEI.		**MECH SIG.**	**INSP STAMP**
D4.0	If not already accomplished remove aircraft power IAW AMM 24-22-00 p.block 201.		
D4.1	AES Ref Dwg 0171-245-757: Gain access to the Flight deck P11-3 overhead circuit breaker panel Locate circuit breaker C3043 – LAV FLUSH MOTORS S. Safety collar circuit breaker and label 'INOP'		
D4.2	AES Ref Dwg 0172-245-757: Gain access to P70 – MISC ELEC EQUIP PANEL and locate circuit breaker C4341 – LAV WTR HTR S. Safety collar and label 'INOP'		
D4.3	AES Ref Dwg 0175-332-757: In conjunction with the Lavatory 'S' module removal operation (section D1.2/D1.3), locate existing connector D5690 connecting the Lavatory 'S' module. Disconnect plug and install suitable dust cap to fixed receptacle. Locate LAVATORY THRESHOLD LIGHT module L586. Disconnect, cap and stow wire number W3572-0018-20 from terminal =P and wire W3572-0019-20 from terminal =G IAW SWPM D6-54446.		
D4.4	AES Ref Dwg 0174-332-757 & 0179-252-757: In conjunction with Lavatory 'S' module removal operation, locate and remove P23 ATTENDANT PANEL. Retain for re-installation. Complete bin end cap installation IAW section D3 of this MEI and install switch assembly and retained connectors IAW AES drawing 0179-252-757. Install and splice new wires IAW AES drawing 0174-332-757 from new ENTRY LIGHT module (P/N S417W502-1) located on underside of bin end cap assembly, to existing wire W3376-0024-22. Carry out continuity and resistance checks on new wiring.		
D4.5	AES Ref Dwg 0179-252-757: In conjunction with Lavatory 'S' module removal operation, locate and remove L536 MID-FWD PASS NS/FSB SIGN from rear face of Lav S. Re-route and install in the bin end cap IAW AES dwg 0179-252-757. Re-route existing cabling accordingly.		
D4.6	AES Ref Dwg 0179-252-757: In conjunction with Lavatory 'S' module removal operation and installation of new OHSC, locate and retain existing emergency aisle light L1065 (STA 650, WL 273, LBL30) for repositioning. Reposition aisle light IAW AES dwg 0179-252-757. Route existing wiring accordingly.		
D4.7	Intentionally left blank.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D4.	ACCOMPLISHMENT INSTRUCTIONS ELECTRICAL INSTL'NS		
THIS SECTION DETAILS THE ELECTRICAL OPERATIONS REQUIRED AND SHOULD BE READ IN CONJUCTION WITH PREVIOUS SECTIONS OF THIS MEI. SOME OPERATIONS CAN ONLY BE COMPLETED FOLLOWING ACTIONS IN THE PREVIOUS SECTIONS OF THIS MEI.		**MECH SIG.**	**INSP STAMP**
D4.8	Intentionally left blank.		
D4.9	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D5.	ACCOMPLISHMENT INSTRUCTIONS TESTING		
		MECH SIG.	INSP STAMP
D5.1	Apply aircraft ground power IAW AMM 24-22-00 p.block 201.		
D5.2	Carry out an operational test of the entry lights @ STA 684 & 737 IAW AMM 33-22-00 p.block 501. Verify that the entry lights FWD and AFT of Door 2L illuminate.		
D5.3	Carry out an operational test of the NO SMOKING/FSB signs IAW AMM 33-24-00 p.block 201. Verify that the relocated sign FWD of Door 2L illuminates.		
D5.4	Carry out an operational test of the relocated aisle light @ STA 650 IAW AMM 33-51-00 p.block 501. Verify under bin aisle light FWD of door 2L illuminates.		
D5.5	Remove aircraft power if not required IAW AMM 24-22-00 p.block 201.		
	END		

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART G.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0164-534-757	1	SEAT TRACK INSTL'N (STA 641.85-644.4)
0165-252-757	1	OVERHEAD BIN INSTL'N (ADJ DOOR 2LHS)
0166-252-757	2	MOD'N TO OVERHEAD STOWAGE
0167-252-757	1	PANEL ASSY REWORK No 2 DOORWAY LHS
0168-252-757	1	SIDEWALL LINING INSTALLATION
0169-252-757	1	WINDOW INSTALLATION
0170-252-757	1	OVERHEAD BIN MODIFICATION KIT
0171-245-757	1	W/D: 115V AC BUS LEFT SECTION 3
0172-245-757	1	W/D: 115VAC UTILITY BUS – LEFT
0174-332-757	1	W/D: ENTRY AND ATTENDANTS LIGHTS – MID FWD
0175-332-757	1	W/D: LAVATORY THRESHOLD LIGHTS
0179-252-757	2	MISC LIGHT & SWITCH INSTL'N
0181-252-757	1	CEILING PANEL INSTALALTION
0182-534-757	1	FLOOR PANEL INSTALLATION

THE FOLLOWING ADDITIONAL DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
N/A	N/A	N/A

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The equipment removal / installation shall be carried out n conjunction with an aircraft maintenance check. It is estimated that the emergency equipment installation will require approximately 250 hours (not including curing time for adhesives/fillers)

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART G, LAV S DELETION)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	DEL	TBA	1	LAV S MODULE					1
2	ADD	320559	1	SPLICE -RED	0174-332-757				1
3	ADD	BACT12AC3	1	RING TERMINAL	0174-332-757				1
4	ADD	BMS13-60T01C01G022	12FT	WIRE SINGLE CORE 22AWG	0174-332-757	CODE GA			1
5	ADD	BMS13-60T01C01G020	10FT	WIRE SINGLE CORE 20AWG	0174-332-757	CODE GA			1
6	---	---							1
7	---	---							1
8	---	---							1
9	---	---							
10	ADD	411N3110-44	1	CEILING PANEL ASSY	0181-252-757				1
11	ADD	411N3134-3	1	HINGE ASSY	0181-252-757				1
12	---								1
13	---								1
14	ADD	411N1210-332 ALT 65C33662-72	1	WINDOW PANEL (640.45-680.45)	0168-252-757				1
15	ADD	411N1102-32	1	TRIM STRIP (STA 680.45)	0168-252-757				1

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16	ADD	411N1178-1187 ALT P/N 1 x 411N1187-1018 + 1 x 411N1187-1013	1	CARPET RISER (640.45-680.45)	0168-252-757				1
17	ADD	411N1301-369	1	BRACKET	0168-252-757				1
18	ADD	411N1301-371	1	ANGLE	0168-252-757				1
19	ADD	411N1301-639	1	ISOLATOR	0168-252-757				1
20	ADD	411N1301-641	1	ISOLATOR	0168-252-757				1
21	ADD	411N1301-747	1	ISOLATOR ASSY	0168-252-757				1
22	ADD	411N1301-749	1	ISOLATOR ASSY	0168-252-757				1
23	ADD	411N1301-760	1	ISOLATOR ASSY	0168-252-757				1
24	---								
25	ADD	411N2333-334	1	PANEL ASSY	0168-252-757				1
26	ADD	411N2056-1	1	GAP FILLER	0168-252-757				1
27	ADD	411N2018-1	1	BRACKET ASSY	0168-252-757				1
28	REWORK	411N2333-52	1	PANEL ASSY	0168-252-757				1
29	ADD	BACS12FA3K12	4	SCREW	0168-252-757				1
30	ADD	NAS1149D0363J	4	WASHER	0168-252-757				1
31	ADD	BACW10P43AL	2	WASHER					1

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32	ADD	NAS603-5P	2	SCREW					1
33	DEL	TYPE P15	1	WINDOW PLUG	0169-252-757				1
34	ADD	140N2139-1	1	WINDOW	0169-252-757				1
35	ADD	65-76765-8	1	SEAL	0169-252-757				1
36	---	---	---	---					
37	ADD	0164-534-757-013	2	SEAT TRACK	0164-534-757				1
38	ADD	0164-534-757-015	1	ANGLE	0164-534-757				1
39	ADD	0164-534-757-019	4	REPAIR STRAP	0164-534-757				1
40	ADD	140N2502-5	4	FILLER	0164-534-757				1
41	---	---	---	---					
42	ADD	412N3103-1189 ALT 412N3103-47	1	A/C INSTALLATION	412N3103-1189				1
43	---	---	---	---					
44	---	---	---	---					
45	REWORK	0179-252-757-011	1	PLATE MAKE FROM 417N6004-XX	0179-252-757				1
46	ADD	NAS1836-3-10	3	INSERT	0179-252-757				2
47	ADD	ARALDITE 420A/B	1	ADHESIVE	0179-252-757				1

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48	ADD	NAS603-5	3	SCREW	0179-252-757				2
49	ADD	NAS1149D0315J	3	WASHER	0179-252-757				2
50	ADD	0179-252-757-021	1	DECAL	LOCALL MANUF.				1
51	ADD	ARALDITE 255	1	FILLER	0179-252-757				1
52	---	---	---	---					
53	ADD	411N3110-44	1	CEILING PANEL	0181-252-757				1
54	REWORK	411N3110-63	1	CEILING PANEL (DOOR 2)	0181-252-757				1
55	ADD	411N3134-3	1	HINGE ASSY	0181-252-757				1
56	---	---	---	---					
57	---	---	---	---					
58	DEL	NAS1761J0606	1	ELBOW	IPC 38-11-05-01A				1
59	ADD	BACC14AD06JL	1	CAP					1
60	DEL	417N2310-63	1	TUBE	IPC 38-31-54-03				1
61	ADD	69B50212-1	1	CAP					1
62	ADD	BACC14AD06JL	1	CAP					1
63	DEL	417N8501-49	1	ADAPTOR ASSY	IPC 38-31-55-03				1
64	DEL	IT4986-18 ALT S417N802-18	1	CONNECTOR	IPC 38-31-55-03				1

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65	ADD	S417N802-18	1	CAP					1
66	ADD	MS21913J12	1	CAP					1
67	---	---	---	---					
68	ADD	BMS4-17 TYPE II, GR. A OR B	3	FLOOR PANEL	0182-534-757				1
69	ADD	SLP5182A3-1	74	PLUG	0182-534-757				1
70	ADD	SLP5182A3-400-2	70	SLEEVE	0182-534-757				1
71	ADD	SLP5182A3-300-2	4	SLEEVE	0182-534-757				1
72	ADD	BACN11K1	A/R	CLIP ON NUT					1
73	ADD	BACS12GP3K15 ALT BACS12GP3L15	A/R	SCREW	0182-534-757				1
74	ADD	BACS12GR3T20 ALT BACS12GR3L20	A/R	SCREW	0182-534-757				1
75	ADD	RTV326	A/R	1/16” THK ROLLERTAPE	0182-534-757				1
76	ADD	RTV326	A/R	1/8” THK ROLLERTAPE	0182-534-757				1
77	ADD	BMS5-95	1/R	SEALANT	0182-534-757				1
78	ADD	ARALDITE 252	A/R	FILLER	0182-534-757				1
79	ADD	ARALDITE 420A/B	A/R	ADHESIVE	0182-534-757				1
80	DEL	57-53-0099-001	1	FLOOR PANEL	HW AERO. DRG				1

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LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
81	ADD	0166-252-757-001	1	O/HEAD BIN ASSY, STA 560-620	0165-252-757				1
82	ADD	0166-252-757-003	1	O/HEAD BIN ASSY, STA 620-680	0165-252-757				1
83	ADD	412N1247-35	1	ENDCAP ASSY	0165-252-757				1
84	ADD	0167-252-757-001	1	MODIFIED OVERDOOR ASU MOUNTING	0165-252-757				1
85	ADD	MS21042L5	1	NUT	0165-252-757				1
86	ADD	NAS1149D0516J	1	WASHER	0165-252-757				1
87	ADD	412N2030-25	1	TIE-ROD ASSY	0165-252-757				1
88	ADD	412N2001-11	1	MOUNTING ASSY	0165-252-757				1
89	ADD	412N2001-6	1	MOUNTING ASSY	0165-252-757				1
90	ADD	65-80898-37	1	TURNBUCKLE ASSY	0165-252-757				1
91	ADD	65-80898-31	1	TURNBUCKLE ASSY	0165-252-757				1
92	ADD	412N2001-18	1	MOUNTING ASSY	0165-252-757				1
92	ADD	412N2001-20	1	MOUNTING ASSY	0165-252-757				1
93	ADD	65-80898-35	1	TURNBUCKLE ASSY	0165-252-757				1
94	ADD	65-80898-41	1	TURNBUCKLE ASSY	0165-252-757				1
95	ADD	MS21042L3	1	NUT	0165-252-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART G, LAV S DELETION)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
96	ADD	NAS1149D0332J	1	WASHER	0165-252-757				1
97	ADD	NAS1149D0416J	8	WASHER	0165-252-757				1
98	ADD	BACB30PF4-10	1	BOLT	0165-252-757				1
99	ADD	412N2021-15	1	INTERCOSTAL	0165-252-757				1
100	ADD	412N2003-29	1	BRACKET	0165-252-757				1
101	ADD	65-80898-49	1	TURNBUCKLE ASSY	0165-252-757				1
102	ADD	412N2001-39	1	MOUNTING ASSY	0165-252-757				1
103	ADD	BACB30NR4K6	5	BOLT	0165-252-757				1
104	ADD	65-80898-24	1	TURNBUCKLE ASSY	0165-252-757				1
105	ADD	412N2001-1	1	MOUNTING ASSY	0165-252-757				1
106	---	---	---	---					
107	---	---	---	---					
108	ADD	412N2004-59	1	BRACKET ASSY	412N1007-303				1
109	ADD	412N2021-29	1	INTERCOSTAL ASSY	412N1007-303				1
110	ADD	65C27021-357	1	BRACKET ASSY	412N1007-303				1
111	ADD	BACF3F009X028NN	1	FILLER	412N1007-303				1
112	---								

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART G, LAV S DELETION)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
113	ADD	S417N511-3	2	LIGHT ASSEMBLY	412N5008-89	SHT 54			1
114	ADD	S417N11-125	1	LENS ASSEMBLY	412N5008-89	SHT 54			1
115	ADD	S417N11-40	1	LENS ASSEMBLY	412N5008-89	SHT 54			1
116	ADD	65C33289-10	1	LENS RETAINER	412N5008-89	SHT 54	UTILISE EXISTING P/N –1 IN STOCK		1
117	ADD	65C33289-7	1	LENS RETAINER	412N5008-89	SHT 54			1
118	ADD	417N5107-1	1	GROMMET	412N5008-89	SHT 54			1
119	ADD	BACS38K1	5	TIE WRAP	412N5008-89	SHT 54			1
120	ADD	BACS12GU3K6	5	SCREW	412N5008-89	SHT 54			1
121	ADD	NAS1149D0316J	5	WASHER	412N5008-89	SHT 54			1
122	ADD	NAS1149D0363J	5	WASHER	412N5008-89	SHT 54			1
123	ADD	BACS12ER3K10	2	SCREW	412N5008-89	SHT 54			1
124	ADD	5106/WW	2	TUBE, FLUORESCENT	412N5008-89	SHT 54			1

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	MEI No: MEI-043 MOD No:AES-757-050 G
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

QUERY NOTE

AES REF No:.
QN-AES-…...-…...-…...
(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:……..
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: ……	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

(AEROSPACE ENGINEERING SOLUTIONS LIMITED DESIGN OFFICE USE ONLY)

COMPILED BY:	APPROVED BY:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INTRODUCTION OF EMERGENCY EQUIPMENT		
DATE COMPILED:	17.04.02		
MODIFICATION NO.:	AES-757-050	PART D	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088	0103				
DATE	APR 2002	APR 2002				
COMPILED BY:	A DOLBY	A DOLBY				
CHECKED BY:	L M D	L M D				
DESIGN APP:	A M D	A M D				

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE
2	SMOKEHOOD AT DOOR 2 REPOSITIONED

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MODIFICATION EMBODIMENT INSTRUCTIONS

C. CONTENTS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 REMOVAL OF EXISTING EMERGENCY EQUIPMENT (G-CPEP)		
		MECH SIG.	**INSP STAMP**
D1.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.1	**FLIGHT DECK:** Delete 1 x DME Torch from RH Bulkhead (& Retain) Delete 1 x DME Torch from LH Bulkhead (& Retain) Delete 1 X Fire Extinguisher from LH Bulkhead		
D1.2	**BELOW CABIN ATTENDANT SEAT DR 1L:** Delete 2 x Fire Gloves and retain Delete 2 x Crew Life vest		
D1.3	**FWD FACE 1R BULKHEAD:** Delete 1 x Equipment Box. Retain Smoke-hood and associated attaching parts. Delete 1 x load hailer and retain Delete 2 x Smoke-hood & retain Delete 2 x Portable O2 Delete 1 x Water Fire Extinguisher Delete 1 x Fire Extinguisher Delete 1 x Demo Life vest Delete 1 x Demo Oxygen Mask Delete 3 x Child Masks Delete 3 x Disposable Masks		
D1.4	**1st OVERHEAD STOWAGE RH (STA 407-440):** Delete 3 x Spare Life vest Delete 4 x Infant Life preserver Delete 4 x Infant Life vest		
D1.5	**OVERHEAD STOWAGE LH (STA 440-500):** Delete 1 x Medical Kit		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 REMOVAL OF EXISTING EMERGENCY EQUIPMENT (G-CPEP)		
		MECH SIG.	**INSP STAMP**
D1.6	**CLOSET ASSY FWD LH:** Delete 1 x First Aid Kit		
D1.7	**2R DOUBLE CABIN ATTENDANT SEAT RH :** Delete 2 x Fire Gloves and retain Delete 2 x Crew Life vest		
D1.8	**LAVATORY S (Now Deleted):** Delete 1 x Megaphone & retain Delete 2 x Smoke hoods & retain Delete 1 x BCF Fire Extinguisher Delete 1 x Water Fire Extinguisher Delete 3 Portable Oxygen Bottles		
D1.9	**OVERHEAD STOWAGE LH (STA 620-640):** Delete 2 x Demo Life vest Delete 2 x Demo Oxygen Mask		
D1.10	**OVERHEAD STOWAGE LH (STA 740-800):** Delete 1 x Survival Kit		
D1.11	**OVERHEAD STOWAGE RH (STA 740-800):** Delete 1 x Survival Kit		
D1.12	**OVERHEAD STOWAGE RH (STA 740-800):** Delete 1 x First Aid Kit		
D1.13	**OVERHEAD STOWAGE LH (STA 1260-11279):** Delete 4 x Infant Life vests		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 REMOVAL OF EXISTING EMERGENCY EQUIPMENT (G-CPEP)	MECH SIG.	INSP STAMP
D1.14	**BELOW CABIN ATTENDANT SEAT DR 3R:** Delete 1 x Fire Gloves & retain Delete 1 x Crew Life vest		
D1.15	**AFT FACE LAV C (STA 1315):** Delete 1 x Emergency Equipment Stowage Box Delete 1 x Fire Extinguisher Delete 1 x Portable Oxygen Bottle Delete 1 x Smoke-hood and retain Delete 1 x Demo Life vest Delete 1 x Demo Oxygen Mask Delete 3 x Child Masks Delete 3 x Disposable Masks		
D1.16	**OVERHEAD STOWAGE RH (STA 1560-1620):** Delete 4 x Junior Life vests Delete 3 x spare Life vests Delete 1 x ELT Delete 1 x First Aid Kit		
D1.17	**AFT BULKHEAD RH (STA 1637):** Delete 1 x Cabin Attendant seat (forward to ATZ Stores) Delete 1 x DME Torch & retain Delete 1 x Crew Lifevest Delete 1 x Fire gloves Delete 1 x Emergency Equipment Stowage Box Delete 3 x Disposable masks Delete 3 x Child Masks Delete 1 x BCF Fire Extinguisher Delete 1 x Megaphone & retain Delete 1 x Portable oxygen bottle Delete 1 x Smoke-hood & retain		

MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 REMOVAL OF EXISTING EMERGENCY EQUIPMENT (G-CPEP)		
		MECH SIG.	**INSP STAMP**
D1.18	**AFT BULKHEAD LH (STA 1637):** Delete 3 x BCF Fire extinguishers (FWD face) Delete 2 x Portable oxygen bottles (FWD face) [Retain 2 x Smoke hoods]		
D1.19	**DBL CABIN ATTENDANT SEAT LH (STA 1637):** Delete 2 x Fire gloves Delete 2 x Crew Life vest		
D1.20	**Life Rafts:** Delete 4 x life rafts from the centre ceiling stowage compartments 1 x Forward Cabin 1 x FWD Door 3 2 x FWD Door 4		
	END		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP

D2.0 General Notes

Each Oxygen Portable Oxygen Bottle shall have 1 x Disposable mask attached to the bottle plus 1 x additional mask attached to the side of the bottle.

D2.1 FLIGHT DECK: Refer to DRG 0162-256-757

Ensure the following equipment is fitted within the flight deck else Install as required:

Description	Qty	P/N	Bracket	Placard P/N
Smokehood	2	E21080-10	E28183-04	A2000-319
Crash Axe	1	433	TBA	A2000-251
DME Torch	2	P2-07-0001-212	N/A	A2000-161
Crew lifevest	4	00002264	N/A	A2000-XXX
Smoke Goggles	4	MXP210-00	N/A	N/A
ELT	1	500-12Y	A0861	A2000-250
Escape Rope	2	NPN	N/A	N/A
Crew O_2 Mask	4	MC10-08-107 (-109)	N/A	N/A
Fire Gloves	1	02626000	N/A	A2000-171
BCF Extinguisher	1	BA51015G3	BA50102-3	A2000-109

D2.2 OPPOSITE ATTENDANT SEAT DR 1L: Refer to DRG 0162-256-757

Install the following Emergency Equipment opposite the CAS:

Description	Qty	P/N	Bracket	Placard P/N
BCF Extinguisher	1	BA51015G3	BA50102-3	A2000-109

D2.3 ABOVE CABIN ATTENDANT SEAT DR 1L: Refer to DRG 0162-256-757

Install the following Emergency Equipment above the CAS:

Description	Qty	P/N	Bracket	Placard P/N
Smokehood	2	E21080	E28183-04	A2000-319
Loudhailer	1	ACR-EM-1A	65B53931-17	A2000-130

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP

D2.4 BELOW CABIN ATTENDANT SEAT DR 1L: Refer to DRG 0162-256-757

Install the following Emergency Equipment below the CAS:

Description	Qty	P/N	Bracket	Placard P/N
Crew life vest	2	00002264	N/A	A2000-XXX
DME Torch	2	P2-07-0001-212	N/A	A2000-161

D2.5 Intentionally left blank.

D2.6 1st OVERHEAD STOWAGE RH (STA 407-440): Refer to DRG 0162-256-757

Install the following in the "small" stowage compartment:

Description	Qty	P/N	Bracket	Placard P/N
Portable O_2	2	5500-B1A-23A	BACB20J1A + BACB20J3A	A2000-170
First Aid Kit	1	AMMFAK1	Shelf	A2000-109
Fire Gloves	1	02626000	1 x Bag	A2000-171
Demo Kit	1	See Below	1 x Bag	A2000-175

Each demo kit contains the following equipment:.

1 x Demo Life Jacket P/N 40982002

1 x Demo Seat Belt P/N 501848-417-1849

1 x Demo Oxygen Mask P/N 289-701-27

1 x Safety Card

D2.7 2nd OVERHEAD STOWAGE RH (STA 407-440): Refer to DRG 0162-256-757

Install the following in the stowage mid section of the compartment:

Description	Qty	P/N	Bracket	Placard P/N
Portable O_2	2	5500-B1A-23A	BACB20J1A + BACB20J3A	A2000-170
Ext seat Belt	10	501848-417-1849	1 x Bag	A2000-172

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP

D2.8 **2nd OVERHEAD STOWAGE RH (STA 407-440):** Refer to DRG 0162-256-757

Install the following in the stowage aft end of the compartment:

Description	Qty	P/N	Bracket	Placard P/N
Portable O_2	2	5500-B1A-23A	BACB20J1A + BACB20J3A	A2000-170
Spare L/J	4	00002256	1 x Bag	A2000-313
Infant L/J	8	00002260	2 x Bag	A2000-314
Baby-cot	2	A346600A00	N/A	A2000-318

D2.9 Intentionally left blank.

D2.10 **OVERHEAD STOWAGE RH (STA 670):** Refer to DRG 0162-256-757

Install the following in the stowage compartment:

Description	Qty	P/N	Bracket	Placard P/N
Loudhailer	1	ACR-EM-1A	65B53931-17	A2000-130
BCF Extinguisher	2	BA51015G3	BA50102-3	A2000-109

D2.11 Intentionally left blank.

D2.12 **FWD FACE OF CREW SEAT AT DOOR 2 RH:** Refer to DRG 0162-256-757

Install the following in the stowage aft end of the compartment:

Description	Qty	P/N	Bracket	Placard P/N
Smoke-hood	1	E21080-10	E28183-04	A2000-319

D2.13 **2R DOUBLE CABIN ATTENDANT SEAT RH :** Refer to DRG 0162-256-757

Install the following below the double CAS:

Description	Qty	P/N	Bracket	Placard P/N
Crew life vest	2	00002264	N/A	A2000-
DME Torch	3	P2-07-0001-212	N/A	A2000-161
Resuc. Mask	1	820003	57\252A2120	A2000-237

D2.14 Intentionally left blank.

D2.15 Intentionally left blank.

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP
D2.16	Intentionally left blank.		
D2.17	**OVERHEAD STOWAGE RH (STA 740-800):** Refer to DRG 0162-256-757 Install the following in the mid section of the stowage compartment: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** Portable O_2 / 2 / 5500-B1A-23A / BACB20J1A + BACB20J3A / A2000-170 First Aid Kit / 1 / AMMFAK1 / 67\252A2904 / A2000-109		
D2.18	**OVERHEAD STOWAGE RH (STA 740-800):** Refer to DRG 0162-256-757 Install the following in the stowage aft section of the compartment: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** Medi-Sling / 2 / MEDISLING / N/A / A2000-317 Insp. Mirror / 2 / A20046 / 1 x Bag / A2000-558 Demo Kit / 1 / See Below / 1 x Bag / A2000-175 Each demo kit contains the following equipment:. 1 x Demo Life Jacket P/N 40982002 1 x Demo Seat Belt P/N 501848-417-1849 1 x Demo Oxygen Mask P/N 289-701-27 1 x Safety Card		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP

D2.19 OVERHEAD STOWAGE RH (STA 1220-1260): Refer to DRG 0162-256-757

Install the following in the stowage aft section of the compartment:

Description	Qty	P/N	Bracket	Placard P/N
Spare L/J	4	00002256	1 x Bag	A2000-313
Infant L/J	8	00002260	2 x Bag	A2000-314
Baby-cot	2	A346600A00	N/A	A2000-318
Ext seat Belt	10	501848-417-1849	1 x Bag	A2000-172
Portable O_2	2	5500-B1A-23A	BACB20J1A + BACB20J3A	A2000-170
Demo Kit	2	VAR	2 x Bag	A2000-175

Each demo kit contains the following equipment:.

1 x Demo Life Jacket P/N 40982002

1 x Demo Seat Belt P/N 501848-417-1849

1 x Demo Oxygen Mask P/N 289-701-27

1 x Safety Card

D2.20 OVERHEAD STOWAGE LH (STA 1160-1260): Refer to DRG 0162-256-757

Install the following in the aft section of the stowage compartment:

Description	Qty	P/N	Bracket	Placard P/N
Wheelchair	1	2520502	Strap	A2000-559

D2.21 OVERHEAD STOWAGE LH (STA 1220-1260): Refer to DRG 0162-256-757

Install the following in the stowage compartment:

Description	Qty	P/N	Bracket	Placard P/N
Doctors Box	1	Statkit 600	Strap	A2000-238
Defibrillator	1	Lifepak 500	Strap	A2000-173

D2.22 Intentionally left blank.

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP
D2.23	**FWD FACE LAV C (STA 1279):** Refer to DRG 0162-256-757 Install the following in the stowage compartment: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** BCF Extinguisher / 2 / BA51015G3 / BA50102-3 / A2000-109		
D2.24	**ABOVE CABIN ATTENDANT SEAT DR 3R:** Refer to DRG 0162-256-757 Install the following Emergency Equipment above the CAS: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** Smoke-hood / 1 / E21080-10 / E28183-04 / A2000-319 DME Torch / 1 / P2-07-0001-212 / N/A / A2000-161		
D2.25	**BELOW CABIN ATTENDANT SEAT DR 3R:** Refer to DRG 0162-256-757 Install the following Emergency Equipment below the CAS: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** Crew life vest / 1 / 00002264 / N/A / A2000- DME Torch / 1 / P2-07-0001-212 / N/A / A2000-161		
D2.26	Intentionally left blank.		
D2.27	Intentionally left blank.		
D2.28	**OVERHEAD STOWAGE RH (STA 1620-1636):** Refer to DRG 0162-256-757 Install the following in the “small” stowage compartment: **Description** / **Qty** / **P/N** / **Bracket** / **Placard P/N** Fire Gloves / 1 / 02626000 / 1 x Bag / A2000-171 Portable O_2 / 2 / 5500-B1A-23A / BACB20J1A + BACB20J3A / A2000-170 First Aid Kit / 1 / AMMFAK1 / Shelf / A2000-109		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2. ACCOMPLISHMENT INSTRUCTIONS – SECTION D2
INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)

		MECH SIG.	INSP STAMP

D2.29 OVERHEAD STOWAGE LH (STA 1620-1636): Refer to DRG 0162-256-757

Install the following in the stowage aft section of the compartment:

Description	Qty	P/N	Bracket	Placard P/N
Portable O_2	2	5500-B1A-23A	BACB20J1A + BACB20J3A	A2000-170
BCF Extinguisher	1	BA51015G3	BA50102-3	A2000-109
Crash Axe	1	42D8331	Pouch	***NONE***

D2.30 AFT BULKHEAD RH (STA 1637): Refer to DRG 0162-256-757

Install the following on the aft face of the bulkhead:

Description	Qty	P/N	Bracket	Placard P/N
Loudhailer	1	ACR-EM-1A	65B53931-17	A2000-130
BCF Extinguisher	1	BA51015G3	BA50102-3	A2000-109

D2.31 AFT BULKHEAD LH (STA 1637): Refer to DRG 0162-256-757

Install the following on the aft face of the bulkhead above the CAS:

Description	Qty	P/N	Bracket	Placard P/N
BCF Extinguisher	1	BA51015G3	BA50102-3	A2000-109
Smoke-hood	2	E21080-10	E28183-04	A2000-319

D2.32 DBL CABIN ATTENDANT SEAT LH (STA 1637): Refer to DRG 0162-256-757

Install the following below the CAS:

Description	Qty	P/N	Bracket	Placard P/N
Crew life vest	2	00002264	N/A	A2000-
DME Torch	2	P2-07-0001-212	N/A	A2000-161
ELT	1	500-12Y	A0861	A2000-250

D2.32 PASSENGER SEAT (CABIN): Refer to DRG 0162-256-757

Install a passenger life vest below each seat.

Description	Qty	P/N	Bracket	Placard P/N
Pax life vest	233	00002256	N/A	On Seat

MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 INSTALLATION OF EMERGENCY EQUIPMENT (G-CPEP)		
		MECH SIG.	INSP STAMP
D2.34	Intentionally left blank.		
D2.35	On all over head stowage compartments which carry emergency equipment install a placard P/N A2000-112 “CREW USE ONLY” adjacent to the existing contents placards. (Note 9 off required)		
D2.34	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	**ACCOMPLISHMENT INSTRUCTIONS** **VERIFICATION CHECKS**		
		MECH SIG.	**INSP STAMP**
D3.1	**Equipment** Refer to Emergency Equipment Layout DRG 0161-256-757 Carry out a physical inspection of the aircraft flight deck and passenger cabin and ensure all equipment is fitted as shown on the reference layout.		
D3.2	**Placards:** Ensure all the above equipment is placarded accordingly and all placards can be clearly seen. Where equipment is installed within the overhead stowage compartment ensure a “Crew Use Only” Placard is displayed adjacent to the existing content placards		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART D.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0161-256-757	3	EMERGENCY EQUIPMENT LAYOUT (G-CPEP)
0162-256-757	3	EMERGENCY EQUIPMENT INSTL'N (G-CPEP)

THE FOLLOWING ADDITIONAL DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
MON-25-60-2466	C	EMERGENCY EQUIPMENT INSTALLATION (EXISTING)

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The Emergency Equipment installation shall be carried out n conjunction with an aircraft C-Check. It is estimated that the emergency equipment installation will require approximately 150 hours (not including curing time for adhesives/fillers)

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART D, EMERGENCY EQUIPMENT INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	ADD	E21810-10	9 REF	SMOKEHOOD	0161-256-757	10 EXIST			1
2	ADD	443	1REF	CRASH AXE (FLT DECL)	0161-256-757	1 EXIST			1
3	ADD	42D8331	1	CRASH AXE (CABIN)	0161-256-757				1
4	ADD	AMMFAK1	3	FIRST AID KIT	0161-256-757				1
5	ADD	ACR-EM-1A	3 REF	MEGAPHONE	0161-256-757	3 EXIST			1
6	ADD	P2-07-0001-212	11 REF	DME TORCH	0161-256-757	12 EXIST			1
7	ADD	500-12Y	2	ELT	0161-256-757				1
8	ADD	00002260	16	INFANT LIFE VEST	0161-256-757				1
9	ADD	FKK-35L ALT 02626000	3 REF	ASBESTOS GLOVES	0161-256-757	9 EXIST			
10	ADD	00002256	8	SPARE LIFE VEST	0161-256-757				1
11	ADD	MC10-08-107	4 REF	CREW OXY MASK	0161-256-757	4 EXIST			1
12	ADD	A346600A00	4	BABYCOT	0161-256-757				1
13	ADD	40982002	4	DEMO LIFE VEST	0161-256-757				1
14	ADD	289-701-27	4	DEMO OXY MASK	0161-256-757				1
15	ADD	501848-417-1849	4	DEMO EXT SEAT BELT	0161-256-757				1
16	ADD	N/A	4	SAFETY CARD	0161-256-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART D, EMERGENCY EQUIPMENT INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGE D AT ISSUE
17	ADD	N/A	2 REF	ESCAPE ROPE (FLT DECK)	0161-256-757	2 EXIST			1
18	ADD	501848-417-1849	20	EXT SEAT BELT	0161-256-757				1
19	ADD	MXP210-00	4 REF	SMOKE GOGGLES	0161-256-757	4 EXIST			1
20	ADD	2520502	1	TRAVEL WHEELCHAIR	0161-256-757				1
21	ADD	5500-B1A-BF-23A	14	PORTABLE OXY BOTTLE	0161-256-757				1
22	ADD	28314-2	28	DISP OXYGEN MASK	0161-256-757				1
23	ADD	STATKIT 600	1	DOCTORS BOX	0161-256-757				1
24	ADD	BA51015G3	9	BCF FIRE EXTINGUISHER	0161-256-757				1
25	ADD	MEDISLING	2	MEDISLING	0161-256-757				1
26	ADD	820003	1	RESUSITATION MASK	0161-256-757				1
27	ADD	LIFEPAK 500	1	DEFIBRILLATOR	0161-256-757				1
28	ADD	00002256	233	PAX LIFE VEST	0161-256-757				1
29	ADD	A20046	2	INSPECTION MIRROR	0161-256-757				
30	ADD								
31	ADD	**ADDITIONAL PARTS TO FOLLOW AT LATER REVISION**							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	MEI No: MEI-051 MOD No:AES-757-050 'D'
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

AES REF No:.
QN-AES-…..-…..-…..
(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: …….	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

(AEROSPACE ENGINEERING SOLUTIONS LIMITED DESIGN OFFICE USE ONLY)

COMPILED BY:	APPROVED BY:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INTRODUCTION OF PASSENGER SEAT LAYOUT (233Y) AND MISCELLANEOUS CHANGES		
DATE COMPILED:	15.04.02		
MODIFICATION NO.:	AES-757-050	PART E	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088	0105	0112			
DATE	APR 2002	APR 2002	MAY 2002			
COMPILED BY:	A DOLBY	L. DONALD	A HEISSIG			
CHECKED BY:	A L H	L M D	LMD			
DESIGN APP:	A M D	A M D	MAE			

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE
2	DRAWING NUMBER CHANGED FROM 0159-256-757 TO 0159-252-757 IN SECTION D2.1 THROUGH D2.16
3	DRAWING 0159-252-757 UP-ISSUED TO ISSUE 2 IN SECTION E

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C. CONTENTS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS PREPARATION (EQUIPMENT (SEAT) REMOVAL)		
		MECH SIG.	INSP STAMP
D1.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.1	Remove the existing compliment of passenger seats, check for serviceability, Recertify and route to Air 2000 Stores / Workshops		
D1.2	Remove the ship set of Seat Electronic Box's P/N RD-AX4312 from each of the cabin seat assemblies and route to Air 2000 stores,		
D1.3	Remove the existing Infill strips from between the cabin seats.		
D1.4	Intentionally left blank		
D1.5	Intentionally left blank		
D1.6	Intentionally left blank		
D1.7	Intentionally left blank		
D1.8	Intentionally left blank		
	END		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS EQUIPMENT (SEATS) INSTALLATION	MECH SIG.	INSP STAMP
	Forward Cabin		
D2.1	Refer to LOPA 0159-252-757 Install the front R/H TPL seat as shown and install the remaining seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		
D2.2	Refer to LOPA 0159-252-757 Install the front L/H TPL seat as shown and re-pitch the replacement seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		
D2.3	Refer to LOPA 0159-252-757 Cut new seat-track infill strips and install as required. Use P/N ACI-FL-00105-54 inboard and P/N ACI-FL-00107-54 outboard per AMM Ch 25-25-01 p.block 201.		
D2.4	Refer to LOPA 0159-252-757 Install the LH Cabin Divider P/N 57\252A2108-001 as shown.		
D2.5	Refer to LOPA 0159-252-757 Install the RH Cabin Divider P/N 57\252A2109-001 as shown.		
D2.6	Intentionally left blank.		
D2.7	Intentionally left blank.		
	Mid Cabin		
D2.8	Refer to LOPA 0159-252-757 Install the front R/H DBL IAT seat as shown and install the remaining seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		
D2.9	Refer to LOPA 0159-252-757 Install the front L/H TPL seat as shown and re-pitch the replacement seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		
D2.10	Intentionally left blank.		
D2.11	Intentionally left blank.		
D2.12	Intentionally left blank.		
	Aft Cabin		
D2.13	Refer to LOPA 0159-252-757 Install the front R/H TPL IAT seat as shown and install the remaining seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		

MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS EQUIPMENT (SEATS) INSTALLATION		
		MECH SIG.	INSP STAMP
D2.14	Refer to LOPA 0159-252-757 Install the front L/H TPL IAT seat as shown and install the remaining seats per the drawing IAW AMM Ch 25-25-001 p.block 401.		
D2.15	Intentionally left blank.		
D2.16	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS MISCELLANEOUS CABIN CHANGES		
		MECH SIG.	INSP STAMP
	Seat Row Placards		
D3.1	Refer to DRG 0159-252-757: Replace the seat row identifiers throughout the cabin using kit P/N A2000-455FS to match the drawing and physical seat positions. Note: FWD LH Cabin Starts at **ROW 2**.		
D3.2	Intentionally left blank.		
D3.3	Intentionally left blank.		
	Cabin Carpet		
D3.4	Refer to AMM Ch 25-27-01-401 Re-trim the cabin carpet at specific request of operator if required. Use the following specifications. LANTAL MELAIR 3234 LS D783/3000 or ANKAR 6228/08894		
D3.5	Intentionally left blank.		
D3.6	Intentionally left blank.		
D3.7	Intentionally left blank.		
D3.8	Intentionally left blank.		
D3.9	Intentionally left blank.		
D3.10	Intentionally left blank.		
D3.11	Intentionally left blank.		
	Delethalisation Pad Installation		
D3.12	Ref DRG 0155-252-757 Install LH Delethalisation Pad on the aft face of the forward bulkhead as shown on ref drawing.		
D3.13	Ref DRG 0155-252-757 Install RH Delethalisation Pad on the aft face of the forward bulkhead as shown on ref drawing.		
D3.14	Refer to MEI-055 for Cabin IFE Cabling installation.		

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D3.	ACCOMPLISHMENT INSTRUCTIONS MISCELLANEOUS CABIN CHANGES		
		MECH SIG.	INSP STAMP
D3.15	Refer to MEI-053 for Cabin PSU Installation.		
D3.16	Refer to MEI-054 for Emergency floor path lighting installation		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D4.	**ACCOMPLISHMENT INSTRUCTIONS** **VERIFICATION CHECKS**		
		MECH SIG.	**INSP STAMP**
D4.1	**Cabin Seats** Carry out a mechanical function test for each passenger seat in the cabin to ensure all mechanical operations function correctly. (e.g. recline, in-arm table).		
D4.2	**Cabin Layout** Carry out a compliance check to ensure that the replacement seats provide continued compliance with CAA AWN 64 (minimum space for seated passengers)		
D4.3	**Cabin Layout** Carry out a compliance check to ensure that the replacement seat locations provide continued compliance with JAR25.815 throughout the cabin (minimum aisle width).		
D4.4	**Seat Belts** (Airline Interior Seats) Verify a CAA Approved Seat Belt is fitted to each PAX seat.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART E.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0159-252-757	2	233 PAX CONFIGURATION B757-2YO (G-CPEP)
0155-252-757	1	DELETHALISATION PAD INSTL'N B757-236 (G-CPEP)

THE FOLLOWING EXISTING DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
NONE RQD		

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

This installation shall be carried out in conjunction with an aircraft C-Check. It is estimated that the installation will require approximately 100 hours (Does not include any seat preparation time)

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART E, SEAT INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGE D AT ISSUE
1	DEL	SICMA 9568 SERIES	SET	1 x SHIP SET SICMA SEATS	MON-25-20-2437				1
2	ADD	116001-1	31	SEAT ASSY – LH TPL STD HCAP	0159-252-757				1
3	ADD	116001-4	32	SEAT ASSY – RH TPL STD	0159-252-757				1
4	ADD	116001-5	1	SEAT ASSY – LH TPL HCAP NRO	0159-252-757				1
5	ADD	116001-9	1	SEAT ASSY – LH TPL STD NT	0159-252-757				1
6	ADD	116001-12	1	SEAT ASSY – LH TPL STD NT NR SPB	0159-252-757				1
7	ADD	116001-16	1	SEAT ASSY – RH TPL STD NT NR	0159-252-757				1
8	ADD	116001-17	1	SEAT ASSY – LH TPL STD NCAP NRWO	0159-252-757				1
9	ADD	116001-20	1	SEAT ASSY – RH TPL STD NRWO	0159-252-757				1
10	ADD	116001-21	1	SEAT ASSY – LH TPL STD HCAP NRW NT 2.0R SPB	0159-252-757				1
11	ADD	116001-22	1	SEAT – ASSY RH TPL DTD HCAP NRW NT 2.0R SPB	0159-252-757				1
12	ADD	116002-1	1	SEAT ASSY – LH TPL IAT	0159-252-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART E, SEAT INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGE D AT ISSUE
13	ADD	116002-3	2	SEAT ASSY – LH TPL IAT NBF	0159-252-757				1
14	ADD	116002-4	1	SEAT ASSY – RH TPL IAT NBF	0159-252-757				1
15	ADD	116003-2	1	SEAT ASSY – RH STD TPL IAT NBF	0159-252-757				1
16	ADD	57\252A2108-001	1	DIVIDER ASSY LH	0159-252-757				1
17	ADD	57\252A2109-001	1	DIVIDER ASSY RH	0159-252-757				1
18	ADD	ACI-FL-00105-54	A/R	SEAT TRACK INFILL – I/B	0159-252-757				1
19	ADD	ACI-FL-00107-54	A/R	SEAT TRACK INFILL – O/B	0159-252-757				1
20	ADD	A2000-455FS	SET	233PAX SEAT ROW KIT	0159-252-757				1
21	ADD								
22	ADD	0155-252-757-003	1	LH DELETHALISATION PAD	0155-252-757				1
23	ADD	0155-252-757-004	1	RH DELETHALISATION PAD	0155-252-757				1
24	ADD	57\252A2050-005	2	WALL BRACKET ASSY	57\252A2050-005				1
25	ADD	NAS1836-06-12	8	INSERT 6-32	0155-252-757				1
26	ADD	NAS514P632-7	8	SCREW 6-32 CSK HD	0155-252-757				1
27	ADD	A2000-108	6	DECAL – LIFE VEST UNDER SEAT	0155-252-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART E, SEAT INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
28	ADD	A2000-111	6	DECAL – FASTEN SEAT BELT WHILE….	0155-252-757				1
29	ADD	NAS1336-3-12	9	INSERT 10-32	0155-252-757				1
30	ADD	F5000-3	3	FLOATING ANCHOR NUT 10-32	0155-252-757				1
31	ADD	MS20426AD3-6	6	3/32 RIVET CSK	0155-252-757				1
32	ADD	0155-252-757-039	4	A2KLITPOCKET	0155-252-757				1
33	ADD	NAS514P1032-7	3	SCREW	0155-252-757				1
34	ADD	2499859-501	3	WASHER	0155-252-757				1
35	ADD	0155-252-757-045	3	NUTPLATE 2024-T3, QQ-A250/5Thk=.040	0155-252-757				1
36		END							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	**MEI No: MEI-052** **MOD No:AES-757-050 'E'**
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

AES REF No:.
QN-AES-……..-……..-……..
(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: ……	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

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COMPILED BY:	APPROVED BY:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INTRODUCTION OF PAX SERVICE UNITS (G-CPEP)		
DATE COMPILED:	22.04.02		
MODIFICATION NO.:	AES-757-050	PART H	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088	0104	0105			
DATE	APR 2002	APR 2002	APR 2002			
COMPILED BY:	A DOLBY	A DOLBY	L. DONALD			
CHECKED BY:	L M D	L M D	L M D			
DESIGN APP:	A M D	A M D	A M D			

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE
2	DRG ISSUES RAISED TO ISS 2. SEATS IN FWD LH CABIN REPITCHED FROM 29” TO 31”
3	DRG ISSUE RAISED TO ISSUE 3.

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MODIFICATION EMBODIMENT INSTRUCTIONS

C. CONTENTS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS PREPARATION (EQUIPMENT (SEAT) REMOVAL)		
		MECH SIG.	INSP STAMP
D1.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.1	Rework of PSU P/N 417N3100-439		
D1.2	The aircraft constructor has provided an NTO to modify an existing PSU P/N 417N3100-439 to achieve a configuration similar to 417N3100-419.		
D1.3	Rework the –439 by: Replacing the Connectors (Wire bundle pin outs and schematics are the same) Installing a Speaker Blank off existing life vest housing.		
D1.4	Replace existing connector P/N BACC45FT20A16P using connector P/N BACC45FT18A14P.		
D1.5	Remove speaker grill blanking sheet and install the following items IAW Boeing DRG Ref 413N3100-19 (SHT 2.0, & 3.0 PSU ASSY 413N3100-419) 1 x Speaker P/N RDAM8005A 1 x Gasket P/N 417N3104-2 2 x Nut P/N BACN10YJ08		
D1.6	Lock out life vest door by wire-locking the opening mechanism. Delete any reference to Life Vest Inside decal on underside of access door.		
D1.7	Re-identify the outside of the PSU assembly 0140-252-757-025		
D1.8	Intentionally left blank		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 INSTALLAITON OF PASSENGER SERVICE UNITS		
		MECH SIG.	INSP STAMP
D2.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (MM CH 25-23-00-401)		
D2.1	Refer to DRG 0140-252-757: In the forward cabin install the PSU Panels and infill panels as shown on the reference drawing.		
D2.2	Refer to DRG 0140-252-757: Above door 2 L/R area install the attendant PSU Panels and infill panels as shown on the reference drawing.		
D2.3	Refer to DRG 0140-252-757: In the mid cabin install the PSU Panels and infill panels as shown on the reference drawing.		
D2.4	Refer to DRG 0140-252-757: In the aft cabin install the PSU Panels and infill panels as shown on the reference drawing.		
D2.5	Intentionally left blank.		
D2.6	Intentionally left blank.		
D2.7	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS FUNCTION TEST		
		MECH SIG.	INSP STAMP
D3.0	If required adjust passenger reading lights per AMM Ch 33-23-00/201		
D3.1	Make sure PSU system operates correctly per AMM Ch 35-21-00/501		
D3.2	Make sure the passenger signs operate correctly per AMM CH 33-234-00/201		
D3.3	Make sure the PSU speakers operate correctly per AMM Ch 23-31-02/401		
D3.4	Make sure the call lights operate correctly per AMM Ch 33-25-00/201		
D3.5	Ref DRG 0158-237-757 & ATZ Form ATT/AM/139 Carry out CAA Spec 15 compliance check IAW reference documents.		
D3.6	Intentionally left blank.		
D3.7	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART H.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0140-252-757	3	PSU LAYOUT 233Y PAX B757-2YO (G-CPEP)
0158-252-757	1	RASTI MONITORING POSITIONS (G-CPEP)

THE FOLLOWING EXISTING DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE

NO ADDITIONAL DRAWINGS REQUIRED

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The Emergency Equipment installation shall be carried out in conjunction with an aircraft C-Check. It is estimated that the emergency equipment installation will require approximately 75 hours.

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART H, PSU INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	ADD	417N3200-41	1	PSU ASSY RH 18" DR 2	0140-252-757	1 EXIST			1
2	ADD	417N3100-410	1	PSU ASSY LH 28"		2 EXIST			1
3	ADD	417N3100-426	19	PSU ASSY RH 28"		19 EXIST			1
4	ADD	417N3100-428	18	PSU ASSY RH 28"		18 EXIST			1
5	ADD	413N3100-419	16	PSU ASSY LH 28"		16 EXIST			1
6	ADD	417N3100-421	18	PSU ASSY LH 28"		18 EXIST			1
7	ADD	417N3100-595	1	PSU ASSY LH 28" MUTED		1 EXIST			1
8	ADD	417N3100-596	1	PSU ASSY RH 28" MUTED		1 EXIST			1
9	ADD	417N3700-22	1	PSU ASSY RH PARTIAL 11"		1 EXIST			
10	ADD	417N3100-506	1	PSU ASSY RH PARTIAL 22"		1 EXIST			1
11	ADD	417N3100-507	1	PSU ASSY LH PARTIAL 22"		1 EXIST			1
12	REWORK	417N3100-439 0140-252-757-025	1	PSU ASSY MAKE FROM 417N3100-439					1
13	ADD	417N3050-9002	1	NSFSB		1 EXIST			1
14	ADD	417N3050-9009	1	NSFSB		1 EXIST			1
15	ADD	417N3050-9011	1	NSFSB		1 EXIST			1
16	ADD	417N3050-9012	1	NSFSB		1 EXIST			

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART H, PSU INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGE D AT ISSUE
17	ADD	417N3030-1	2	BATTERY PACK					1
18	ADD	417N3400-4	1	3.2" TERM PANEL					1
19	ADD	417N3400-3	1	3.2" TERM PANEL					1
20	ADD	65C27533-33	3	TAPERED INFILL 2.5/3.0					1
21	ADD	65C27533-41	2	TAPERED INFILL 2.7/1.0					1
22	ADD	65C27533-50	1	TAPERED INFILL 2.7/1.0					1
23	ADD	417N3300-21 ALT P/N 202101-1	0	2" INFILL PANEL		0 EXIST			1
24	ADD	417N3300-7 ALT P/N 202101-2	10	3" INFILL PANEL		11 EXIST			1
25	ADD	417N3300-16 ALT P/N 202101-5	12	4" INFILL PANEL		6 EXIST			1
26	ADD	417N3300-6 ALT P/N 202101-7	0	5" INFILL PANEL		0 EXIST			1
27	ADD	417N3300-20	0	6" INFILL PANEL		0 EXIST			1
28	ADD	417N3300-2	1	7" INFILL PANEL		1 EXIST			1
29	ADD	417N3300-1	1	8" INFILL PANEL		1 EXIST			1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART H, PSU INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
30	ADD	417N3300-3 ALT P/N 202101-11	1	14" INFILL PANEL		1 EXIST			1
31	ADD	417N3200-77A	1	PSU ASSY DR2		[FROM GOOOZ]			1
32	ADD	417N3500-5	3	12" INFILL PANEL DR2		4 EXIST			1
33	ADD	417N3500-3	2	6" INFILL PANEL DR2		3 EXIST			1
34	ADD	417N3010-8	1	SPEAKER (MUTED) DR2		1 EXIST			1
35	ADD	417N3010-9	1	SPEAKER (MUTED) DR2		1 EXIST			1
36	ADD	417N3510-1	3	3.5" TERM PANEL DR 2		3 EXIST			1
37	ADD	417N3510-8	1	2.5" TERM PANEL DR 2		1 EXIST			1
		END							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	MEI No: MEI-053 MOD No:AES-757-050 'H'
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

AES REF No:.
QN-AES-……..-……..-……..
(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: ……	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INTRODUCTION OF FLOOR PROX LIGHTING CHANGES (G-CPEP)		
DATE COMPILED:	22.04.02		
MODIFICATION NO.:	AES-757-050	PART J	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268

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The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088					
DATE	APR 2002					
COMPILED BY:	A DOLBY					
CHECKED BY:	A BUGDEN					
DESIGN APP:	A M D					

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS PREPARATION (EQUIPMENT CHECK)		
		MECH SIG.	INSP STAMP
D1.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM Ch 33-51-11/301)		
D1.1	Carry out a function test of the aircraft Floor path lighting system to ensure all lamps in the floor track illuminate correctly per AMM Ch 33-51-11/305 (Sub section D - Light Test)		
D1.2	Intentionally left blank		
D1.3	Intentionally left blank		
D1.4	Intentionally left blank		
D1.5	Intentionally left blank		
D1.6	Intentionally left blank		
D1.7	Intentionally left blank		
D1.8	Intentionally left blank		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	**ACCOMPLISHMENT INSTRUCTIONS – SECTION D2** **INSTALLAITON OF FLOOR PATH LIGHTING**		
		MECH SIG.	**INSP STAMP**
D2.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (MM CH 33-51-11-301)		
D2.1	Refer to DRG 0157-335-757: **Forward Cabin**: Verify / install the floor path lighting track as shown on the reference drawing. Ensure 2 x RED Lenses are fitted at the forward most end of the track and that the door exit identifiers can be seen from this location.		
D2.2	Refer to DRG 0157-335-757: **Door 2 Area**: Verify / install the floor path lighting track as shown on the reference drawing including the joggle forward of door 2. Ensure 4 x RED Lenses are fitted adjacent to door 3 and that the door exit identifiers can be seen from this location.		
D2.3	Refer to DRG 0157-335-757: **Mid Cabin**: Verify / install the floor path lighting track as shown on the reference drawing.		
D2.4	Refer to DRG 0157-335-757: **Door 3 Area**: Verify / install the floor path lighting track as shown on the reference drawing. Ensure 4 x RED Lenses are fitted adjacent to door 3 and that the door exit identifiers can be seen from this location.		
D2.5	Refer to DRG 0157-335-757: **Aft Cabin**: Verify / install the floor path lighting track as shown on the reference drawing. Ensure 2 x RED Lenses are fitted at the aft most end track end and that the door exit identifiers can be seen from this location.		
D2.6	Intentionally left blank.		
D2.7	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	ACCOMPLISHMENT INSTRUCTIONS FUNCTION TEST		
		MECH SIG.	INSP STAMP
D3.0	Carry out a function test of the floor path lighting system per AMM Ch 33-51-11/301.		
D3.1	Intentionally left blank.		
D3.2	Intentionally left blank.		
D3.3	Intentionally left blank.		
D3.4	Intentionally left blank.		
D3.5	Intentionally left blank.		
D3.6	Intentionally left blank.		
D3.7	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART J.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0157-335-757	1	FLOOR PATH LTG INSTALLATION B757-2YO (G-CPEP)

THE FOLLOWING EXISTING DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE

NO ADDITIONAL DRAWINGS REQUIRED

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The Emergency Equipment installation shall be carried out in conjunction with an aircraft C-Check. It is estimated that the emergency equipment installation will require approximately 15 hours.

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART J, FLOOR PATH LIGHTING INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	ADD	417N5213-41 ALT P/N 417N5210-30	REF	TRACK COVER	0157-335-757	EXISTING			1
2	ADD	S417N509-6	2	EMER LIGHT LENS – RED	0157-335-757	EXISTING			1
3	ADD	417N5210-6	REF	TRACK BASE	0157-335-757	EXISTING			1
4	ADD	65C33850-1	4	END CAP ASSY	0157-335-757				1
5	ADD	S417N509-2	REF	EMER LIGHT LENS – WHITE	0157-335-757	EXISTING			1
6	ADD	P55-50MM	A/R	DOUBLE SIDED TAPE	0157-335-757	EXISTING			1
7	ADD	417N5210-44	A/R	WIRE SLEEVING	0157-335-757	EXISTING			1
8	ADD	S417N509-14	2	EMER LIGHT– STD	0157-335-757	EXISTING			1
9	ADD	S417N509-11	REF	EMER LIGHT ASSY – END	0157-335-757	EXISTING			1
10	ADD	S417N509-12	REF	EMER LIGHT ASSY – STD	0157-335-757	EXISTING			1
		END							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	**MEI No: MEI-054** **MOD No:AES-757-050 'J'**
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

AES REF No:.
QN-AES-…..-…..-…..
(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: …….	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

(AEROSPACE ENGINEERING SOLUTIONS LIMITED DESIGN OFFICE USE ONLY)

COMPILED BY:	APPROVED BY:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INTRODUCTION OF SEAT TO SEAT CABLING (233Y)		
DATE COMPILED:	15.04.02		
MODIFICATION NO.:	AES-757-050	PART F	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088					
DATE	15 Apr 2002					
COMPILED BY:	A DOLBY					
CHECKED BY:	A L H					
DESIGN APP:	A M D					

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B. REVISION DETAILS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS PREPARATION (EQUIPMENT (CABLE) REMOVAL)		
		MECH SIG.	INSP STAMP
D1.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.1	Remove the existing compliment of seat-to-seat cables, check for serviceability, Re-certify and retain for re-installation.		
D1.2	Remove the existing Seat Electronics Boxes from the ship set of Sicma seats.		
D1.3	Intentionally left blank		
D1.4	Intentionally left blank		
D1.5	Intentionally left blank		
D1.6	Intentionally left blank		
D1.7	Intentionally left blank		
D1.8	Intentionally left blank		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	ACCOMPLISHMENT INSTRUCTIONS – SECTION D2 REWORK OF CABIN SEATING		
		MECH SIG.	INSP STAMP
D2.0	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D2.1	Refer to DRG 0163-233-757: With the passenger seats installed install Matsushita Seat/Sidewall Cables as shown on reference DRG at Row 1 DEF Row 2 ABC Row 10ABC Row 12ABC Row 40ABC Row 40DEF		
D2.2	Refer to DRG 0163-233-757: Install Matsushita Seat Electronics Box (P/N RD-AX4312) to the Ship Set of seats in the space provided.		
D2.3	Refer to DRG 0163-233-757: Install Matsushita Seat Terminators at the following seat locations: Row 30 ABC Row 30 DEF Row 31 ABC Row 31 DEF		
D2.4	Refer to DRG 0163-233-757: Install Standard seat to seat cabling as shown on the reference drawing. Install seat-to-seat long cable at door 2R. (P/N RD-AM6826-7)		
D2.5	Intentionally left blank.		
	TESTING		
D2.6	Carry out a function test of the cabin audio entertainment systems		
D2.7	Connect a headphone to the armrest jack of each passenger seat		
D2.8	Ensure clear video audio with sufficient volume is heard on channels 1 and 2 on the passenger control unit.		
	END		

MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART C.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0163-233-757	1	SEAT TO SEAT CABLE INSTALLATION

THE FOLLOWING EXISTING DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
NONE		

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The installation shall be carried out in conjunction with an aircraft C-Check. It is estimated that the installation will require approximately 10 hours.

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART C, SEAT TO SEAT IFE VCABLE INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGE D AT ISSUE
1	ADD	RD-AM6839-7	1 ref	SEAT/S'WALL CABLE (70")	0163-233-757	1 EXIST			1
2	ADD	RD-AM6839-3	5 ref	SEAT'S'WALL CABLE (50")	0163-233-757	5 EXIST			1
3	ADD	RD-AM6826-1	72	SEAT/SEAT CABLE (55")	0163-233-757	70 EXIST			1
4	ADD	RD-AM6826-7	1 ref	SEAT/SEAT CABLE (110.5")	0163-233-757	1 EXIST			1
5	ADD	RD-AX4312	78	SEAT ELECTRONICS BOX	0163-233-757	76 EXIST			1
6	ADD	RD-AX4911	4 ref	TERMINATOIN PLUG	0163-233-757				1
7	ADD	SD511-2 ALT P55 x 1 ALT P55 x 2	A/R	DOUBLE SIDED TAPE	0163-233-757				1
8		END							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	**MEI No: MEI-055** **MOD No:AES-757-050 'F'**
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

AES REF No:.
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AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: …….	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

(AEROSPACE ENGINEERING SOLUTIONS LIMITED DESIGN OFFICE USE ONLY)

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INSTALLATION OF GALLEY 1B		
DATE COMPILED:	26.04.02		
MODIFICATION NO.:	AES-757-050	PART B	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268 (NB322)

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	ACCOMPLISHMENT INSTRUCTIONS GALLEY 1B INSTALLATION		
		MECH SIG.	INSP STAMP
	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.0	Ref DRG 0160-253-757 Install the Galley 1B P/N 7572AZ1BMK01 as shown in reference drawing in conjunction with AIM Aviation (Henshall's) DRG 7572AZ1BMK01.		
D1.1	Verify the trim panel is fitted to the forward face.		
D1.2	For LCD Monitor installation refer to MEI-057	N/A	N/A
D1.3	For Delethalisation Pad installation refer to MEI-052	N/A	N/A
D1.4	Intentionally left blank.		
D1.5	Intentionally left blank.		
D1.6	Intentionally left blank.		
D1.7	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART B.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0160-253-757	1	GALLEY 1B INSTALLATION

THE FOLLOWING ADDITIONAL DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
7572AZ1BMK01	N/A	AIM AVIATION G.A. DRG (Ref Only)

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The equipment removal / installation shall be carried out n conjunction with an aircraft maintenance check. It is estimated that the installation will require approximately 5 hours.

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART B, GALLEY 1B INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	ADD	7572AZ1BMK01	1	GALLEY 1B	0160-253-757	AIM			1
2	--	--		GALLEY 1B INSTL'N	0160-253-757				1
3	ADD	40191-10	4	.FLOOR FITTING	0160-253-757	ANCRA			1
4	ADD	H10-6	4	.STIFFNUT	0160-253-757				1
5	ADD	SP10J	4	.WASHER	0160-253-757				1
6	ADD	A15621-22	4	.FLOOR FTG COVER	0160-253-757	AIM			1
		END							

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J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	**MEI No: MEI-056** **MOD No:AES-757-050 'B'**
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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QUERY NOTE

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REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: …….	APPLICANTS TEL No:……..

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	INSTALLATION OF BULKHEAD MOUNTED LCD SCREENS
DATE COMPILED:	APRIL 2002
MODIFICATION NO.:	AES-757-050 PT C
PROJECT NO.:	PN 0056

EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	B757-2YO	G-CPEP	25268 (NB322)

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050 PT C, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

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ISSUE	1	2	3	4	5	6
DRN:	0097	0139				
DATE	APR 2002	JUNE 2002				
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DESIGN APP:	ALH	AMD				

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2	PARAGRAPHS D2.5, D3.8 AND D3.9 AMENDED SECTION E AMENDED TO REFLECT LATEST DOCUMENTS REQUIRED SECTION H AMENDED TO REFLECT PART NUMBER CHANGES ALL CHANGES HIGHLIGHTED WITH A VERTICAL MARGINAL LINE

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	**ACCOMPLISHMENT INSTRUCTIONS - PREPARATION**		
		MECH SIG.	INSP STAMP
D1.0	Prior to starting perform a Video System operational test IAW AMM 23-33-00 p.block 501. Ensure the video system is operational.		
D1.1	Remove aircraft power IAW AMM 24-22-00 p.block 201.		
D1.2	Remove ceiling panel around forward drop down monitor position and station 400 IAW AMM 25-22-02 p.block 401.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	**ACCOMPLISHMENT INSTRUCTIONS – INSTALLATION**	MECH SIG.	INSP STAMP
D2.0	Ref AES Dwg 0185-233-757: Cut back insulation and install stringer clip assembly (P/N BACS38P5) at stringer 1 and 2R at STA 400. Manufacture and install support plate assembly (P/N 0185-233-757-049) and attach at 4 places using screw (P/N NAS603-8). Install Interface Box (P/N RD-AV4004) to support plate anchor nuts at 4 places using screw (P/N NAS603-8). Repair insulation around STA 400 IAW the AMM approved procedure.		
D2.1	Ref AES Dwg 0185-233-757: At G1B galley IAW reference drawing, mark off and drill fixing holes. Pot 4 off inserts (P/N NAS1836-3-11) using adhesive (P/N Araldite 420A/B) as required. Allow to cure. Manufacture and install 2 off bracket (P/N 0185-233-757-013) and 2 off bracket assembly (P/N 0185-233-757-067). Install LCD (P/N RD-AV7901-01) IAW reference drawing.		
D2.2	Ref AES Dwg 0185-233-757: At 1L bulkhead IAW reference drawing, mark off and drill fixing holes. Pot 4 off inserts (P/N NAS1836-3-11) using adhesive (P/N Araldite 420A/B) as required. Allow to cure. Manufacture and install 2 off bracket (P/N 0185-233-757-013) and 2 off bracket assembly (P/N 0185-233-757-067). Install LCD (P/N RD-AV7901-01) IAW reference drawing. **NOTE: PRIOR TO DRILLING ENSURE THAT HOLE POSITIONS WILL NOT INTERFERE WITH EXISTING 'A' FRAME STRUCTURE OF THE BULKHEAD.**		
D2.3	Ref AES Dwg 0186-233-757 & 0187-233-757: Manufacture cable assemblies 0187-233-757-001, -003 and –005 IAW reference drawing. Ident individual wires IAW wiring diagram 0186-233-757. Carry out continuity and resistance checks on new cable assemblies. Bag all connectors to be made off on the aircraft.		
D2.4	Ref AES Dwg 0186-233-757: Locate Fwd Centreline Monitor and disconnect existing connector idented D1853 and D1305 from monitor, re-route wire bundle to connector J1 and J2 respectively on the interface box @ STA 400.0. Re-connect IAW reference drawing.		
D2.5	Ref AES Dwg 0185-233-757 & 0186-233-757: From Fwd centreline monitor connectors install cable assembly (P/N 0187-233-757-005) and route bundle to interface box @ STA 400. Terminate connectors IAW reference wiring diagram to connector J4 and J5 on the interface box.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D2.	**ACCOMPLISHMENT INSTRUCTIONS – INSTALLATION**		
		MECH SIG.	INSP STAMP
D2.6	Ref AES Dwg 0185-233-757 & 0186-233-757: From Interface box connector J7 and J8 route cable assy (P/N 0187-233-757-003) to G1B galley LCD monitor SWPM D6-54446. Make off connector at monitor but do not connect to LCD until after power checks.		
NOTE:	Use existing wire bundle route where possible. Cross power cables at 90°. Avoid control cables and protect loom with spiral-wrap or conduit where necessary.		
D2.7	Ref AES Dwg 0185-233-757 & 0186-233-757: From Interface box connector J10 and J11 route cable assy (P/N 0187-233-757-001) to 1L Bulkhead LCD monitor IAW SWPM D6-54446. Make off connector at monitor but do not connect to LCD until after power checks.		
NOTE:	Use existing wire bundle route where possible. Cross power cables at 90°. Avoid control cables and protect loom with spiral-wrap or conduit where necessary.		
D2.8	Carry out power checks IAW Section 3.		

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MODIFICATION EMBODIMENT INSTRUCTIONS

D3.	**ACCOMPLISHMENT INSTRUCTIONS – TESTING**		
		MECH SIG.	INSP STAMP
D3.0	Apply aircraft power IAW AMM 24-22-00 p.block 201		
D3.1	Ensure all the relevant VIDEO system circuit breakers are closed.		
D3.2	Power-up the Video system IAW AMM 23-32-00.		
D3.3	Ref AES Dwg 0186-233-757: At G1B galley LCD monitor locate plug ident AES-D9025. Check for 115V AC on pin 1 Check for 28V DC on pin 2. Check for GND on pins 3, 4 and 5.		
D3.4	Ref AES Dwg 0186-233-757: At 1L Bulkhead LCD monitor locate plug ident AES-D9023. Check for 115V AC on pin 1 Check for 28V DC on pin 2. Check for GND on pins 3, 4 and 5.		
D3.5	De-energise the Video system IAW AMM 23-32-00.		
D3.6	Ref AES Dwg 0185-233-757 & 0186-233-757: Connect the applicable connectors to the G1B and 1L bulkhead monitors IAW the reference wiring diagram and install shroud (P/N 300-1200) IAW drawing 0185-233-757.		
D3.7	Energise the Video system IAW AMM 23-32-00.		
D3.8	Insert videotape into the video player and play. Ensure a picture is present on all monitors. Ensure the picture displayed on the G1B galley, 1L bulkhead LCD monitors and fwd centreline monitor is clear and not distorted.		
D3.9	Carry out an operational test on the following aircraft systems with the video system running and ensure no anomalies are present on the systems under test. Report any anomalies to AES Design Department. VHF System 1, 2 and 3 AMM 23-12-00 p.block 501 HF system 1 & 2 AMM 23-11-00 p.block 501		
D3.10	De-energise the Video system IAW AMM 23-32-00.		
D3.11	Clear all tools and re-install all removed panels.		
D3.12	Remove aircraft power if not required (AMM 24-22-00 p.block 201)		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 Pt C.

DRAWING No	TITLE
0185-233-757	LCD MONITOR INSTALLATION (FWD LH/RH)
0186-233-757	W/D: LCD MONITOR INSTALLATION (FWD LH/RH)
0187-233-757	MONITOR LOOM ASSEMBLY

NOTE: REFER TO MODIFICATION SHEET (AES-757-050) FOR LATEST DRAWING ISSUE

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NONE			

G. ESTIMATED TIME REQUIRED:

TBA

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER: AES-757-050 PART C)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	ADD	BACC45FT12-12S	3	CONNECTOR PLUG	0187-233-757	BOEING			1
2	ADD	RBD-75-S-00	6	CONNECTOR, CO-AXIAL (BNC)	0187-233-757	RAYCHEM			2
3	ADD	BACT12AR224	3	RING TERMINAL #10	0187-233-757	BOEING			1
4	ADD	L14TL12P6NA	3	CONNECTOR PLUG	0187-233-757	BOEING			1
5	ADD	BMS13-60T01C01G022	360FT	WIRE SINGLE CORE 22 AWG	0187-233-757	BOEING			1
6	ADD	BMS13-60T01C01G020	120FT	WIRE SINGLE CORE 20AWG	0187-233-757	BOEING			1
7	ADD	7530A1317-9	60FT	CO-AXIAL CABLE	0187-233-757	RAYCHEM			2
8	ADD	TMS-1/4-4	6	MARKER SLEEVE, HTSHRK YEL	0187-233-757				1
9	ADD	TMS-1/2-4	9	MARKER SLEEVE, HTSHRK YEL	0187-233-757				1
10	ADD	TY25M	A/R	TY-RAP	0187-233-757				1
11	ADD	P-262	A/R	PERMACELL INSULATING TAPE	0187-233-757				1
12	ADD	300-1200	2	MONITOR SHROUD	0185-233-757	FLITETEC			1
13	ADD	NAS603-6	8	BOLT, 10-32	0185-233-757	BOEING			1
14	ADD	NAS1149D0332J	24	WASHER, NO10	0185-233-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER: AES-757-050 PART C)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER / COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
15	ADD	D436-36	3	SPLICE	0187-233-757	BOEING			1
16	ADD	0185-233-757-013	4	BRACKET	0185-233-757	MONARCH TO MANUFACTURE			1
17	ADD	NAS517-2-2 ALT P/N NAS1102-08-7	8	SCREW,CSK 8-32	0185-233-757	BOEING			
18	ADD	NAS601-4	8	SCREW, 6-32	0185-233-757	MAS			1
19	ADD	RD-AV7901-01	2	LCD MONITOR	0185-233-757	MAS			1
20	ADD	NAS1836-3-11	8	INSERT, 10-32	0185-233-757				1
21	ADD	ARALDITE 420A/B	A/R	ADHESIVE	0185-233-757				1
22	ADD	BACS38P5	4	STRINGER CLIP ASSY	0185-233-757	BOEING			1
23	ADD	RD-AV4004	1	INTERFACE BOX	0185-233-757	MAS			1
24	ADD	RD-AV4906	1	TERMINATION PLUG	0185-233-757	MAS			1
25	ADD	NAS603-8	8	SCREW, 10-32	0185-233-757				1
26	ADD	0185-233-757-051	1	SUPPORT PLATE	0185-233-757-049	MONARCH TO MANUFACTURE			1
27	ADD	F5000-3 ALT P/N BACN10JN3	4	ANCHOR NUT, 10-32	0185-233-757-049				2
28	ADD	MS20426AD3-10	12	RIVET, 3-32 CSK HD	0185-233-757-049				1
29	ADD	287T0011-1	A/R	ADJUSTABLE CLAMP	0185-233-757	BOEING			1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER: AES-757-050 PART C)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
30	ADD	HCTE-500-0	A/R	CONDUIT TUBING	0185-233-757	OR EQUIV.			1
31	ADD	0185-233-757-069	4	BRACKET	0185-233-757-067	MONARCH TO MANUFACTURE			1
32	ADD	F5000-2 ALT P/N BACN10JN08	8	ANCHOR NUT, 8-32	0185-233-757-067				2
33	ADD	NAS1149DN632J	8	WASHER, No 6	0185-233-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

THE MEI REPORT SHEET IS PROVIDED FOR THE PURPOSE OF COMMUNICATING TO AES DESIGN OFFICE ANY IMPROVEMENTS / SUGGESTIONS ARISING FROM THE EMBODIMENT OF THE MODIFICATION.

REPORT SHEET	**MEI No: MEI-…..** **MOD No:AES-…..-…..**
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS: PREPARED BY / DATE:_____	

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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AES REF No:.
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(COMPLETED BY AES STAFF ONLY)

AIRCRAFT TYPE:……	APPLICANTS NAME:…….
REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: ……	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

DRAWING (S) TO BE AMENDED YES / NO	DATE AMENDED:

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COMPILED BY:	APPROVED BY:

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MODIFICATION EMBODIMENT INSTRUCTIONS

A. TITLE PAGE

TITLE:	REWORK & INSTALLATION OF 1L CLOSET		
DATE COMPILED:	26.04.02		
MODIFICATION NO.:	AES-757-050	PART L	
PROJECT NO.:	PN 0056		
EFFECTIVITY:	A/C TYPE	REGISTRATION	SERIAL NO.
	757-2YO	G-CPEP	25268 (NB322)

This document is issued for production engineering purposes.

The definitive design requirements are shown in mod AES-757-050, the contents of which override information contained in this MEI.

Differences resulting from existing repairs, variation in build standard or corrosion to be reported to AES Ltd Design Department.

Manufacturing processes and inspection and installation procedures are the responsibility of Air 2000 Limited.

ISSUE	1	2	3	4	5	6
DRN:	0088	0109				
DATE	APR 2002	APR 2002				
COMPILED BY:	A DOLBY	L. DONALD				
CHECKED BY:	L M D	A L H				
DESIGN APP:	A M D	M A E				

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MODIFICATION EMBODIMENT INSTRUCTIONS

B. REVISION DETAILS:

WRITE BELOW A BRIEF SUMMARY OF THE CHANGES WHICH HAVE BEEN INTRODUCED AT THE STATED REVISION:

ISSUE	DESCRIPTION
1	NEW ISSUE
2	DRAWING ISSUE STATUS AMENDED
	PART LIST LINE ITEMS 2 AND 3 AMENDED

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C. CONTENTS:

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MODIFICATION EMBODIMENT INSTRUCTIONS

D1.	**ACCOMPLISHMENT INSTRUCTIONS** **1L BULKHEAD INSTALLATION**		
		MECH SIG.	INSP STAMP
	Carry out all procedures in accordance with the relevant sections of the Airplane Maintenance Manual (AMM)		
D1.0	Ref DRG 0190-252-757 Rework the existing 1L Closet Assy P/N 413N3205-148 as shown in the reference drawing by removing the closet structure from the aft face.		
D1.1	Ref DRG 0190-252-757 Fabricate the following: 2 x Spreader Plate P/N 0190-252-757-013 1 x Nut Plate Assembly P/N 0190-252-757-039		
D1.2	Ref DRG 0190-252-757 Install the following items as shown on reference drawing: Note Assemble fitting wet with BMS5-95. 6 x 10-32 CSK Bolt — P/N NAS517-3-21 (ALT NAS583-21 / NAS1790-3-21 / BACB30NN3-21) 4 x 10-32 Bolt — P/N NAS603-8 6 x Washer — P/N NAS1149DO316K (ALT NAS1149D0316M) 2 x Fitting — P/N 501300-1 (ALT P/N 43865-10) 2 x 1/4 Bolt — P/N NAS6604-17 2 x 1/4 Stiff Nut — P/N MS21042L4 4 x 1/4 Washer — P/N AN960KD416J (ALT NAS1149KD416K)		
D1.3	Ref DRG 0190-252-757 Re-ident the bulkhead 0190-252-757-003 adjacent to the existing data plate.		
D1.4	Ref DRG 0190-252-757 Install the Bulkhead assembly P/N 0190-252-757-003 as shown on reference drawing. Affix the lower carpet kick strip to the lower aft face of the panel using double-sided tape. Produce cutouts for the floor fittings (2 places) to suit.		
D1.5	Re-Install the existing double attendant seat and all associated parts IAW AMM CH 25-25-02/401		
D1.6	Intentionally left blank.		
	END		

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MODIFICATION EMBODIMENT INSTRUCTIONS

E. DOCUMENTS REQUIRED:

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR EMBODIMENT OF MODIFICATION AES-757-050 PART L.

THE FOLLOWING AES DRAWINGS ARE REQUIRED:

DRAWING No	ISSUE	TITLE
0190-252-757	2	1L BULKHEAD REWORK/INSTALLATION

THE FOLLOWING ADDITIONAL DOCUMENTS ARE REQUIRED FOR REFERENCE ONLY:

DOCUMENT No	ISSUE	TITLE
413N3201-31	N/A	1L CLOSET INSTALLATION
413N3205-148	N/A	CLOSET ASSY

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MODIFICATION EMBODIMENT INSTRUCTIONS

F. SPECIAL TOOLS REQUIRED:

LIST OF SPECIALIST TOOLING REQUIRED TO EMBODY THESE INSTRUCTIONS.

PART NUMBER	DESCRIPTION	VENDOR	COMMENTS
NO SPECIAL TOOLS REQUIRED			

G. ESTIMATED TIME REQUIRED:

The equipment removal / installation shall be carried out in conjunction with an aircraft maintenance check. It is estimated that the installation will require approximately 25 hours.

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART L, 1L BULKHEAD INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
1	REWORK	0190-252-757-001 (MAKE FROM 413N3205-148)	1	BULKHEAD	0190-253-757				1
2	ADD	0190-252-757-009	2	FITTING	0190-253-757				1
3	ADD	0190-252-757-011	6	BUSH	0190-253-757				1
4	ADD	0190-252-757-013	2	SPREADER PLATE 7075-T6 AMS4049	0190-253-757	LOCALLY MANUF			1
5	---	---	---	---					1
6	ADD	NAS517-3-21 ALT NAS583-21 ALT NAS1790-3-21 ALT BACB30NN3-21	6	CSK HD BOLT, ¼",	0190-253-757				1
7	ADD	NAS603-8	4 REF	10-32 PAN HD BOLT	0190-253-757	EXISTING			1
8	ADD	NAS1149D0316K ALT NAS1149D0316M	6	No10 WASHER	0190-253-757				1

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MODIFICATION EMBODIMENT INSTRUCTIONS

H. PARTS LIST (MOD. NUMBER : AES-757-050 PART L, 1L BULKHEAD INSTL'N)

LINE ITEM NO.	ACTION (ADD/ DELETE/ REWORK)	PART NUMBER COMMENT	QTY	DESCRIPTION	USED ON PART / WIRE BUNDLE	VENDOR / REMARKS	BATCH No (ENGINEER TO COMPLETE)	SERIAL No (ENGINEER TO COMPLETE)	INTRO./ CHANGED AT ISSUE
9	ADD	43865-10 ALT 501300-1	2	TRACK FITTING	0190-253-757				1
10	ADD	NAS6604-17	2	HEX HDBOLT, ¼"	0190-253-757				1
11	ADD	MS21042L4	2	STIFFNUT	0190-253-757				1
12	ADD	AN960KD416L ALT NAS1149	4	WASHER 1/4OD	0190-253-757				1
13	ADD	ACIKS00115	A/R	KICK STRIP	0190-253-757				1
14	ADD	-041	1	NUT PLATE	0190-253-757-039	LOCALLY MANUF.			
15	ADD	BACN10KA3BS	1	10-32 ANCHOR NUT	0190-253-757-039				
16	ADD	MS20426AD3-3	2	3/32 CSK HD RIVET	0190-253-757-039				
		END							

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MODIFICATION EMBODIMENT INSTRUCTIONS

J. MEI - REPORT SHEET.

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REPORT SHEET	MEI No: MEI-056 MOD No:AES-757-050 'L'
AIRCRAFT TYPE:	
REGISTRATION AND SERIAL NUMBER:	
LOCATION:	
COMMENTS:	

PREPARED BY / DATE:_____

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MODIFICATION EMBODIMENT INSTRUCTIONS

APPENDIX A:- Serviceable Items Record Sheet (Photocopy additional sheets as rqd)

Part Number	Serial No.	Description	Qty	Location

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(COMPLETED BY AES STAFF ONLY)

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REGISTRATION:……..	DATE:……
LOCATION:……..	APPLICANTS FAX No:……..
DRAWING (S) / P/N AFFECTED: ……	APPLICANTS TEL No:……..

GIVE FULL DETAILS, INCLUDE OR ATTACH RELEVANT SKETCHES

DESIGN RESPONSE TO QUERY NOTE

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COMPILED BY:	APPROVED BY:

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MOD No. AES-757-050
PART A

TECHNICAL REPORT

TITLE: **REVIEW OF ENTRY INTO SERVICE MODIFICATIONS – G-CPEP (S/N 25268)**

WRITTEN: A HEISSIG ……..

CHECKED: A DOLBY …….

APPROVED: M A EVANS ……

DRN: 0088

PROJECT No: 0056

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MOD No. AES-757-050
PART A

TECHNICAL REPORT

CIRCULATION:

Air 2000 Ltd	(1)
File	(1)

REVISION STATUS:

ISSUE 1 APRIL 2002

REVISION DETAILS:

ISSUE 1 – NEW ISSUE

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MOD No. AES-757-050
PART A

TECHNICAL REPORT

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MOD No. AES-757-050
PART A

TECHNICAL REPORT

1.0 INTRODUCTION

This report provides substantiation for the modifications embodied on the subject aircraft prior to entry into service. The report also includes a review of existing omnibus Monarch Modification MON/757/25/2818 (AAN 28135).

2.0 REVIEW OF EXISTING OMNIBUS MONARCH MODIFICATION MON/757/25/2818 (AAN 28135).

The subject modification was raised by Monarch Aircraft Engineering pending return of the aircraft to the owner prior to export to the United States of America. Subsequently the aircraft was leased to the new operator (Air 2000 Ltd). The following table details the current embodiment status of the modifications on the aircraft under cover of the omnibus modification and their eligibility for remaining on the aircraft.

MON Mod Number	Action	Justification
MON/757/25/2788: Removal of BA Equipment and Galleys	Retained	Superseded
MON/757/25/2789: Instl'n of Galley 1A and 4B	Retained	UK CAA AAN No 28135 refers.
MON/757/25/2790: Intro of 228Y Pax Seating Config.	Deleted	Configuration superseded by modification No.AES-757-050 Part E (AES Ltd AD/1833/01)
MON/757/25/2791: Re-Position of Lav 'S'	Deleted	Superseded by modification No. AES-757-050 Part G (AES Ltd AD/1833/01)
MON/757/25/2793: Instl'n of New Floor Coverings	Retained	Superseded by modification No AES-757-050 Part A (Cabin) (AES Ltd AD/1833/01).
MON/757/25/2794: Instl'n of Emergency Equipment	Removed	Superseded by AES-757-050 Part D (AES Ltd AD/1833/01).
MON/757/25/2795: Installation of Track Mounted Double Attendants Seat	Retained	UK CAA AAN No 28135 refers.
MON/757/25/2796: Removal of Previous Operator Modifications	Removed	See Section 3

MON Mod Number	Action	Justification
MON/757/23/2798: In-Flight Entertainment Installation	Retained	Carried out by Monarch Aircraft Engineering (UK CAA Appr ref: DAI/8021/68) and in accordance with AIL11-26. The Flight Deck installed Video PWR switch is retained as an additional safety feature.

3.0 REVIEW OF OPERATOR EMBODIED ENTRY INTO SERVICE ENGINEERING ORDERS

The following Engineering Orders have been raised by the operator to align the aircraft with their current fleet standard and where applicable to revert the aircraft back to UK CAA standard post Monarch Aircraft Engineering Modification MON/757/25/2818.

EO Number	Description	Justification
757-27A0086R2	Elevator PCA Reaction Links – Rod End Bearings Insp & Replacement	Embodiment of SB 757-27A0086R2
757-SL-00-010	Loadable Software Diskette/Media Binders	Embodiment of Service Information Letter SIL 757-SL-00-010
ATT/757/1028	Addition Of Fold Down Table At STN 365	UK CAA APPROVAL No 9/217/6268
ATT/757/1060	Addition Of New Tech Log Stowage's	UK CAA APPROVAL No 9/217/6331
EO757-11-013R1	Placards – Provision Of Freight Bay Markings	UK CAA APPROVAL No 9/217/7030
EO757-21-014	B757 – Introduction Of One-Piece HEP A Recirculation System Filters	BOEING instruction ATZ-MAN-01-00185H
EO757-25-067	Stowage Installation For Mobile Phone	UK CAA APPROVAL No 9/217/5139
EO757-25-073	Installation Of Delethalisation Pads	EO raised to cover AES Ltd modification AES-757-050 Pt A.
EO757-25-100	Modification To 757 Entry And Service Door Reveal Assy	UK CAA APPROVAL No 9/217/M/5231
EO757-25-119	Introduction Of Spring Clip To Hold Take Off/Landing Card	UK CAA APPROVAL No 9/218/M/5285

EO Number	Description	Justification
EO757-25-120R2	Introduction Of Oil Can Stowage	UK CAA APPROVAL No 9/218/M/5286
EO757-25-142	Installation Of Mirror On Flight Deck Door	UK CAA APPROVAL No 9/218/M/5303
EO757-31-020	Installation Of ARINC 600 Optical Quick Access Recorder	UK CAA APPROVAL No 9/218/M/5311
EO757-31-021	Introduction Of CAA Aural Warnings	UK CAA APPROVAL No 9/218/M/5321
EO757-34-017	To Reposition The Flight Mode Annunciator Display Of The EADI	UK CAA APPROVAL No 9/218/M/5156
EO757-34-022B	EFIS – Change The EHSI Map Display To Track Up Presentation	UK CAA APPROVAL No 9/218/M/5225
EO757-34-024R1	GPWS – Inhibit Mode 6 Altitude Callouts	UK CAA APPROVAL No 9/218/M/5322
EO757-34-031R1	EFIS/EADI – Change RAD Alt Presentation From Round Dial To Digital With Rising Runway	UK CAA APPROVAL No 9/218/M/5305
EO757-34-033	ADC – Introduce UK CAA Vmo/Mmo Airspeed Limits	UK CAA APPROVAL No 9/218/M/5306
EO757-34-035	Comparator Warning Monitor - Activate UK CAA Required Functions	UK CAA APPROVAL No 9/218/M/5323
EO757-51-003R3	External Livery – Painting Requirements	AWN38 / AMM 51-21-00 / AMM 11-00-00.
MON/757/25/1367	Tool Box Installed In Flight Deck	UK CAA APPROVAL No 9/217/6644
MON/757/664	Addition Of Pip Pin At Arm/Disarm Lever On Doors 1, 2 And 4 Left And Right	UK CAA APPROVAL No 9/217/2193

4.0 SUMMARY

The report concludes that the Monarch Aircraft Engineering modification MON/757/25/2818 and associated modifications listed in Section 2 meet the requirements of the UK CAA where applicable.

The report concludes that all operator modifications detailed in Section 3 have been approved via Minor procedures through the Regional CAA SRG office.

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STRESS REPORT

TITLE: **ATTENDANT SEAT BULKHEAD INSTALLATION**

MODIFICATION NUMBER AES-757-050 PT. 'L'
AIR2000Ltd. B757 AIRCRAFT reg G-CPEP

WRITTEN:	M.A.EVANS	……**MAE**……..
CHECKED:	A.BUGDEN / G.E. RICE	……**ADB / GER**…
APPROVED:	M.A.EVANS	……**MAE**……..
DRN:	-	PROJECT No: 0056

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STRESS REPORT

CIRCULATION:

AIR 2000 Ltd	(1)
STRESS OFFICE	FILE

REVISION STATUS:

ISSUE I APRIL 2002

REVISION DETAILS:

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STRESS REPORT

INDEX

STRESS REPORT

1.0 INTRODUCTION

This report addresses the strength of the forward L/H cabin bulkhead, which is modified to delete an existing stowage, attached to the aft face.

The part number of the existing bulkhead assembly is 413N 3205-148 and the installation is p/n 413N3201-131. Changes are shown on drawing 0190-252-757.

The installation retains a forward facing double attendant seat and after modification the installation is substantially similar to attendant seat bulkheads, which exist on other B757 aircraft in the operators fleet. The principle difference is that the lower transverse frame member is closer to the aircraft floor, having been repositioned to accommodate the stowage floor panel- deletion of which requires design of new base fittings to interface with the aircraft track fittings.

The bulkhead attachment loads are generally reduced following deletion of the stowage. The original construction of this (and other) attendant seat bulkheads comprises typically of an aluminium alloy framework structure built into a composite panel with nomex core inserts between the elements of the framework. The attendant seat is bolted directly to the frame members, the stowage was attached to the aft face of the panel using blind inserts potted into the core.

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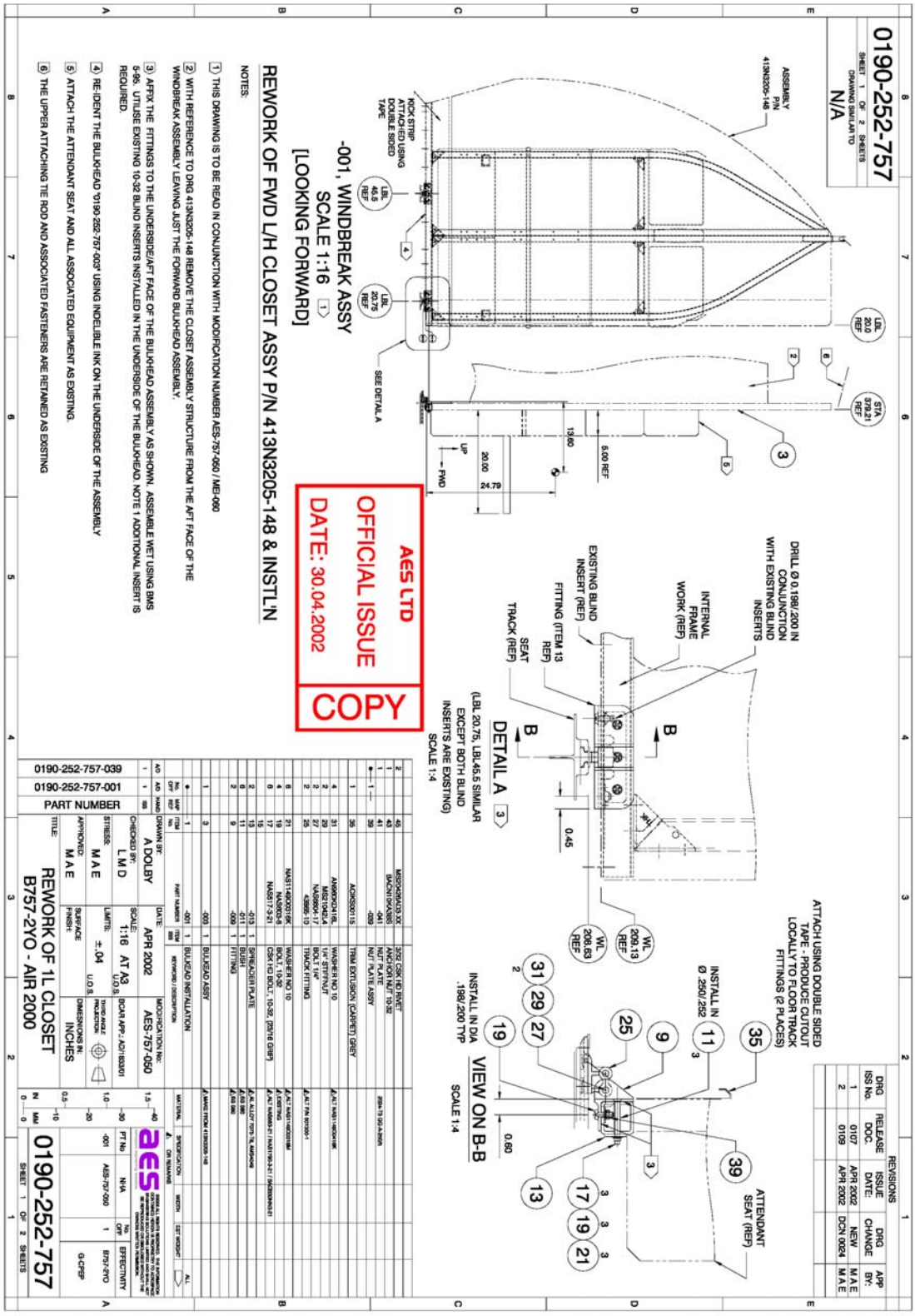

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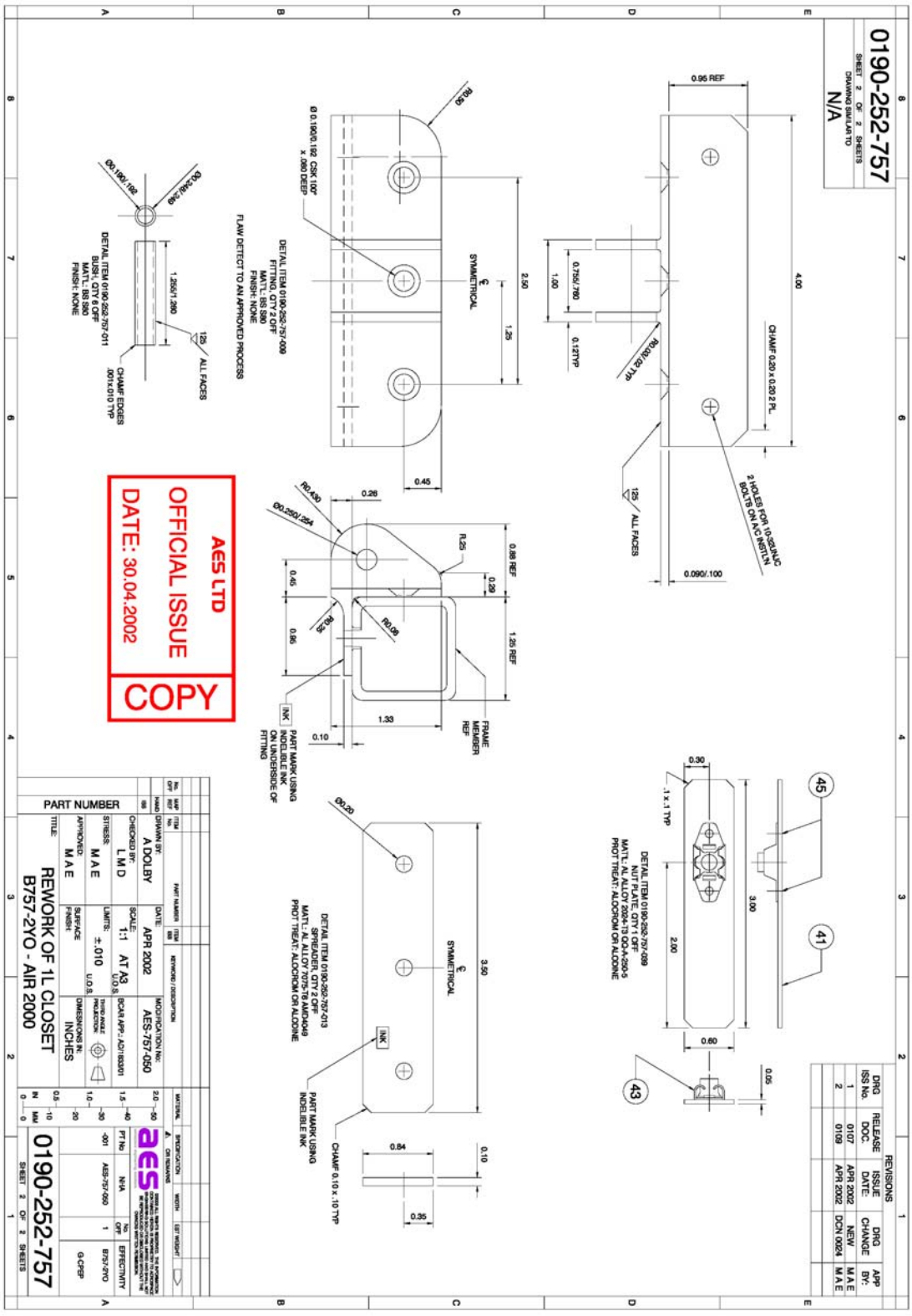


STRESS REPORT

2.0 DESIGN LOAD CASES

Emergency alighting FAR25.561, pre AMT 25-64, ref D6-55441.

9.0g Forward
0.0g Aft
2.0g Up
4.5g Down
1.5g Side

Flight load factors, ref D6-55441 Table 3 – B757 Door 1.

1.5g Forward
1.5g Aft
2.0g Up
4.8g Down
1.5g Side

Consideration of 9g Forward / 4.8g Down cover the critical cases for the installation. Load attachment factor # 1.33 and fitting factor # 1.15 also required, where appropriate.

3.0 WEIGHT AND BALANCE

Seat weight 35.5 lb.

Or 35.5 ÷ 2 = 17.75 lb per attendant seat place.

Per seat place,

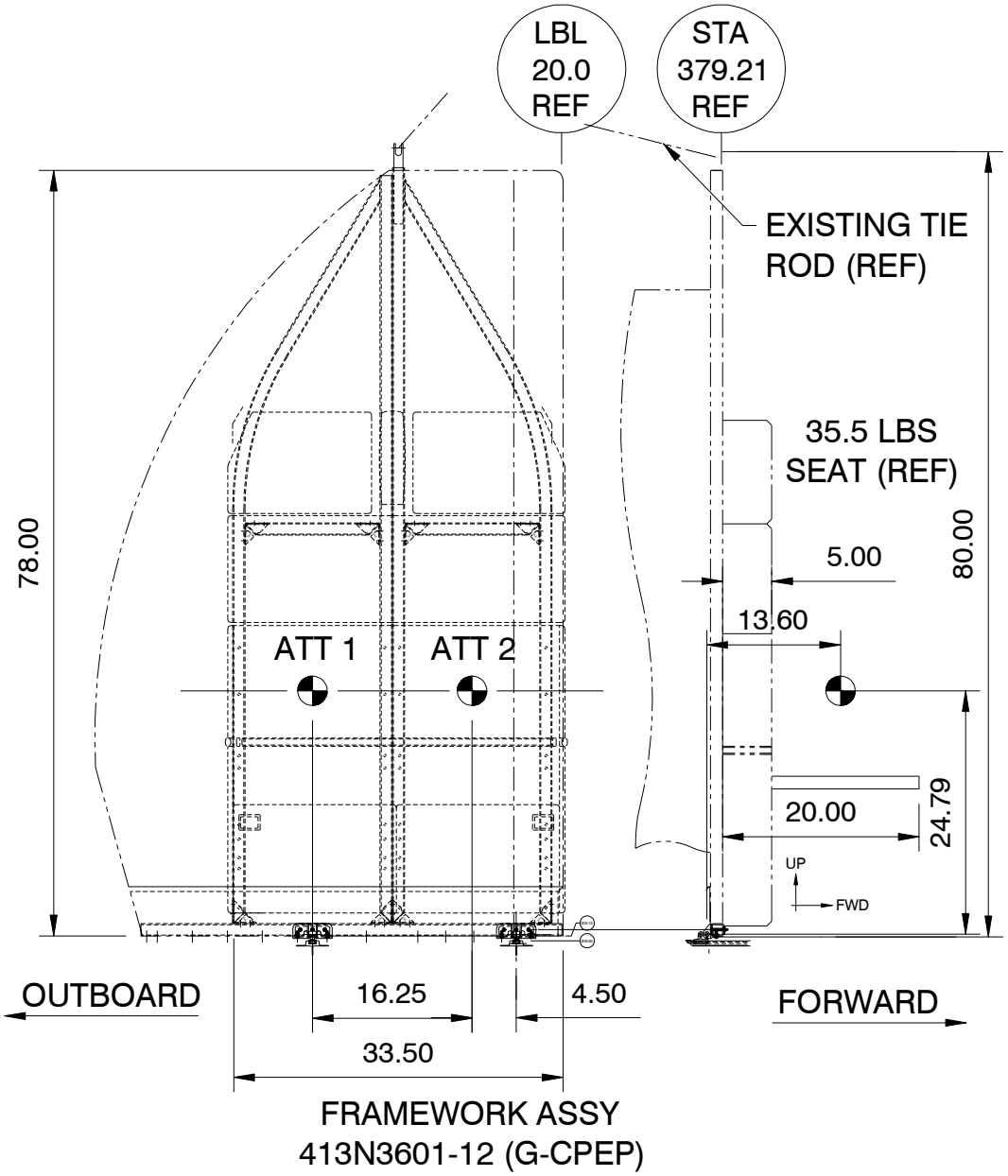
Attendant	170.0 lb
E. Equipment (torch + lifevest)	6.0 lb
Seat	17.75 lb
Total	193.5 lb

Estimated weight of bulkhead = 50 lb, or 25 lb per attendant seat place.

$\therefore$ gross weight = 2(25 + 193.5)
2(218.5 lb)

STRESS REPORT

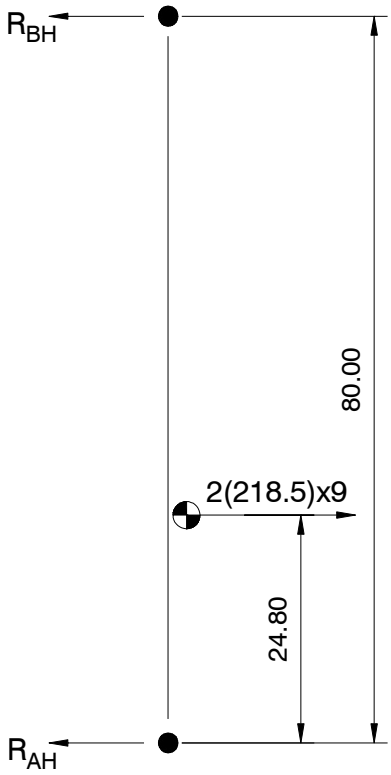
3.0 WEIGHT AND BALANCE (continued)



STRESS REPORT

4.0 INTERFACE LOADS

4.1 9g FORWARD



$$R_{AH} = \frac{(80 - 24.8) \times 2(218.5) \times 9}{80}$$

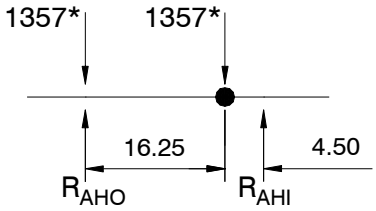
$$R_{AH} = \underline{2(1357)}\ lb\ ULT$$

Where R_{AH} = load applied at lower frame member, connected to track fittings.
R_{AH} = Horizontal component of the rod load.

STRESS REPORT

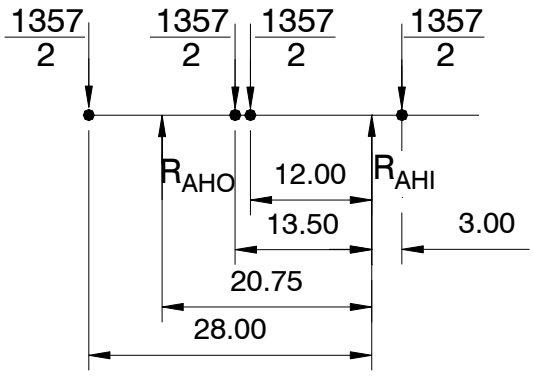
4.0 INTERFACE LOADS (continued)

Horizontal flexural loading of lower frame member, note torque due to small shear offset is resolved (as existing) by attachment to the face skins.



R_{AHO} & R_{AHI} are outer and inner floor track reactions.

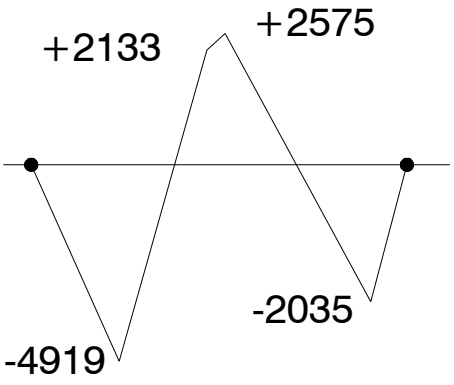
The beam loading * is applied via the end attachments of the vertical frame members, as shown in the diagram following.



R_{AHO} & R_{AHI} are horizontal reactions at the track fittings.

STRESS REPORT

4.0 INTERFACE LOADS (continued)



B M DIAGRAM
- Base frame member

Moments about inner track

$$\frac{-1357}{2}\times 28 + R_{AHO}\times 20.75 - \frac{1357}{2}\times 13.5 - \frac{1357}{2}\times 12 + \frac{1357}{2}\times 3 = 0$$

$$-18{,}998 + 20.75R_{AHO} - 9{,}159.75 - 8{,}142 + 2{,}035.5 = 0$$

$$20.75\ R_{AHO} = 34{,}264.25$$

$$\underline{R_{AHO} = 1651.3\ lb}$$

$$\sum H = 0$$

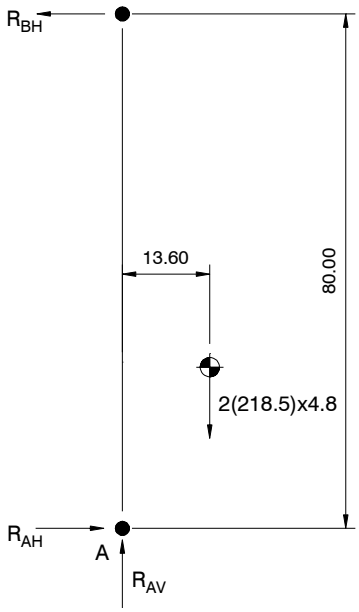
$$R_{AHO} + R_{AHI} = \frac{1357}{2}\times 4$$

$$\underline{R_{AHI} = 1062.7\,lb}$$

STRESS REPORT

4.0 INTERFACE LOADS (continued)

4.1 4.8g DOWN



$$R_{AV} = 2(218.5) \times 4.8 = \underline{2(1048.8) lb\ ULT}$$

$$R_{AH} = \frac{13.6 \times 2(1048.8)}{80} = \underline{2(178.3) lb\ ULT}$$

Where R_{AV} & R_{AH} are loads applied at the lower frame member connected to the track fittings.

The resultant load at A is

$$= 2\sqrt{(1048.8)^2 + (178.3)^2}$$
$$= \underline{2(1063.8) lb}$$

Loading of base frame member is less critical in 4.8g Down case than 9g forward case.

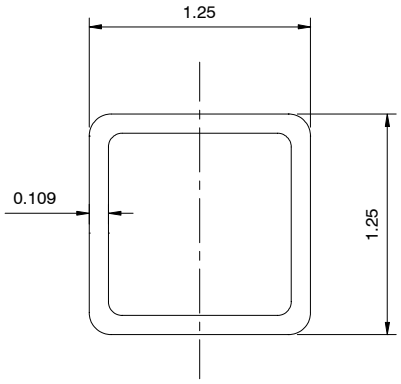
Detail analysis is not required.

STRESS REPORT

5.0 ANALYSIS

5.1 BASE FRAME MEMBER, ref 9g Forward

BM MAX = 4,919 lb.in.



$$I_{YY} = \frac{1}{12}\left[1.25^4 - 1.032^4\right]$$

$$I_{YY} = 0.11 \ in^4$$

$$Z = \frac{0.11 \times 2}{1.25} = 0.176 \ in^3$$

$$f = \frac{4{,}919}{0.176} = 27{,}948 lb/in^2$$

Section based on net area is shown overleaf

$$I = 0.09 in^4, Z = \frac{0.09}{1.25} \times 2 = 0.144 \ in^3$$

$$f = \frac{4919}{0.144} = \underline{34{,}160 lb/in^2}$$

$$F_{cy} = 70 Ksi$$

$$Rf = \frac{70{,}000}{34{,}160} = \underline{2.05}$$

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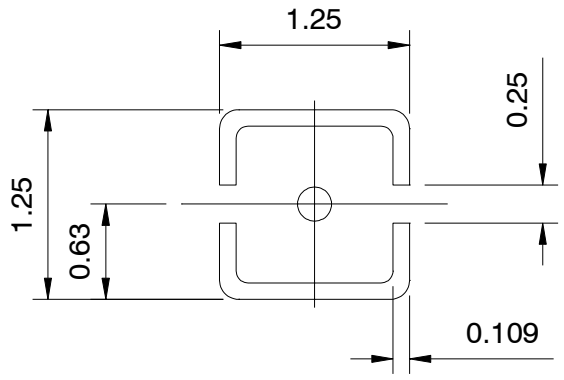


REGIONS

Area: 0.43
Perimeter: 8.22
Bounding box: X: −0.63 -- 0.63
Y: −0.63 -- 0.62
Centroid: X: 0.00
Y: 0.00
Moments of inertia: X: 0.11
Y: 0.09
Product of inertia: XY: 0.00
Radii of gyration: X: 0.49
Y: 0.45
Principal moments and X−Y directions about centroid:
I: 0.09 along [0.00 1.00]
J: 0.11 along [−1.00 0.00]

STRESS REPORT

Table 3.7.4.0(g$_1$). Design Mechanical and Physical Properties of 7075 Aluminum Alloy Extrusion

Specification	QQ-A-200/11																							
Form	Extrusion (rod, bar, and shapes)																							
Temper	T6, T6510, T6511, and T62[a]																							
Cross-Sectional Area, in.^{2}	≤20																>20, ≤32		≤32					
Thickness, in.[b]	≤0.249		0.250-0.499		0.500-0.749		0.750-1.499		1.500-2.999		3.000-4.499				4.500-5.000									
Basis	A	B	A	B	A	B	A	B	A	B	A	B	S		A	B								
Mechanical Properties:																								
F_{tu}, ksi:																								
L	78	82	81	85	81	85	81	85	81	85	81	84	78		78	81								
LT	75	79	78	82	77	81	75	79	71	75	67	69	64		63	65								
ST	...	...	...	...	...	...	...	...	67[c]	71[c]	67[c]	69[c]	64[c]		63[c]	65[c]								
F_{ty}, ksi:																								
L	70	74	73	77	72	76	72	76	72	76	71	74	70		68	71								
LT	66	70	69	72	67	71	65	69	61	65	56	59	55		52	55								
ST	...	...	...	...	...	...	...	...	56[c]	59[c]	55[c]	58[c]	55[c]		52[c]	55[c]								
F_{cy}, ksi:																								
L	70	74	73	77	72	76	72	76	72	76	71	74	70		68	71								
LT	72	76	74	78	73	77	71	75	67	71	62	64	61		57	60								
ST	...	...	...	...	...	...	...	...	62	66	62	64	61		57	60								
F_{su}, ksi	41	44	43	45	43	45	43	45	42	44	40	42	39		38	40								
F_{bru},[d] ksi:																								
(e/D = 1.5)	111	117	115	121	115	120	113	119	110	115	106	110	102		101	105								
(e/D = 2.0)	140	148	146	153	145	152	144	151	141	148	137	142	132		131	136								
F_{bry},[d] ksi:																								
(e/D = 1.5)	92	97	96	101	94	99	93	98	89	94	84	88	83		79	83								
(e/D = 2.0)	108	114	113	119	111	117	110	116	106	112	101	105	100		95	100								
e, percent (S-basis):																								
L	7	...	7	...	7	...	7	...	7	...	7	...	6		6	...								
E, 10^3 ksi	10.4																							
E_c, 10^3 ksi	10.7																							
G, 10^3 ksi	4.0																							
μ	0.33																							
Physical Properties:																								
ω, lb/in.^{3}	0.101																							
C, K, and α	See Figure 3.7.4.0																							

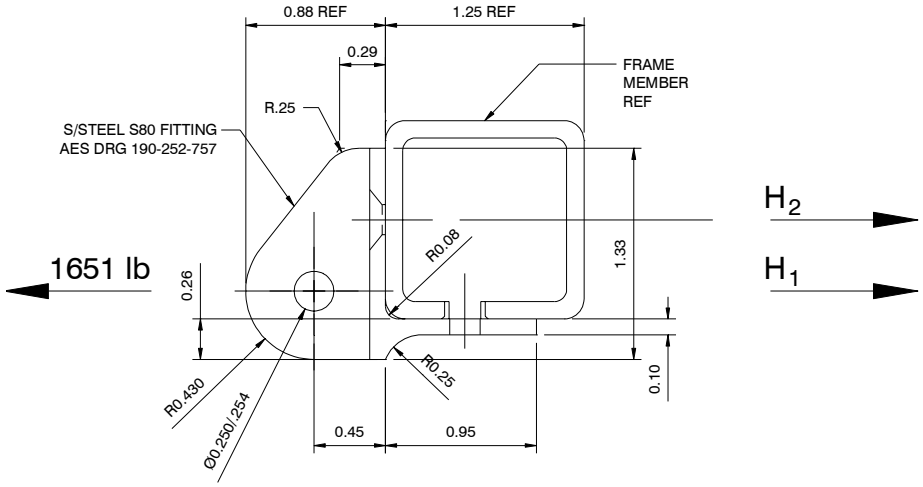
a Design allowables were based upon data obtained from testing T6, T6510, and T6511 temper extrusions and from testing samples of extrusion supplied in the O or F temper, which were heat treated to T62 temper to demonstrate response to heat treatment by suppliers. Properties obtained by the user may be lower than those listed if the material has been formed or otherwise cold worked, particularly in the annealed temper, prior to solution heat treatment.

b The mechanical properties are to be based upon the thickness at the time of quench.

c Caution: This specific alloy, temper, and product form exhibits poor stress-corrosion cracking resistance in this grain direction. It corresponds to an SCC resistance rating of D, as indicated in Table 3.1.2.3.1(a).

d Bearing values are "dry pin" values per Section 1.4.7.1.

5.2 BASE FRAME FITTINGS



$$H_2 = 1651 \times 0.17 \div 0.62 = \underline{453 lb}$$

$$H_1 = 1651 \times (0.62 - 0.17) \div 0.62 = \underline{1198 lb}$$

Load H_1 applied to base frame member via 2X 95 Ksi, 10-32 UNJF bolt. Bolt shear strength = 2,690 lb

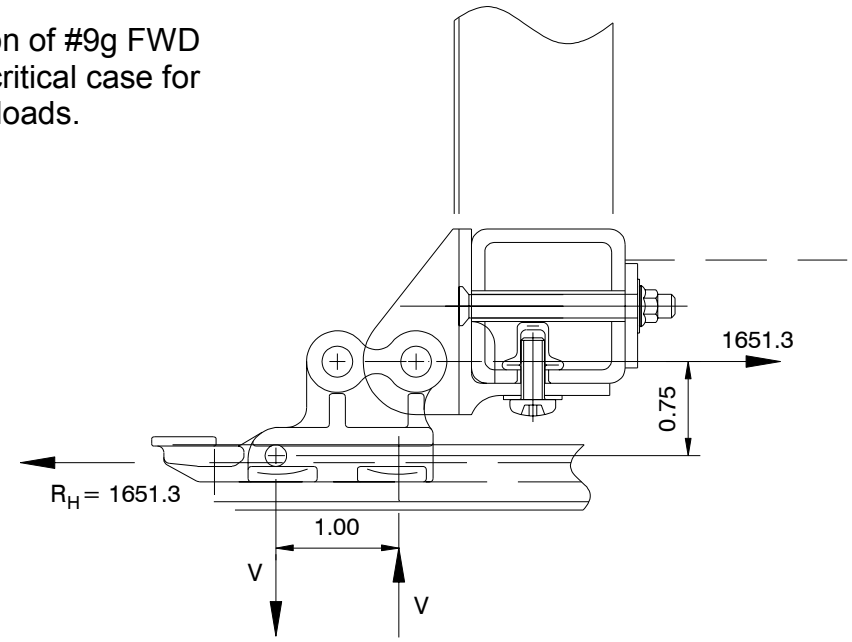
$$RF = \frac{2{,}690 \times 2}{1{,}198 \times 1.15} = \underline{> 2}$$

Load H_2 applied thro, 3 x 10-32 UNJF bolts in tension, by inspection $\underline{RF > 2}$.
Fitting clevis, inc ¼ dia bolts in double shear, by inspection $\underline{RF > 2}$.

STRESS REPORT

5.3 FLOOR TRACK STRENGTH

Consideration of #9g FWD Covers the critical case for the track lip loads.



$$V = \frac{1651.3 \times 0.75}{1} \times 1\tfrac{1}{3}* = \underline{1647\,lb\,(ULT)}$$

* LOCAL ATTACH FACTOR

Allowable up load, ref D6-36238 fig C8

=4,500 lb / pair of track lips, $RF = \dfrac{4{,}500}{1{,}647} \geq 2$

Track fitting allowable 5,000 lb (ULT) in any direction, ref Ancra data $RF > 2$.

6.0 SUMMARY

Calculated $RF's > 2$.

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Techtest Limited

Advanced test and measuring equipment

MAINTENANCE MANUAL

MULTI FUNCTION PERSONAL LOCATOR BEACON (PLB)

TYPE 500-12, 16 and 27

***** WARNING*****
THIS BEACON IS AUTHORISED FOR USE ONLY DURING SITUATIONS INVOLVING IMMINENT DANGER

- PREFACE -

GENERAL

Amendments subsequent to this Issue 1 will bear the number of the amendment with which it was issued. Changes of technical import within each new or revised leaf will be identified by a marginal indicator. Such indicators will be omitted when the leaf is next reissued. When the whole of the chapter is so changed or re -oriented such that the inclusion of amendment indicators would be impracticable the words “completely revised” will appear at the head of the relevant chapter.

Any unsatisfactory feature of this Manual should be addressed to :

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AMENDMENT RECORD

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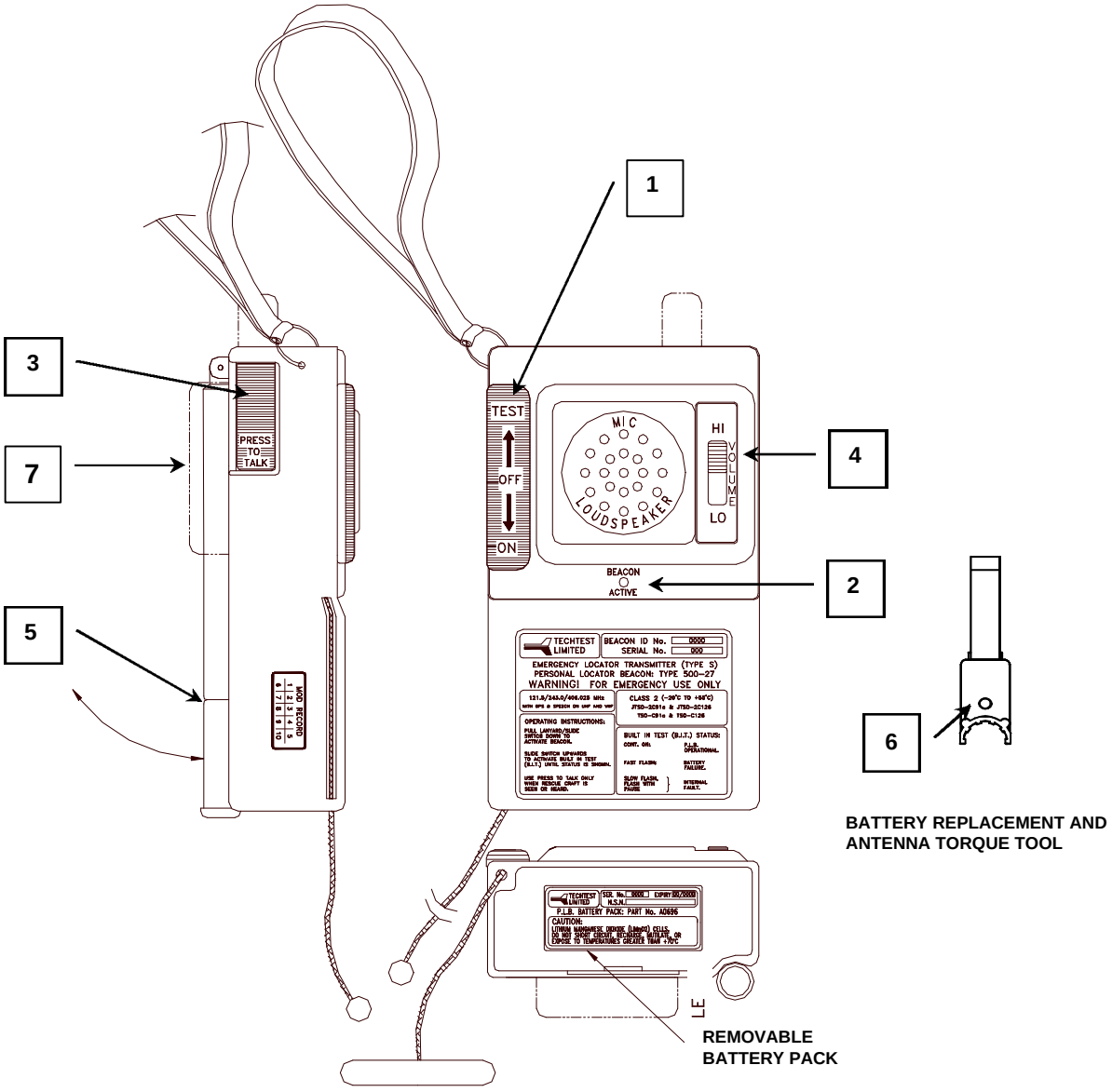

FIGURE 1

OUTLINE DRAWING

1. GENERAL INTRODUCTION

The Multifunction Personal Locator Beacon (PLB), Type 500 Series are designed to give the user the best possible chance of being rescued quickly. The series cover differen t detail as detailed in the table at the end of this manual, but they all transmit on 121.5 and 243 MHz.

All but the –15 transmit to the 406 -025 MHz Cospas/ Sarsat satellite system and the –27 is able to determine its position in lat/ long and transmit the data as part of the long message.

The beacons are reliable and ready for use when required, but since most beacons will not be operationally deployed in their life time they have been manufactured to give many years of service with negligable maintenance.

2. ASSEMBLY

The PLB is a one piece moulding which is sealed for life, the only replaceable items being the battery and antenna. The battery is installed into the lower half of the PLB and is replaceable using the special tool provided. The antenna is screwed onto the upper corner of the PLB and can be removed/ replaced by using the special tool provided.

The ON/ OFF / TEST switch, PRESS TO TALK switch and HI/LO switch, are integral to the PLB and are not replaceable.

3. SERVICING

The sealed for life construction, and Built in Testing, limits the servicing that is required, or necessary, to maintain the beacon in a fully serviceable state.

The periodicity of servicing set out below, is a recommendation and can be varied to suit the type of operational use.

It is recommended that the PLB be inspected for damage on a daily basis if stowed in a life vest or flying suit, this can be a part of pre flight checking. For survival pack stowage it is recommended that the visual inspection be carried out every 26 weeks together with a self test using BIT. For stowage in a tamper proof rack aboard civil aircraft the periodicity for inspection and test can be made to coincide with battery replacement, once every 5 years.

A special feature of the 500 Serie s of PLB is that the message to the satellite can be modified to introduce a different operators code, serial number, etc by using a standard P.C and special interface cable.

4. PHYSICAL INSPECTION

The PLB must be inspected for damage to the case and pa rticularly to the switches and antenna on a regular basis. Any sign of damage may imply that the unit has been misused or tampered with and that more detailed testing ought to be carried out.

5. BATTERY REPLACEMENT

The battery must be changed every 5 ye ars or at any time that the PLB has been used for other than the Built in Test.

The battery is installed into the cavity at the base of the beacon. The base of the battery is flush with the bottom edge of the beacon housing when the battery is locked into position.

To remove the battery, slide the battery removal tool (Figure 1 – No 6) into the slot, located at the base of the battery, until it latches, then withdraw the tool which pulls the battery with it. NOTE: for battery part numbers and battery removal/antenna spanner tool part number refer to table following list of PLB model numbers.

6. BUILT IN TEST

The antenna must be deployed before carrying out the BIT and stowed after completion of the BIT.

The Built in Test is initiated by switching the s lide switch (Figure 1 – No.1) to TEST.

The switch is spring loaded to OFF and must be held at test until the test is completed.

At the test position a short delay (3 -5 secs) is followed by two audible swept tones and a flickering Light Emitting Diode (L. E.D) which matches the audio tone. (Figure 1 – No. 2).

Maintain the switch position until a beep is heard and the L.E.D remains permanently at ON.

The two short swept tones declare the 121.5 and 243.0 MHz beacon serviceable and the beep shows the 406.025 MHz beacon to be serviceable.

To prevent alerting the rescue services the distress frequencies are shifted to 121.65 MHz and 243.3 MHz at the TEST position. The 406.025 MHz remains

on frequency but the message to the satellite modified to indicate that it is only a test transmission.

To repeat the test, relax the switch to OFF before selecting TEST again.

Note :
After long periods of inactivity the long life battery may passivate and therefore not provide full power for a few seconds. It may be nece ssary to repeat the built in test several times to develop full battery power and a successful test.

7. ANTENNA TEST

The traditional technique for testing an antenna is to subject it to a VSWR test and ensure the antenna is within laid down parameters. However, the antenna, once tested, has to be connected back to the Transceiver and given a check to ensure that the connection has been made correctly. This check is usually in the form of a radio check with a local station but this is not possible on a distress beacon.

Techtest have introduced a simple GO/NO GO antenna test set that indicates a satisfactory transmission. It follows that the antenna is transmitting the distress frequencies as evidenced by the BIT check and at the correct radiated power as evidenced by the GO/ NO GO test set. The test set is available from Techtest under part number 12-500-4.

Alternatively, the RF output can be measured via the Beacon Test Set part number 12-500-5.

8. ANTENNA REMOVAL / REPLACEMENT

The telescopic anten na is connected to the PLB via a universal joint which ensures that the antenna can be deployed at any angle from the PLB or stored along the length of the PLB. The connection through to the PLB is via a screw thread located just beneath the black serrated nut, inboard of the universal joint. The antenna must not be used as a crank to loosen or tighten the lock screw. A three quarter ring spanner, part of the tool (Figure 1 – No. 6) must be slid over the antenna to engage with the serrated nut and the sp anner used to loosen / tighten the antenna.

9. SATELLITE MESSAGE

The transmission to the satellite contains a short or long message which, in the data, can identify the actual beacon by country code, aircraft tail number, serial number, etc. The short m essage is embedded into the PLB during

manufacture, but it may prove necessary to change the data to identify a different source of transmission during the life of the beacon.

The code can be changed by using a P.C with Windows 95 (or higher) and an interconnecting lead (with security key) from Techtest under part number 12 - 500-3.

Reprogramming of each particular beacon type is covered by the Reprogramming Manual for that beacon type. It may be that the Reprogramming Manual covers more than one series.

9.1 GPS Equipped Beacon

At initial switch ON the GPS receiver is activated in order that it can determine its position. All, but the first 121.5 MHz and 243.0 MHz transmissions are suppressed during the first minute in order to allow uninterrupted signal reception from the GPS. There is no audio and no visual indications during the first minute and the operator must be aware of this and not suspect a fault condition.

After 1 minute the first 406.025 MHz data burst is transmitted and the single beep and steady lamp are indicated as for all beacons.

After the first 406.025 data burst the 121.5 MHz and 243.0 MHz distress signals are radiated and the operator given the usual indications.

If the GPS has determined the position of the beacon the data is added to the long message and a visual indication of lock is provided. The visual indicator is a small lamp (without caption) just below the Hi/ Lo volume switch in line with the active beacon lamp. When the GPS has a locked position the lamp flashes every one quarter second and continues flashing until switched off or locked position is lost.

9.2 Verifying GPS Output

In operation the small lamp flashing at 4 KHz demonstrates lock but it is not good practise to operate the system when no emergency exists. Using the BIT switch the 121.5/ 243.0 MHz cycles once and the switch is held until the 406.025 MHz single beep and continuous indicator lamp show a serviceable system. For the –27 model continue to hold the BIT switch at ON to allow the GPS time to lock on and start flashing the indicator at the 4 Hz rate.

Note : The beacon should be tested where the internal GPS antenna has an uninterrupted view of the hemisphere, as if it were deployed.

10. TECHNICAL DATA

Transmitter Signal

Frequency

The PLB tr ansmits modulated homing signals on both 121.5 MHz (Civil) and 243.0 MHz (Military) distress frequencies, with characteristics in accordance with COSPAS/SARSAT.

Channel Spacing

Transmissions and reception on both frequencies are compatible with 25 KHz channel spacing.

Modulation (121.5 and 243 MHz)

Continuous Swept Tone of at least 700 Hz within the Sweep Range.

Sweep Range – 1.6 KHz to 300 Hz (i.e. downwards)
Sweep Rate – 2 - 3 Hz

Amplitude Modulated with Rectangular Wave.
Modulation Depth – 67% minimum (80% typical).

Modulation (406.025 MHz)

0.5 Secs 5W pulse every 50 secs.
Phase modulation of $^{+}/_{-}\ \pi/3$ rad (peak)
Digital modulation to include (see C/S G.005
Iss.Rev 1, Section 3)
Bit Synchronisation
Frame Synchronisation
Protected Field
Emergency – Code/ National Use Field
Long Message (optional)

Power Output (121.5 and 243 MHz)

100 mW (+20 dBm) on both frequencies.

Power Output (406.025 MHz)

5 W (+37 dBm $^{+}/_{-}$ 2 dBm)

Activation

Manual

The PLB can be manually turned on and off, as required by the operator.

Automatic

The PLB is capable of being reliably activated automatically on ejection from a suitably equipped aircraft or other vehicle.

Battery Life

a) 48 Hours at an ambient temperature between -20°C and +55°C
b) 6 Hours at an ambient temperature of -30°Cc.

Dimensions

150 mm x87.5 mm 37.5 mm

Weight

600 gm Nominal

Colour

Yellow or NATO green

Survival

Water – depth 10 meters.

11. COMPLIANCE

The PLB is compliant with the following specifications.

Civil

BS 3G 100 Series for general requirements for use in aircraft.
EUROCAE Document ED62
EUROCAE Document ED14C
RTCA DO183
RTCA DO204

Military

NATO – STANAG 3281 Edition 5.
Personal Locator Beacon.

12. APPROVALS

TSO C-91a
C-126
COSPAS/ SARSAT
Certificate No. 111
CAA WR 01029

TECHTEST PERSONAL LOCATOR BEACON MODELS

Product No.	Description
500-12	PLB covering distress frequencies of 121.5, 243.0 and 406.025 MHz. With speech facility on 121.5 and 243.0 MHz
500-12-1	Training PLB version of 500-12, covering offset frequencies of 122.55, 245.10 and 406.025 MHz. With speech facility on 122.55 and 243.10 MHz
500-12-2	Training PLB version of 500 -12 covering offset frequencies of 121.65, 243.30 and 406.025 MHz. With speech facility on 122.65 and 243.3 MHz
500-12A	As 500-12 but without antenna
500-12A-1	As 500-12-1 but without antenna
500-12A-2	As 500-12-2 but without antenna
50012AS	As 500-12 but with loop in lanyard for ejector seat fit
50012AS-1	As 500-12-1 but with loop in lanyard for ejector seat fit
500-12AS-2	As 500-12-2 but loop in lanyard for ejector
500-12AS-3	As 500-12-2 but loop in lanyard for ejector
500-12MB	As 500-12AS but without battery pack
500-12W	As 500-12 but water activated
500-12W-1	As 500-12-1 but water activated
500-12W-2	As 500-12-2 but water activated
500-12SM	As 500-12 but sealed for use on submarines
500-12C **500-12YC**	As 500-12 but with self programming via dongle and battery pack Refer to Reprogramming Manual for the 500-12YC

Product No.	Description
500-12B	PLB as 500-12 but with flexible antenna
500-12BF	PLB as 500-12 but with flexible antenna and flotation collar.
500-12BF-1	PLB as 500-12BF but using offset frequencies for training.
500-12T	As 500-12 but with personal transceiver mode. With speech on 243 and 282.8 MHz.
500-12T-1	As 500-12-1 but with personal transceiver mode. With speech on 243 and 282.8 MHz.
500-12T-2	As 500-12-2 but with personal transceiver mode speech on 243, and 282.8 MHz.
500-12D	PLB covering distress frequencies of 121.5, 243 MHz and 406.025 MHz (as 500-12 but without speech facility).
500-16	PLB covering distress frequencies of 121.5 and 243 MHz. With speech facility on 121.5 and 243 MHz.
500-16-1	A training 500-16 PLB covering frequencies of 121.65 and 243.3 MHz.
500-16-2	A training 500-16 PLB covering frequencies of 122.55 and 245.1 MHz.
500-26 (not covered by this manual)	Pilot Rescue Beacon. A combat version of 500 series PLB frequency of 121.5, 243.0 and 406.025 MHz. With speech on facility on 121.5 and 243.0 MHz.
500-27 Series	As 500-12 but with GPS on 406.025 MHz long message.
500-27-1 Series	Training PLB version of 500 -27 covering offset frequencies of 122.55, 245.10 and 406.025 MHz. With speech facility on 122.55 and 245.10 MHz.
500-27-2 Series	Training PLB version of 500 -27 covering offset frequencies of 121.65, 243.30 and 406.025 MHz. With speech facility on 122.65 and 243.30 MHz.

Product No.	Description
500-27T Series	As 500-12 but with personal transceiver mode With speech on 243 and 282.8 MHz
500-27T-1 Series	PLB as 500-27T but using offset frequencies for training.
500-27T-2 Series	PLB as 500-27T but using offset frequencies for training.

PLB Spare parts

Product No.	Description
A0696 Series	Battery box assembly for 500-12, 500-16 & 500-27 PLB
A0914 Series	Battery box assembly for 500-12C/12YC PLB
0708	Battery extraction tool /Antenna spanner for 500 -12, 500-12C, 500-16 & 500-27
10-274-3	Telescopic antenna for 500-12, 500-12C, 500-16 & 500-27

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www.searchandrescue.com

Techtest Limited

Advanced test and measuring equipment

OPERATING MANUAL

MULTI FUNCTION PERSONAL LOCATOR BEACON (PLB)

TYPE 500-12, 16 and 27

***** WARNING*****
THIS BEACON IS AUTHORISED FOR USE ONLY DURING SITUATIONS INVOLVING IMMINENT DANGER

Issue 11 - 17.05.04
C/N TT867
HRS1006-12-01

CONTENTS

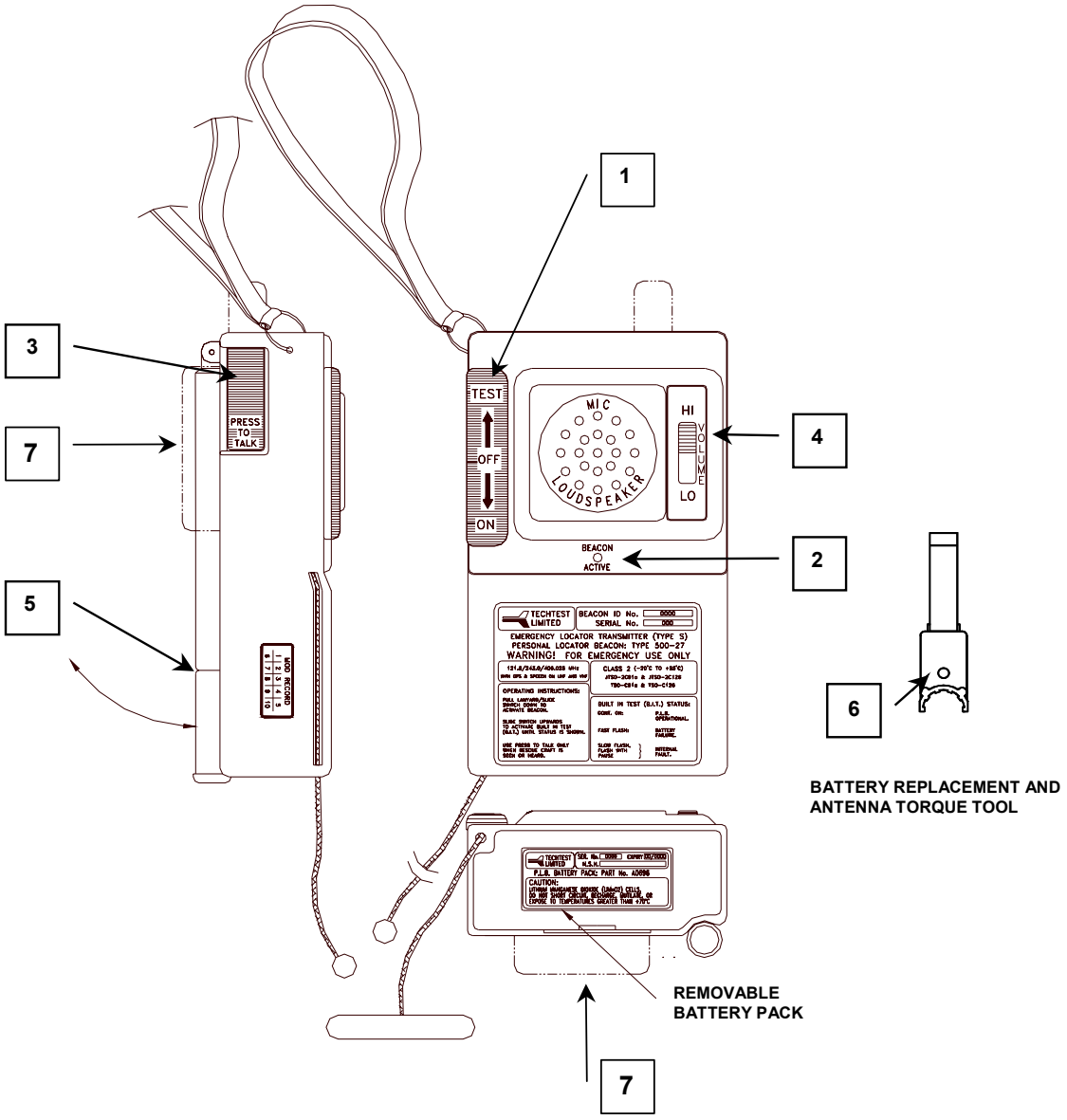

FIGURE 1

OUTLINE DRAWING

1. GENERAL INTRODUCTION

The need to alert rescuers, and provide a means by which rescuers can locate the incident is now available to both civil and military operators. The Cospas/Sarsat satellite system continuously monitors for distress transmissions on 406.025 MHz and is able to position the transmitting source to within a few kilometres using the polar orbiting satellites.

The geostationary satellites used by Cospas/Sarsat cannot determine the position of the distress signal but rely on the 406.025 distress beacon transmitting its location as part of the long message data burst.

The beacon's long message is able to carry the beacon's location in the format provided by Global Positioning Systems (GPS). The 500-27 in this series of beacons offers the facility to determine a GPS position and transmit it, by determining the position from a self contained GPS receiver. The GPS receiver is housed in a small blister pack on the opposite face to the speaker, as shown at Figure 1 – No. 7.

The rescue services, once alerted, are provided with a general search area but require continuous operation of a PLB in order to effect a speedy location and rescue. The 500 Series of Personal Locator Beacons (PLBs) offers a choice of beacon transmissions, with or without speech facilities, to provide a communications link between survivor and rescue service. The beacon can be automatically deployed should the installation be so arranged and transmissions will continue for at least 48 hours should it be necessary.

The 500 PLB provides the best possible alert of a distress situation and continues to transmit for a minimum of 48 hours.

On activation the beacon transmits on 406.025 MHz (except 500-16) to the satellite and 121.5/ 243.0 MHz to mark its position for rescue by a rescue service equipped with a homing system that can "home in" to the beacon.

The satellite cover extends to all parts of the world but the time between passes over any point on the globe differs. The 500 Series beacon continues to transmit 406.025 MHz to the satellite for 24 hours before powering down. The 406.025 MHz signal can be switched back on by switching the beacon to OFF and then back to ON to reset the 24 hour clock. The 121.5 MHz and 243.0 MHz transmission which is used for location is switched ON at beacon activation and continues through until the battery is discharged (at least 48 hours).

A dual frequency (121.5 and 243.0 MHz) transceiver facility is provided and transmissions by the survivor can be initiated by pressing the PRESS TO TALK switch (Figure 1 – No. 3).

2. ASSEMBLY

The PLB is despatched in a protective container with the battery removed from the beacon. It is recommended that the PLB be stored as packed until made ready for service.

Prior to use the battery has to be installed into the cavity at the base of the beacon and pressed in until the base of the battery is flush with the bottom edge of the beacon housing. The locking mechanism can be seen on the rear face of the PLB and should be checked to ensure that the locking lugs on the battery box are locked in place above the tongue. NOTE: for battery part numbers refer to table following list of PLB model numbers.

To remove the battery, slide the battery removal tool (Figure 1 – No 6) into the slot until it latches, and then withdraw the tool which in turn pulls the battery free of the locks. A battery removal tool is supplied with each PLB and a new one provided with each new battery. NOTE: for battery removal/antenna spanner tool number refer to table following list of PLB model numbers.

After inserting the battery the PLB should be tested using the Built in Test (BIT) which is activated by the slide switch (Figure 1 – No 1). In the unlikely event of BIT failure the PLB should be taken out of service for further investigation. With the exception of battery and antenna replacement, the PLB is NOT repairable.

3. BUILT IN TEST

The Built in Test is initiated by switching the slide switch to TEST.

Note : The antenna must be deployed for the BIT and be restowed on completion of the test.

The switch is spring loaded to OFF and must be held at test until the test is completed.

At the test position a short delay (3-5 secs) is followed by two audible swept tones and a flickering Light Emitting Diode (L.E.D) which is in sympathy with the audio tone.

Maintain the switch position until a beep is heard and the L.E.D remains permanently at ON.

The two short swept tones declare the 121.5 and 243.0 MHz beacon serviceable and the beep shows the 406.025 MHz beacon to be serviceable. A slow flash of the LED with pauses, indicates an internal circuit fault and a fast flashing lamp indicates low battery volts.

To repeat the test, relax the switch to OFF before selecting TEST again.

Note : To avoid interference and false distress signals the BIT frequencies are offset to 121.65 and 243.3 MHz and the 406.025 MHz frame is reversed. Excessive testing will reduce battery life. After long periods of inactivity the high capacity battery will develop a passivation layer and therefore not provide full power for a few seconds. It may be necessary to repeat the built in test several times to develop full battery power and a successful test (All high capacity batteries develop a passivation layer which reduce self discharge and increases shelf life.

4. GENERAL OPERATION

To ensure the best propagation of the distress signal it is necessary to deploy the antenna by turning it through 180 degrees into an upright position and then extending the telescopic sections (Figure 1 – No. 5).

The PLB is switched to ON by pulling the lanyard or slide switch (Figure 1 – No 1) down until the switch clicks into the on position.

The beacon will transmit on the distress frequencies until the unit is switched off.

Transmissions are verified by audible and visual indications as detailed below.

121.5/ 243 MHz Transmission

The Beacon Active indicator (Figure 1 – No 2) flashes rapidly and a part of the swept tone is audible at the loudspeaker on every transmission of the distress frequencies.

406.025 MHz Transmission

The Beacon Active indicator flashes on for 500 ms together with one beep which is audible at the loudspeaker. This occurs at approximately $52^{1}/_{2}$ second intervals as the 406.025 MHz transmission is broadcast.

The transceiver mode (if fitted) is available immediately the PLB is switched to ON, but it is recommended that the transmit facility is only used to respond to incoming messages, or when a rescue craft is seen or heard. **Excessive use of the transmit facility reduces the life of the battery and the ability of the beacon to transmit beyond 24 hours.**

Any strong signal received by the PLB is demodulated and will be heard at the loudspeaker. Responding to a received signal, or initiating a transmission, is actioned by pressing the PRESS TO TALK key (Figure 1 – No. 3) and speaking into the microphone. At the end of a transmission the receiver sensitivity remains high for 20 seconds before reverting back to standard setting.
The loudspeaker has a Hi/ Lo volume switch (Figure 1 – No. 4) which must be selected to either Hi or Lo, it is not a variable volume control switch.

5. DETAILED OPERATION

The detailed operation describes the operation of the 500-12 beacon. Other beacons differ only in the frequency of operation, for training purposes, or the particularly facilities which are, or are not available. A detailed list of the beacons covered by this manual is provided at Para. 12.

5.1 Antenna Deployment

The stowed telescopic antenna is compressed and folded to lay alongside the beacon. To deploy the antenna it must be folded through 180 degrees to stand vertically above the beacon and then the top pulled to extend the telescopic sections (2 sections).

5.2 Switch ON

The beacon can be switched to ON by sliding the ON-OFF-TEST switch (Figure 1, Item 1) to the ON position. The same action can be achieved by gently pulling the lanyard (with toggle) which exits the bottom left of the beacon housing. A positive snap action holds the switch to the ON position.

If it is necessary to switch the beacon to OFF the switch must be pushed through off to TEST and allowed to fall back to OFF under spring loading. This action ensures that the beacon has to be consciously switched to OFF and should prevent accidental operation.

5.3 Transmission

At switch on the beacon transmits the two distinctive swept tone distress frequencies of 121.5 MHz and 243.0 MHz *(or as per table at Para. 12).*

The operator has both audible and visual confirmation that the beacon is transmitting the distress frequencies.

The loud speaker emits a warble as per the swept tone and the beacon active LED illuminates in sympathy on each swept tone, which is approximately every 2 seconds.

The 406.025 MHz Cospas/ Sarsat signal is transmitted once very $52^{1}/_{2}$ seconds (approx and variable) and the operator made aware by a longer audible beep and steady lamp for half of 1 second.

5.4 Transceiver

If so equipped the beacon is redied for two way communication at switch ON. Transmissions are initiated by using the Press to Talk switch (Fig 1, Item 3) at any time other than when the 406.025 MHz burst is being transmitted. Any on going transmission or reception is interrupted for the duration of the 406.025 MHz data transmission. This ensures continuous data transfer to the satellite and compliance with the regulations.

The squelch level in the receive mode is set to a high level such that only strong signals from the rescue services or other survivors, within a 3-5 mile area, can establish two way communications. In this way battery capacity is not wasted by the survivor attempting to establish unworkable links.

The squelch level is reduced for a few seconds after the release of the Press To Talk to ensure a link, once established, is maintained. The Hi/ Lo loudspeaker volume switch has no intermediate positions.

5.5 Data Message

The 406.025 MHz data burst to the Cospas/ Sarsat satellite contains information about the beacon and operator that ensures positive action. Without the correct data for the situation the satellite ignores the message and does not alert the rescue services. The message is important and is usually programmed in prior to the beacon being purchased.

All 406.025 MHz equipped beacons can have the data modified using a special adapter that fits into the battery compartment. The adapter enables a standard P.C to be connected to the beacon and allows most of the data to be changed to suit the current situation.

Beacon, type 500-12C/ 500-12YC can be reprogrammed via a programming module built into its mounting bracket, Part Number A0861-AP. Programming is via the base of the battery, without the need to remove the battery or PLB from its special bracket.

Reprogramming any beacon has to be done with care to ensure the beacon transmits data in a form acceptable to the satellite. Manuals on reprogramming are available on request from Techtest Limited.

5.6 Positional Data

A part of the 406.025 MHz long message can contain the Lat/ Long position of the beacon but it is necessary to load the data from equipment that can determine the Lat/ Long position. The 500-27 models of the series, as detailed in Para.12, have an in built Global Positioning System (GPS) which

is able to determine the beacons position and relay the data onto the long message data burst.

Beacons equipped with the in built GPS have different indications to those described above, particularly on initial switch on.

5.7 GPS Equipped Beacons

At initial switch ON the GPS receiver is activated in order that it can determine its position. All, but the first 121.5 MHz and 243.0 MHz transmissions are suppressed during the first minute in order to allow uninterrupted signal reception from the GPS. There is no audio and no visual indications during the first minute and the operator must be aware of this and not suspect a fault condition.

After 1 minute the first 406.025 MHz data burst is transmitted and the single beep and steady lamp are indicated as for all beacons.

After the first 406.025 data burst the 121.5 MHz and 243.0 MHz distress signals are radiated and the operator given the usual indications.

If the GPS has determined the position of the beacon the data is added to the long message and a visual indication of lock is provided. The visual indicator is a small lamp (without caption) just below the Hi/ Lo volume switch in line with the active beacon lamp. When the GPS has a locked position the lamp flashes every one quarter second and continues flashing until switched off or locked position is lost.

Failure of the GPS to determine its position results in the positional section of the long message being programmed with data indicating no positional data available.

If an immediate lock on position is not apparent the beacon attempts to lock on at 5 minute intervals for 4 attempts, then reverts to 20 minute spaced attempts.

Similarly if the beacon locks onto a position it is updated every 20 minutes such that the operator can be tracked if moving. The operator has no visual or aural indications that verify the position is being updated but the 4 Hz rate flashing indicator advises continued GPS lock. A slower flash rate indicates that GPS lock has been lost (or not updated to new position if moving) but that the last position is being transmitted.

5.8 Multiple Beacon Deployment

If beacon is deployed within a short distance of one or more other beacons then only one of the beacons will transmit the 121.5/ 243.0 MHz distress signals.

The transceiver, described at para. 5.4, is designed to receive signals at 121.5/ 243.0 MHz transmitted by other beacons with 3 to 5 miles. If such a signal is received then transmission of 121.5/ 243.0 MHz is suppressed as the beacon will be receiving the swept tone from the transmitting beacon. The swept tone from the transmitting beacon will be heard on the beacons speaker but it should not be confused with the tone and flashing indicator lamp associated with the beacon transmitting the 121.5 and 243.0 MHz.

The 406.025 MHz data transmission from any deployed beacon is of paramount importance and each individual beacon will transmit its data at 52.5 seconds (approx) intervals. The deliberate jitter in the 52.5 seconds is to meet the satellite requirements but it may cause the closely located beacons to alternate in “master/ slave” operation. As each beacon exists the 406.025 MHz transmission the transceiver receive mode is established and, dependant upon the point within the cycle of other beacon(s) will determine whether it transmits the 121.5 / 243.0 MHz or enters/ maintains its receive state.

Such indications advise the operator that other beacons are deployed, are relatively close, and that two way communications could be established.

The above feature helps to prevent multiple beacon location problems which are a trouble to rescue services and help to preserve battery power. The beacon operators should remain aware that extensive use of the transceiver facility will reduce battery life.

6. INSTALLATION

The 500 Series PLB can be installed in a survival vest, a flight suit, stowed inside a personal survival pack or installed in a special to type stowage bracket. In every installation the PLB should be readily available when required, but held firmly in place when not required.

Many survival and flying suits have pockets into which the PLB can be stowed and personal survival packs can be arranged to accommodate a PLB unit. The PLB can also be made self activating as the survival pack is deployed by using the lanyard/switch assembly to switch the PLB to ON, automatically, when connected to a shackle, or similar device which can form part of an ejection seat mechanism.

It may be necessary to arrange for a feeder cable to be installed between the PLB and a remote antenna to effect a satisfactory installation. Because each installation

has to be modified to suit a particular requirement, it is not possible to detail all installation procedures. Help and advice on a particular installation is available from the PLB manufacturer.

6.1 PLB/ELT Mounting Bracket Nº A0861

Mounting Bracket Nº A0861 is a stowage container specifically designed to House the 500 Series PLB, for civil aircraft applications. Mounting bracket No. A0861-AP is specifically designed for use with 500-12C/ 500-12YC for automatic programming purposes.

6.1.1. Installation

Mounting Bracket Nº A0861 comprises of three parts;

a) Seal/Release Pull
b) PLB Container and Restraining Strap.
c) Back Plate.

Full details are shown on Installation Drawing Nº A0861.

The aircraft modification for installing the Mounting Bracket must meet FAR 25.789 requirements.

The Back Plate may be used as a template to mark the fixing positions (4-off) on the aircraft.

Fixing size; M5 or 10-32 UNF.

Secure the PLB Container and Back Plate to the aircraft, as shown on Installation Drawing Nº A0861.

6.1.2 PLB/ELT Stowage

Place PLB into PLB Container, as shown on Installation Drawing Nº A0861, ensuring that the lanyard/toggle assembly is safely stowed in the area provided, at the rear of the PLB Container on the opposite side to the PLB Antenna.

Wrap the restraining strap over the PLB and secure onto the securing peg located on the side of the PLB Container

Thread the Seal/Release Pull through the hole in the securing peg, ensuring that the restraining strap is sandwiched between the PLB Container and the Seal/Release Pull and that the Pull Handle is forward.

Thread the seal tail through the seal tab as far as it will go to lock the seal. This will prevent unauthorised removal of the PLB.

6.1.3 PLB Removal

Place a finger around Pull Handle and PULL to break the SEAL, and pull the seal free from the securing peg.

Slide the Restraining Strap off the securing peg and lift away from the PLB.

Grip the sides of the PLB, through the cutaways provided in the PLB Container and lift the PLB free of the PLB/ELT Mounting Bracket.

7. MAINTENANCE

The 500 Series PLB requires no maintenance other than a visual inspection and a self test, using the Built in Test, on a time basis to be determined by the operator. A battery removal tool combined with an antenna spanner (Figure 1 – No. 6) is supplied with each PLB. The use of the tools is detailed in the maintenance manual.

The 406.025 MHz burst to the satellite contains a long or short message which is entered into the beacon before despatch from the factory. It is however possible for the operators maintenance/ engineering personnel to change the message using a simple windows based programme. The technique to be adopted to change the message is detailed in the Reprogramming Manual.

8. INSPECTION AND TESTING

It is recommended that the PLB be inspected for damage on a daily basis if stowed in a life vest or flying suit, this can be a part of pre flight checking. For survival pack stowage it is recommended that the visual inspection be carried out every 26 weeks together with a self test using BIT. For stowage in a tamper proof rack aboard civil aircraft the periodicity for inspection and test can be made to coincide with battery replacement once every 5 years, or in accordance with the operators preferred inspection schedule.

A part of this inspection should include antenna security. The antenna can be retightened using the tool supplied (Figure 1 – No. 6)

It should be noted that the battery may not provide full power at switch on if it has not been used for a time. This is due to passivation, and it may be necessary to allow the PLB to cycle through self test until a pass or fail can be accurately assessed.

It is not possible to test for battery capacity without reducing the battery life to assess its capacity. An unused battery (except for periodic BIT) will remain at full capacity to meet the 24 hr/ 48 hr beacon life for 5 years.

It is recommended that the battery be replaced every five years or when it has been used in beacon or transceiver mode for any purpose other than Built in Test. Battery replacement does not require hand tools other than the tool provided (Figure 1 – No.6). NOTE: for battery part numbers and extraction tool part number refer to table following list of PLB model numbers.

9. TECHNICAL DATA

Transmitter Signal

Frequency

The PLB transmits modulated homing signals on both 121.5 MHz (Civil) and 243.0 MHz (Military) distress frequencies, with characteristics in accordance with COSPAS/SARSAT.

Channel Spacing

Transmissions and reception on both frequencies are compatible with 25 KHz channel spacing.

Modulation (121.5 and 243 MHz)

Continuous Swept Tone of at least 700 Hz within the Sweep Range.

Sweep Range – 1.6 KHz to 300 Hz (i.e. downwards)
Sweep Rate – 2 – 3 Hz

Amplitude Modulated with Rectangular Wave.
Modulation Depth – 67% minimum (80% typical).

Modulation (406.025 MHz)

0.5 Secs 5W pulse every $52^1/_2$ secs.
Phase modulation of $^+/_- \pi/_3$ rad (peak)
Digital modulation to include (see C/S G.005
Iss.Rev 1, Section 3)
Bit Synchronisation
Frame Synchronisation
Protected Field
Emergency – Code/ National Use Field
Long Message (optional)

Power Output (121.5 and 243 MHz)

100 Mw (+20 dBm) on both frequencies.

Power Output (406.025 MHz)

5 W (+37 dBm $^{+}/_{-}$ 2 dBm)

Activation

Manual
The PLB can be manually turned on and off, as required by the operator.

Automatic
The PLB is capable of being reliably activated automatically on ejection from a suitably equipped aircraft or other vehicle.

Battery Life

a) 48 Hours at an ambient temperature between -20°C and +55°C
b) 6 Hours at an ambient temperature of –30°C.

Dimensions

150 mm x87.5 mm 37.5 mm

Weight

600 gm Nominal

Colour

Yellow or NATO green

Survival

Water – depth 10 meters.

10. COMPLIANCE

The PLB is compliant with the following specifications, where applicable.

Civil
BS 3G 100 Series for general requirements for use in aircraft.
EUROCAE Document ED62
EUROCAE Document ED14C
RTCA DO183
RTCA DO204

Military
NATO – STANAG 3281 Edition 5.
Personal Locator Beacon.

11. APPROVALS

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JTSO No. CAA.O.0001

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500-12-2	Training PLB version of 500-12 covering offset frequencies of 121.65, 243.30 and 406.025 MHz. With speech facility on 122.65 and 243.3 MHz
500-12A	As 500-12 but without antenna
500-12A-1	As 500-12-1 but without antenna
500-12A-2	As 500-12-2 but without antenna
50012AS	As 500-12 but with loop in lanyard for ejector seat fit
50012AS-1	As 500-12-1 but with loop in lanyard for ejector seat fit
500-12AS-2	As 500-12-2 but loop in lanyard for ejector
500-12-AS-3	As 500-12-2 but loop in lanyard for ejector
500-12MB	As 500-12AS but without battery pack
500-12W	As 500-12 but water activated
500-12W-1	As 500-12-1 but water activated
500-12W-2	As 500-12-2 but water activated
500-12SM	As 500-12 but sealed for use on submarines
500-12C **500-12YC**	As 500-12 but with self programming via dongle and battery pack Refer to Reprogramming Manual for the 500-12YC

500-12B	PLB as 500-12 but with flexible antenna

Product No.	**Description**
500-12BF	PLB as 500-12 but with flexible antenna and flotation collar.
500-12BF-1	PLB as 500-12BF but using offset frequencies for training.
500-12T	As 500-12 but with personal transceiver mode. With speech on 243 and 282.8 MHz.
500-12T-1	As 500-12-1 but with personal transceiver mode. With speech on 243 and 282.8 MHz.
500-12T-2	As 500-12-2 but with personal transceiver mode speech on 243, and 282.8 MHz.
500-12D	PLB covering distress frequencies of 121.5, 243 MHz and 406.025 MHz (as 500-12 but without speech facility).
500-16	PLB covering distress frequencies of 121.5 and 243 MHz. With speech facility on 121.5 and 243 MHz.
500-16-1	A training 500-16 PLB covering frequencies of 121.65 and 243.3 MHz.
500-16-2	A training 500-16 PLB covering frequencies of 122.55 and 245.1 MHz.
500-26 (not covered by this manual)	Pilot Rescue Beacon. A combat version of 500 series PLB frequency of 121.5, 243.0 and 406.025 MHz. With speech on facility on 121.5 and 243.0 MHz.
500-27 Series	As 500-12 but with GPS on 406.025 MHz long message.
500-27-1 Series	Training PLB version of 500-27 covering offset frequencies of 122.55, 245.10 and 406.025 MHz. With speech facility on 122.55 and 245.10 MHz.
500-27-2 Series	Training PLB version of 500-27 covering offset frequencies of 121.65, 243.30 and 406.025 MHz. With speech facility on 122.65 and 243.30 MHz.

Product No.	Description
500-27T Series	As 500-12 but with personal transceiver mode With speech on 243 and 282.8 MHz
500-27T-1 Series	PLB as 500-27T but using offset frequencies for training.
500-27T-2 Series	PLB as 500-27T but using offset frequencies for training.

PLB Spare parts

Product No.	Description
A0696 Series	Battery box assembly for 500-12, 500-16 & 500-27 PLB
A0914 Series	Battery box assembly for 500-12C/12YC PLB
0708	Battery extraction tool/Antenna spanner for 500-12, 500-12C, 500-16 & 500-27
10-274-3	Telescopic antenna for 500-12, 500-12C, 500-16 & 500-27

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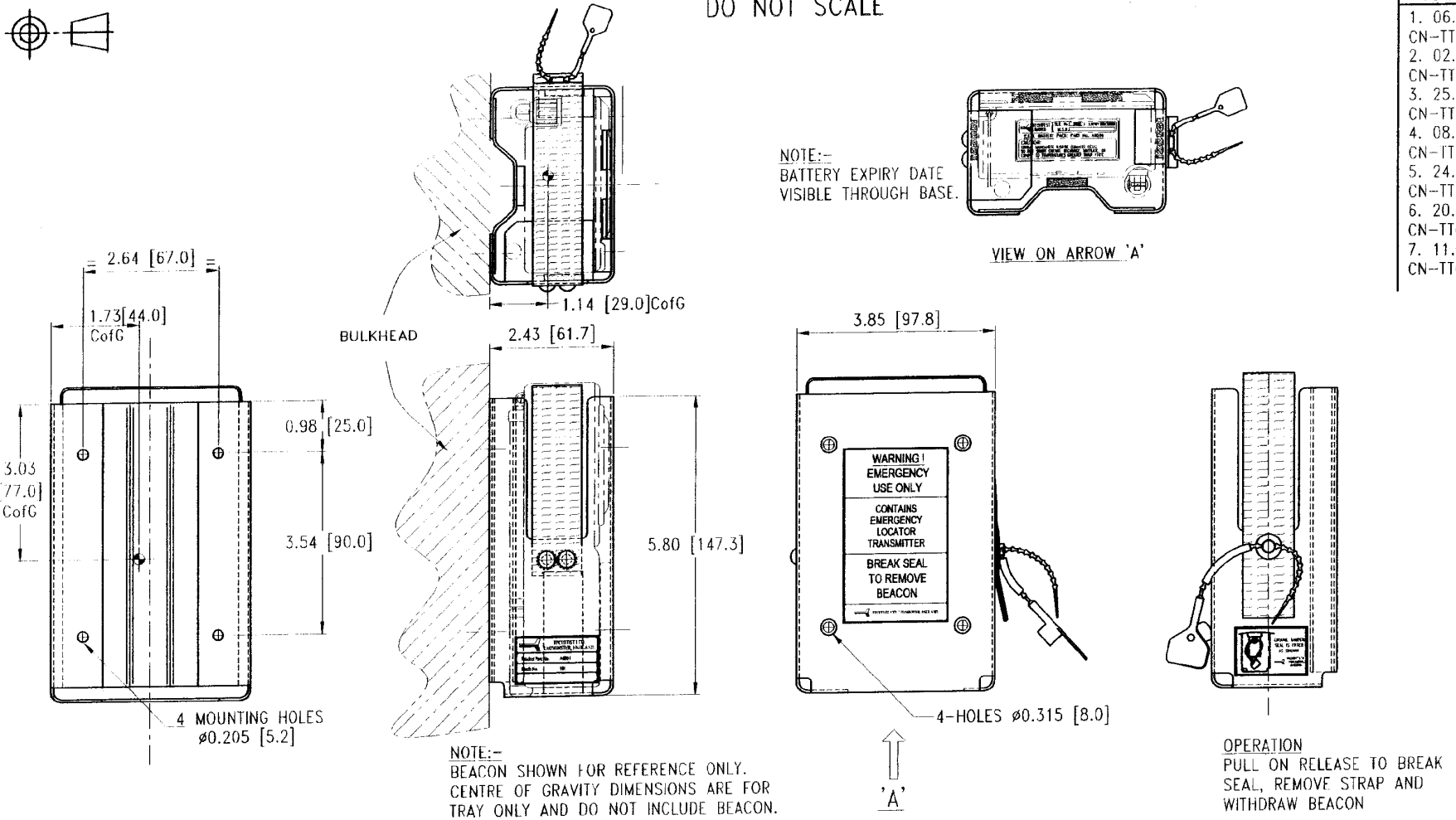
DO NOT SCALE

ISSUE
1. 06.12.00 CN-TT583
2. 02.01.01 CN-TT587
3. 25.01.01 CN-TT596
4. 08.03.01 CN-TT604
5. 24.04.01 CN-TT619
6. 20.11.01 CN-TT670
7. 11.03.02 CN-TT687



WEIGHT (TRAY ONLY):- 150gms (0.33lbs) NOMINAL

NATO STOCK No.

DRAWN	M.J.H.	SCALE NONE	FINISH ETCH PRIMED FINISH	DIMENSIONS ARE NOMINAL	PLB / ELT MOUNTING BRACKET
DATE	06.12.00				
CHECKED	T.P.	DIMENSIONS IN INCHES (MM)			INSTALLATION DRG. No A0861
DATE	06.12.00				
APPROVED					
DATE	06.12.00				

TECHTEST Ltd. Street Court, Kingsland, Leominster, Herefordshire. HR6 9QA

Boeing 757-200
First Choice Airways

AES modifications AES-757-106, AES-757-107, AES-757-180, AES-757-218, AES-757-233, AES-757-249, AES-757-278, AES-757-279, AES-757-280

Technical Publications Supplement

aes
aerospace engineering solutions

AES Limited

PUBLICATION REVISION

Document No. AES-TP-0062

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Reason for Issue: **To introduce the supplements to the aircraft technical publications which are listed and described in the introduction to this transmittal.**

AIRCRAFT TECHNICAL PUBLICATION SUPPLEMENT - CERTIFICATION

Manual & Chapter	*Prepared by*	*Responsible for design*	*Date*	*Compliance Verification Engineer / Approval*		
				Stress	*Design*	*Systems*
Aircraft Maintenance Manual **25-30**	S Panchal T N Gaunt		22-04-08			
Aircraft Maintenance Manual **25-31**	S Panchal T N Gaunt		22-04-08			
Aircraft Maintenance Manual **25-32**	S Panchal T N Gaunt		22-04-08			
Illustrated Parts Catalog **25-31**	S Panchal T N Gaunt		22-04-08			

EFFECTIVITY

25268(NB322), 27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

TRANSMITTAL

Manual & Chapter	Prepared by	Responsible for design	Date	Compliance Verification Engineer / Approval		
				Stress	Design	Systems
Illustrated Parts Catalog **25-32**	**S Panchal T N Gaunt**		22-04-08			
Wiring Diagram Manual **25-31**	**S Panchal T N Gaunt**		22-04-08			
Wiring Diagram Manual **33-27**	**S Panchal T N Gaunt**		22-04-08			

INTRODUCTION - GENERAL

1 These modifications cover the introduction of galleys 1A, 1B and 4B to the subject aircraft. This is under cover of AES modifications AES-757-106, AES-757-107, AES-757-180, AES-757-218, AES-757-233, AES-757-249, AES-757-278, AES-757-279, AES-757-280.

2 The only technical publications which are affected and which should be used with these supplements are the:

- Aircraft maintenance manual
- Illustrated parts catalog
- Wiring diagram manual.

3 Aircraft effectivity details are given in the table below.

Manufacturer's Serial Number (MSN)	Registration	Variable Number	Customer Effectivity Code	Subject	Applicable Modification Number
25268	G-CPEP	NB322	952	Galley 1B	AES-757-180
27146	G-OOBI	NB506	006	Galley 1A	AES-757-280 Part D
				Galley 1B	AES-757-279 Part D
				Galley 4B	AES-757-278 Part F
				Chiller	AES-757-278 Part C

EFFECTIVITY

25268(NB322), 27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

Manufacturer's Serial Number (MSN)	Registration	Variable Number	Customer Effectivity Code	Subject	Applicable Modification Number
27147	G-OOBJ	NB507	002	Galley 1A	AES-757-280 Part D
				Galley 1B	AES-757-279 Part D
				Galley 4B	AES-757-278 Part F
				Chiller	AES-757-278 Part C
29941	G-CPEU	NT404	504	Galley 1A	AES-757-106 Part A
				Galley 1B	AES-757-106 Part D
				Galley 4B	AES-757-107 Part A
				Chiller	AES-757-107 Part D
29942	GOOBG	NT405	505	Galley 1A	AES-757-249 Part A
				Galley 1B	AES-757-233 Part A
				Galley 4B	AES-757-218 Part A
				Chiller	AES-757-218 Part D
29943	G-CPEV	NT406	506	Galley 1A	AES-757-106 Part A
				Galley 1B	AES-757-106 Part D
				Galley 4B	AES-757-107 Part A
				Chiller	AES-757-107 Part D
29944	G-OOBH	NT407	507	Galley 1A	AES-757-249 Part A
				Galley 1B	AES-757-233 Part A
				Galley 4B	AES-757-218 Part A
				Chiller	AES-757-218 Part D

AIRCRAFT MAINTENANCE MANUAL SUPPLEMENT

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25-31-00	502	May 01/2008	25-32-01	405	May 01/2008
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25-31-01	403	May 01/2008			
25-31-01	404	May 01/2008			
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25-31-03	402	May 01/2008			
25-31-03	403	May 01/2008			

EFFECTIVITY

25268(NB322), 27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

AIRCRAFT MAINTENANCE MANUAL SUPPLEMENT

RECORD OF REVISIONS

REV No.	INSERTION DATE	BY	REV No.	INSERTION DATE	BY	REV No.	INSERTION DATE	BY

AIRCRAFT MAINTENANCE MANUAL SUPPLEMENT

INTRODUCTION

1 This section supplements the manufacturer's aircraft maintenance manual.

2 Aircraft applicability and effectivity codes are given in the table below.

Manufacturer's Serial Number (MSN)	Registration	Variable Number	Customer Effectivity Code	Subject	Applicable Modification Number
25268	G-CPEP	NB322	952	Galley 1B	AES-757-180
27146	G-OOBI	NB506	006	Galley 1A	AES-757-280 Part D
				Galley 1B	AES-757-279 Part D
				Galley 4B	AES-757-278 Part F
				Chiller	AES-757-278 Part C
27147	G-OOBJ	NB507	002	Galley 1A	AES-757-280 Part D
				Galley 1B	AES-757-279 Part D
				Galley 4B	AES-757-278 Part F
				Chiller	AES-757-278 Part C
29941	G-CPEU	NT404	504	Galley 1A	AES-757-106 Part A
				Galley 1B	AES-757-106 Part D
				Galley 4B	AES-757-107 Part A
				Chiller	AES-757-107 Part D
29942	GOOBG	NT405	505	Galley 1A	AES-757-249 Part A
				Galley 1B	AES-757-233 Part A
				Galley 4B	AES-757-218 Part A
				Chiller	AES-757-218 Part D
29943	G-CPEV	NT406	506	Galley 1A	AES-757-106 Part A
				Galley 1B	AES-757-106 Part D
				Galley 4B	AES-757-107 Part A
				Chiller	AES-757-107 Part D
29944	G-OOBH	NT407	507	Galley 1A	AES-757-249 Part A
				Galley 1B	AES-757-233 Part A
				Galley 4B	AES-757-218 Part A
				Chiller	AES-757-218 Part D

AIRCRAFT MAINTENANCE MANUAL

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EFFECTIVITY

25268(NB322), 27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

GALLEYS 1A, 1B AND 4B

DESCRIPTION AND OPERATION

1 General

A These modifications install three alternative galleys in the aircraft. The galleys have facilities for stowing, preparing, and serving food and beverages.

B Bolts attach each galley to the aircraft floor structure. Tie rods connect the top of the galley (or top and sides of the galley 4B) to the aircraft fuselage structure.

C Stabilizers are attached to the aircraft floor structure. These transfer lateral loads from some galley side panels (those which are not attached to the floor structure with bolts) to the airframe.

D Galley locations are:

(1) Galley 1A. This galley is located forward of the forward service door on the right side of the aircraft and faces aft.

(2) Galley 1B - This galley is located aft of the forward service door on the right side of the aircraft and faces forward.

(3) Galley 4B. This galley is at the rear of the aircraft. It is across the full width of the fuselage and faces forward.

2 Description

A Galley 1A

(1) The lower part of the galley accommodate three full carts or six half-depth carts in three compartments. There is stowage for two standard containers and a waste container outboard of the trolleys.

(2) There are two miscellaneous stowages, two ovens, two beverage containers and an electrical control panel in the upper part of the galley.

(3) Turncatches hold the doors and trolleys in the closed or stowed positions.

(4) Water supply

(a) The galley gets potable water from the aircraft water system. The galley interfaces with the aircraft water system at the inboard side of the galley and receives water through a shut-off valve and a filter.

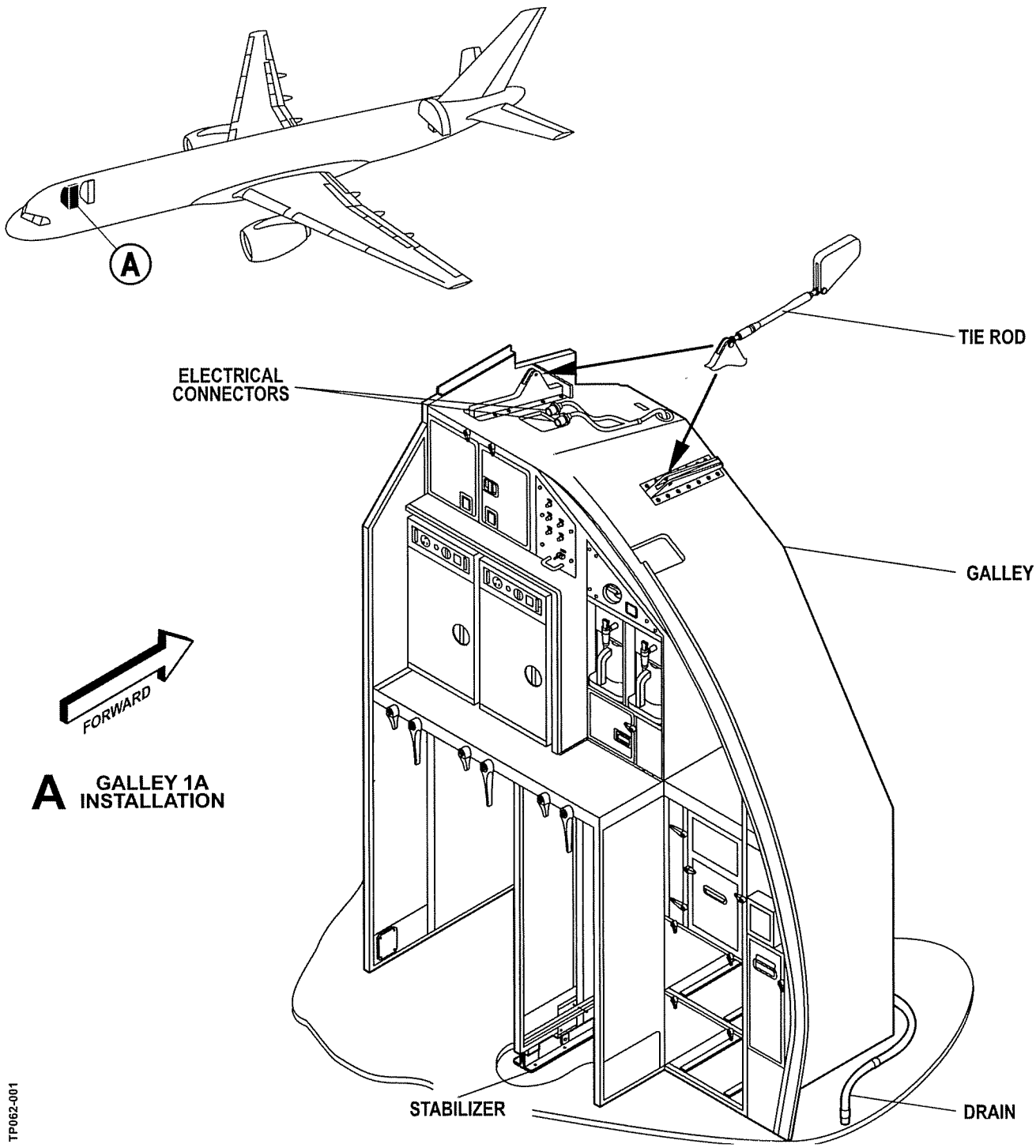


Fig 1 Galley 1A

(b) Water is supplied at normal system pressure to the two beverage makers and the tap (over the sink in the worktop).

(c) Drains from the sink and drip tray connect to the aircraft drains at floor level on the outboard end of the galley.

(5) Electrical supply

(a) The galley interfaces with the aircraft electrical system at the top of the galley.

(b) The electrical system powers the:

- Two ovens
- Two beverage containers
- Worktop light.

(c) An electrical control panel contains:

- A power on indicator
- Circuit breakers for the two ovens and two beverage containers
- A switch for the work area light.

B Galley 1B

(1) The lower part of the galley accommodate four half-depth carts in two compartments.

(2) There are two miscellaneous stowages and stowage for eight standard containers in the upper part of the galley. There is a drop-down table in front of the three lower standard containers.

(3) Turncatches hold the doors, drop-down table and trolleys in the closed or stowed positions.

(4) Electrical supply

(a) There are electrical provisions in the galley for the installation of a monitor for the in-flight entertainment system on the aft face of the galley.

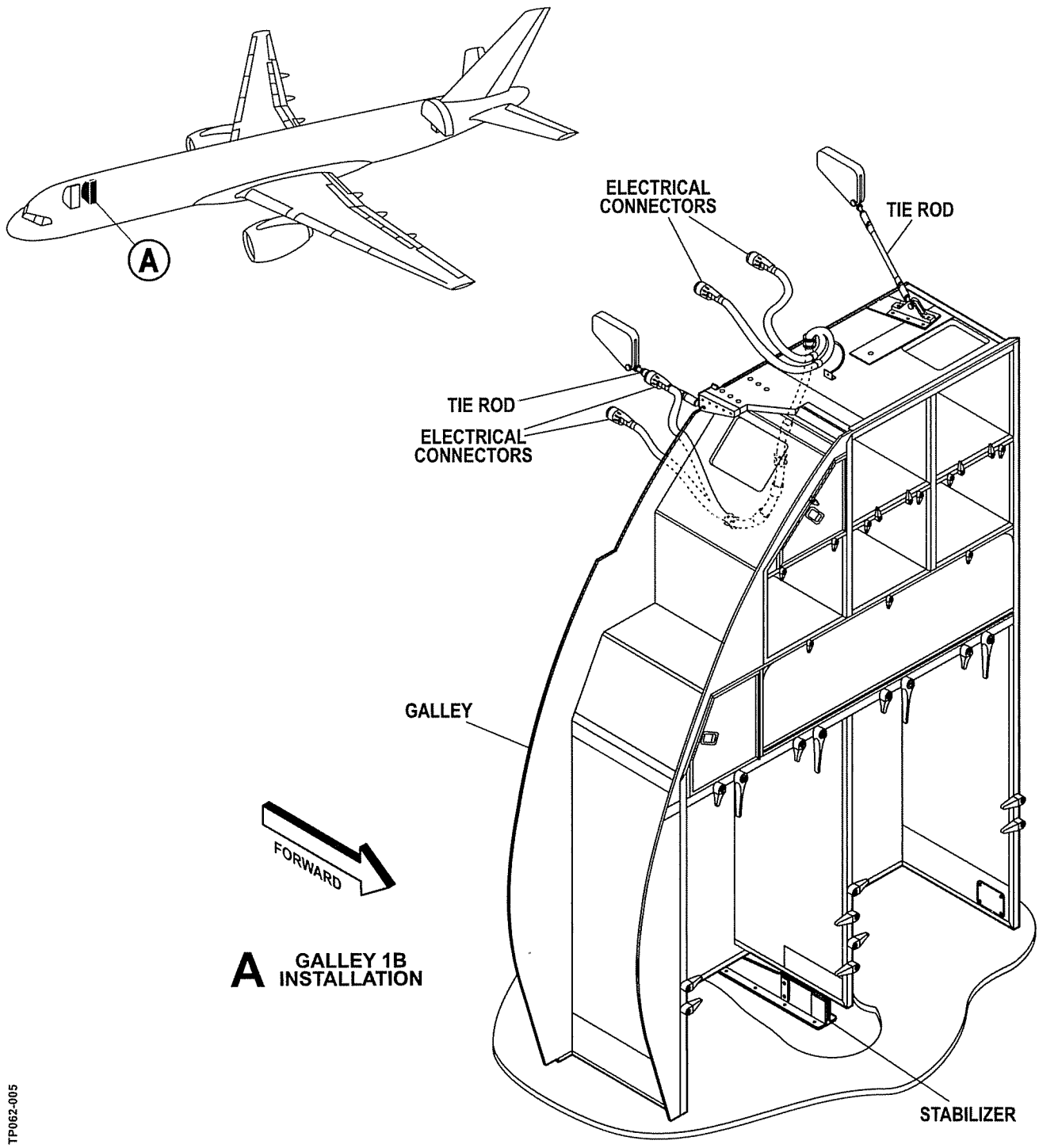


Fig 2 Galley 1B

EFFECTIVITY

25268(NB322), 27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

C Galley 4B

(1) The lower part of the galley contains:

- A waste container
- Eight full trolleys, or
- Six chilled full trolleys, or
- Sixteen half-trolleys.

(2) The upper part of the galley contains:

- An ice drawer
- Three beverage makers
- Three ovens
- Sixteen standard containers
- Four miscellaneous stowages.

(3) Turncatches hold the doors and trolleys in the closed or stowed positions.

(4) The chiller (Ref. Para 2 D and 3 D) cools the chilled trolleys when they are loaded).

(5) Water supply

(a) The galley gets potable water from the aircraft water system. The galley interfaces with the aircraft water system at the inboard side of the galley and receives water through a shut-off valve and a filter.

(b) Water is supplied at normal system pressure to the three beverage makers and the tap (over the sink in the worktop).

(c) Drains from the sink and drip tray connect to the aircraft drains at floor level on the left outboard end of the galley.

(6) Electrical supply

(a) The galley interfaces with the aircraft electrical system at the top of the galley.

(b) The electrical system powers the:

- Three ovens
- Three beverage containers
- Two worktop lights
- Air chiller (Ref. 25-32-00).

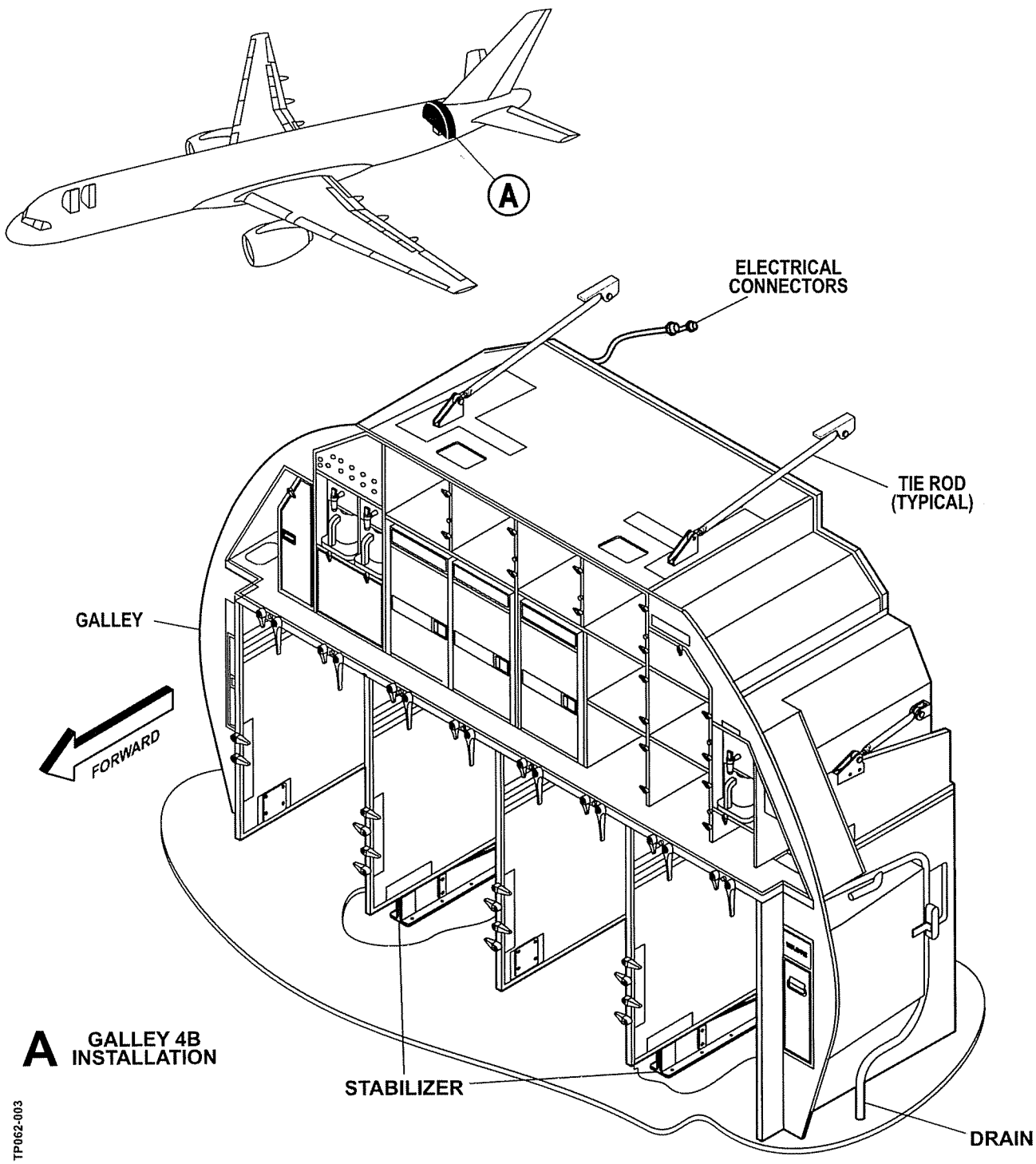


Fig 3 Galley 4B

(c) An electrical control panel contains:

- A power on indicator
- Circuit breakers for the three ovens and three beverage containers
- A switch for the two work area lights.
- Controls and indicators for the air chiller (Ref. 25-32-00).

3 Operation

A Water system

(1) There is a shut-off valve for each galley with a water supply. These are galley 1A and 4B.

(2) When the shut-off valve is in the ON position:

(a) The aircraft water system will supply the galley water system with potable water.

(b) The tank in each beverage maker will be supplied with water. The capacity of the tank on each beverage maker is two liters.

(c) When the tap over the sink is opened, water flows at the system pressure.

(3) When the shut-off valve is set to the OFF position:

(a) The water supply to that galley stops immediately.

(b) The beverage maker can operate through one cycle, then the LOW WATER indicator comes on, and the beverage maker will not operate.

(c) Water flow from an open tap will reduce, then stop.

GALLEYS 1A, 1B AND 4B

COMPONENT LOCATION

1 General

A This section supplements the manufacturer's aircraft maintenance manual.

COMPONENT	QTY	ACCESS/AREA	REFERENCE AMM SUPPLEMENT
GALLEY 1A	1	PASSENGER CABIN - SECTION 41 (RIGHT)	25-31-01
GALLEY 1B	1	PASSENGER CABIN - SECTION 41 (RIGHT)	25-31-02
GALLEY 4B	1	PASSENGER CABIN - SECTION 46	25-31-03

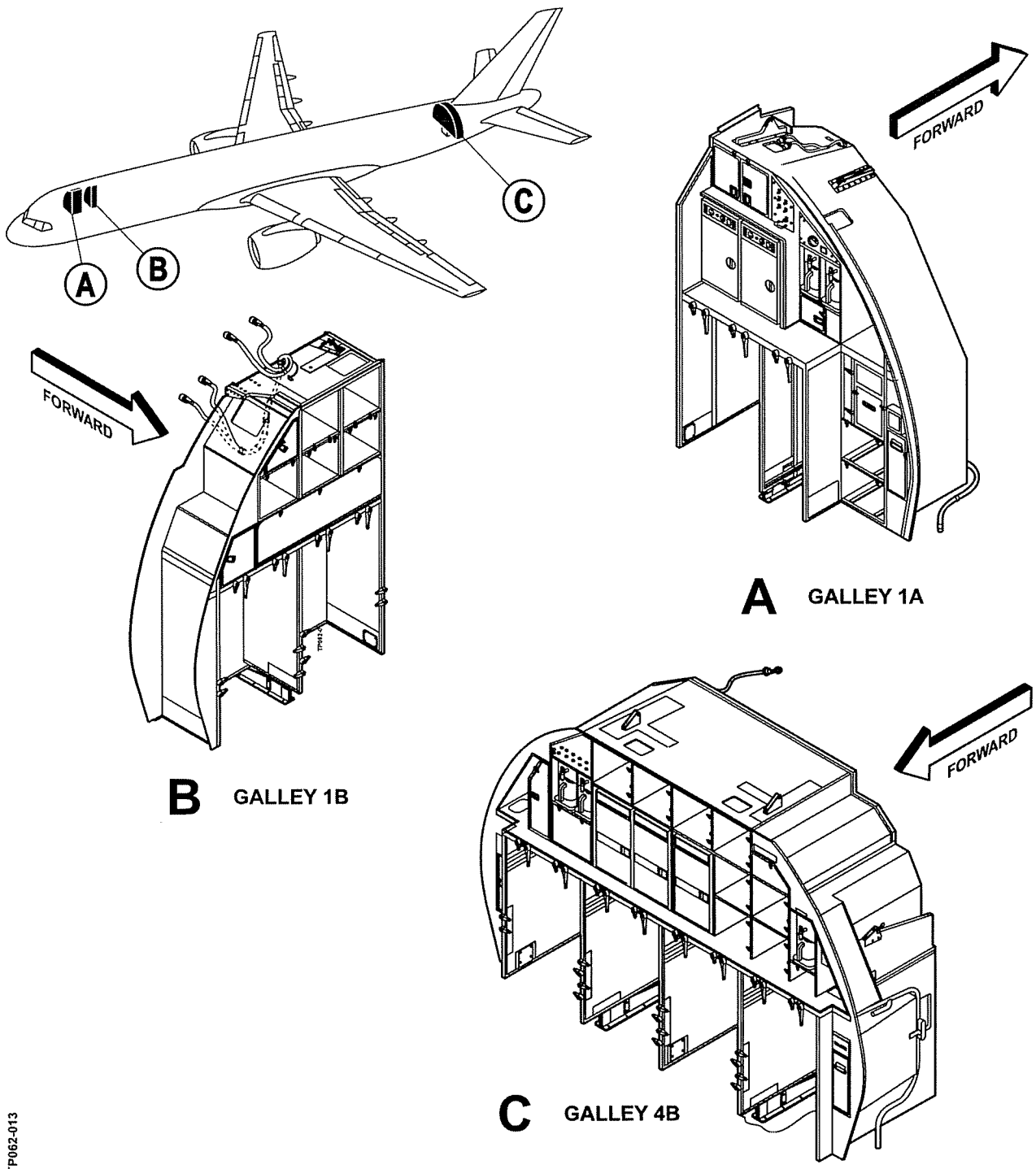


Fig 101 Galleys 1A, 1B and 4B

GALLEYS 1A, 1B AND 4B

ADJUSTMENT/TEST

1 Operational test of the galleys 1A and 4B

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	---

C Referenced Information

REFERENCE	DESIGNATION
AMM 24-22-00/201	External electrical power supply

D Location and Access

ZONE	DESCRIPTION	ACCESS
222	Passenger cabin - section 41 (right)	Not applicable
251/252	Passenger Cabin - Section 46	Not applicable

E Procedure

(1) Preparation

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

(b) Make sure these circuit breaker are closed:

1 EFFECTIVITY: 27146 (NB506), 27147 (NB507):

a On the right generator power equipment panel P32, make sure the 32A5, GALLEY PWR FWD 1R circuit breaker is closed.

b On the equipment panel P37, make sure the 37K5, GALLEY PWR FWD 1 circuit breaker is closed.

2 EFFECTIVITY: 29941 (NT404), 29942 (NT405), 29943 (NT406), 29944 (NT407),:

a On the miscellaneous equipment panel P37, make sure the GALLEY FWD PWR circuit breaker is closed.

(2) Operational test

(a) In the forward galley area at the galley 1A, and in the rear galley area at galley 4B:

1 On the electrical control panel, make sure:

- The circuit breakers for the ovens and beverage containers are closed.
- The amber power indicator is on.

2 Operate each oven and beverage container through one full cycle and make sure that item functions correctly

3 At the sink, operate the tap and make sure water flows and stops correctly when the tap is operated.

(3) Close-up

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

GALLEY 1A

REMOVAL/INSTALLATION

1 Removal

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	---

C Referenced Information

REFERENCE	DESIGNATION
AMM 38-10-00/201	Potable Water System

D Location and Access

ZONE	DESCRIPTION	ACCESS
222	Passenger cabin - section 41 (right)	Not applicable

E Procedure

(1) Preparation

(a) Open these circuit breaker:

1 EFFECTIVITY: 27146 (NB506), 27147 (NB507):

a On the right generator power equipment panel P32, open the 32A5, GALLEY PWR FWD 1R circuit breaker and attach a DO-NOT-CLOSE tag.

b On the equipment panel P37, open the 37K5, GALLEY PWR FWD 1 circuit breaker and attach a DO-NOT-CLOSE tag.

2 EFFECTIVITY: 29941 (NT404), 29942 (NT405), 29943 (NT406), 29944 (NT407),:

a On the miscellaneous equipment panel P37, open the GALLEY FWD PWR circuit breaker and attach a DO-NOT-CLOSE tag.

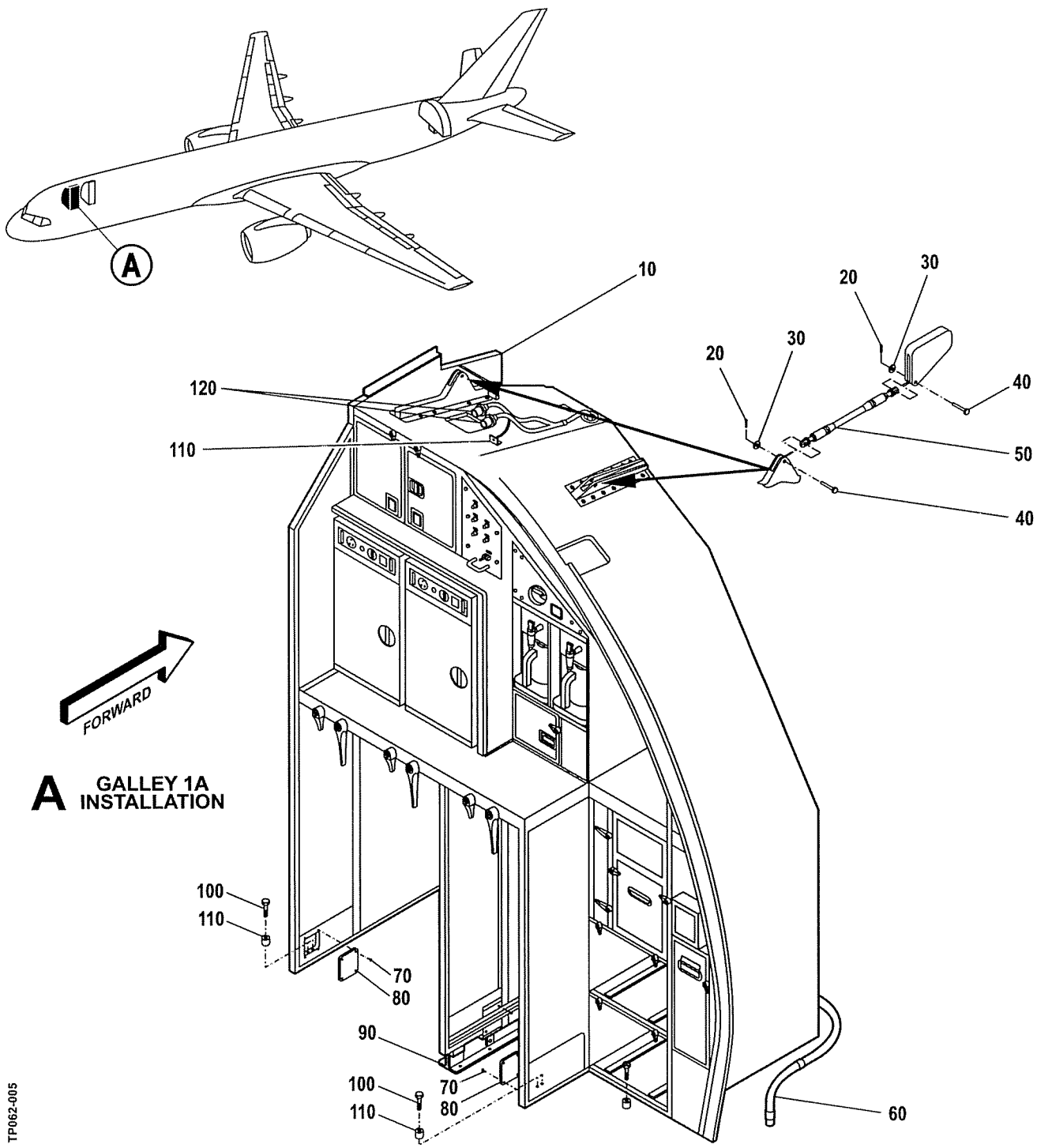


Fig 401 Galley 1A

(b) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (Ref. AMM 38-10-00/201).

(c) Remove all the containers and carts from the galley.

(2) Removal (Ref. Figure 401)

(a) Disconnect the water supply line and the water drain line (60).

(b) Remove the water lines that are necessary to divide the galley.

(c) You must divide the forward galley G1A to get it through the No. 1 passenger door. To divide the galley:

1 Remove the three doors along the vertical split line.

2 Disconnect the electrical connectors from the oven and beverage maker receptacles.

3 Remove the clamps that hold the wire bundle.

4 Remove the wire bundle until it is clear from the galley.

5 Remove the bolts and screws to remove the galley shelves and top.

6 Remove the counter top.

7 On the forward wall, remove the outboard and top trim strips around the decorative panel.

8 Move the decorative panel out of the inboard trim strips.

9 Remove the screws to divide the forward wall.

(d) Remove the trim panels along the outboard contour of the galley.

(e) Disconnect the cable from the ground stud and disconnect the electrical connectors (120).

(f) Disconnect the water supply line and the water drain line (60).

(g) Remove the kickstrips.

(h) Remove the sidewall seal.

(i) Remove the split pins (20), washers (30) and pins (40), then disconnect the tie-rods (50) from the galley (10).

(j) Remove the screws (70) and cover plates (80) for access to the bolts (100)

(k) Remove the bolts (100) and cylindrical nuts (110) from the floor attach fittings.

(l) Divide the galley into two parts.

(m) Remove each half of the galley from the aircraft.

2 Installation

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
A00027	Adhesive - BAC 5010 Type 60, RTV 174
G02092	Tape - Seal R326V

C Referenced Information

REFERENCE	DESIGNATION
AMM 38-10-00/201	Potable Water System
SWPM 20-20-00	Standard practices - electrical bonding check

D Location and Access

ZONE	DESCRIPTION	ACCESS
222	Passenger cabin - section 41 (right)	Not applicable

E Procedure

(1) Preparation

(a) Assemble the lower galley parts.

(b) Install the floor seals with the Type 60adhesive.

(c) Apply the tape along the top of the gutters and the adjacent wall seals.

(2) Installation (Ref. Figure 401)

(a) Put the two parts of the galley (10) into position, with the lower portion on the floor attach fittings and adjacent to the stabilizer (90).

(b) Attach each half of the galley with bolts and screws along the shelves, top, and forward wall.

(c) Install the counter top.

(d) Put the decorative panel on the forward wall.

(e) Install the trim strips with screws.

(f) Install the three doors on the working face.

(g) Install the wire bundles with the clamps.

(h) Connect the electrical connectors to the oven and the beverage maker receptacles.

(i) Connect the water supply line and the water drain line (60).

(j) Install the bolts (100) and cylindrical nuts (110) into the floor attach fittings.

(k) Put the cover plates (80) in position and attach them with the screws (70).

(l) Attach the tie-rods (50) to the galley (10) with the pins (40), then attach the pins with the washers (30) and split pins (20).

(m) Install the kickstrips.

(3) Close up

(a) Install the galley carts, containers, and ovens if required.

(b) Close the fill/overflow valve on the potable water service panel (Ref. AMM 38-10-00/201).

(c) Close these circuit breaker:

1 EFFECTIVITY: 27146 (NB506), 27147 (NB507):

a On the right generator power equipment panel P32, remove the DO-NOT-CLOSE tag and close the 32A5, GALLEY PWR FWD 1R circuit breaker.

b On the equipment panel P37, remove the DO-NOT-CLOSE tag and close the 37K5, GALLEY PWR FWD 1 circuit breaker.

2 EFFECTIVITY: 29941 (NT404), 29942 (NT405), 29943 (NT406), 29944 (NT407),:

a On the miscellaneous equipment panel P37, remove the DO-NOT-CLOSE tag and close the GALLEY FWD PWR circuit breaker.

GALLEY 1B

REMOVAL/INSTALLATION

1 Removal

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	---

C Referenced Information

REFERENCE	DESIGNATION
TP-0019	AES AMM supplement - passenger entertainment (video) system
23-32-07/401	Bulkhead mounted monitors

D Location and Access

ZONE	DESCRIPTION	ACCESS
222	Passenger cabin - section 41 (right)	Not applicable

E Procedure

(1) Preparation

(a) Remove all the containers and carts from the galley.

(b) Remove the monitor from the aft face of the galley 1B (Ref. TP-0019 and 23-32-07/401).

(2) Removal (Ref. Figure 401)

(a) You must divide the forward galley G1B to get it through the No. 1 passenger door. To divide the galley:

1 Remove the doors/drop-down table along the vertical split line.

2 Disconnect the electrical connectors from the In Flight Entertainment (IFE) receptacles (Ref. TP-0019 and 23-32-07/401).

3 Remove the clamps that hold the wire bundle.

4 Remove the wire bundle until it is clear from the galley.

5 Remove the bolts and screws to remove the galley shelves and top.

6 Remove the countertop.

7 On the forward wall, remove the outboard and top trim strips around the decorative panel.

8 Move the decorative panel out of the inboard trim strips.

9 Remove the screws to divide the forward wall.

(b) Remove the trim panels along the outboard contour of the galley.

(c) Disconnect the cable from the ground connector (130) and disconnect the electrical connectors (110).

(d) Remove the kickstrips.

(e) Remove the sidewall seal.

(f) Remove the split pins (30), washers (20) and pins (10), then remove the tie-rods (40) and (120).

(g) Remove the screws (90), then remove the cover plates (80) for access to the bolts (60).

(h) Remove the bolts (60) and cylindrical nuts (70) from the floor attach fittings.

(i) Divide the galley (50) into two parts.

(j) Remove each half of the galley from the aircraft.

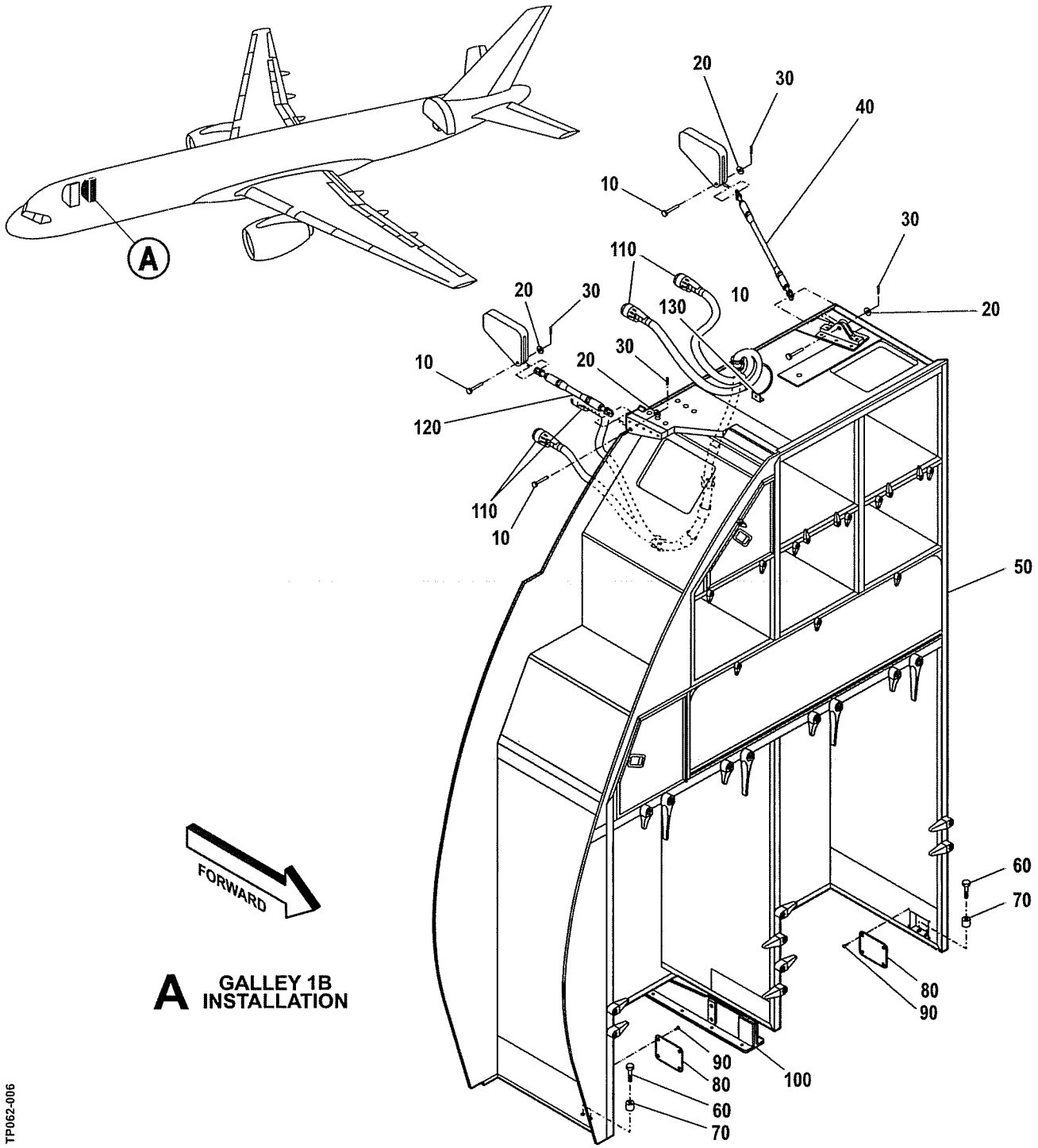


Fig 401 Galley 1B

2 Installation

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
A00027	Adhesive - BAC 5010 Type 60, RTV 174
G02092	Tape - Seal R326V

C Referenced Information

REFERENCE	DESIGNATION
SWPM 20-20-00	Standard practices - electrical bonding check
TP-0019	AES AMM supplement - passenger entertainment (video) system
23-32-07/401	Bulkhead mounted monitors

D Location and Access

ZONE	DESCRIPTION	ACCESS
222	Passenger cabin - section 41 (right)	Not applicable

E Procedure

(1) Preparation

(a) Assemble the lower galley parts.

(b) Install the floor seals with the Type 60adhesive.

(c) apply the tape along the top of the gutters and the adjacent wall seals.

(2) Installation (Ref. Figure 401)

(a) Put the two parts of the galley (50) into position on the floor attach fittings, with the center partition adjacent to the stabilizer (100).

(b) Attach each half of the galley with bolts and screws along the shelves, top, and forward wall.

(c) Install the countertop.

(d) Put the decorative panel on the forward wall.

(e) Install the trim strips with screws.

(f) Install the three doors on the working face.

(g) Install the wire bundles with the clamps.

(h) Connect the electrical connectors (110) to the IFE receptacles.

(i) Install the bolts (60) and cylindrical nuts (70) into the floor attach fittings.

(j) Put the cover plates (80) in position and attach them with the screws (90).

(k) Attach the tie-rods (40) and (120) to the galley (50) with the pins (10), then attach the pins with the washers (20) and split pins (30).

(l) Install the kickstrips.

(3) Close up

(a) Install the monitor on the aft face of the galley 1B (Ref. TP-0019 and 23-32-07/401).

(b) Install the galley carts, containers, and ovens if required.

GALLEY 4B

REMOVAL/INSTALLATION

1 Removal

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	Blanking caps

C Referenced Information

REFERENCE	DESIGNATION
AMM 33-51-01/201	Exit Signs
AMM 38-10-00/201	Potable Water System

D Location and Access

ZONE	DESCRIPTION	ACCESS
251/252	Passenger Cabin - Section 46	Not applicable

E Procedure

(1) Preparation

(a) Divide the galley 4B into the higher and lower parts to remove the galley from the airplane. The lower part is divided into four smaller parts.

(b) In the flight compartment, on the overhead equipment panel P11, open the 11S3, GALLEY AFT circuit breaker and attach a DO-NOT-CLOSE tag.

(c) Remove the aft exit signs before the removal of the galley (Ref. AMM 33-51-01/201).

(d) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (Ref. AMM 38-10-00/201).

(e) Remove all the containers and carts from the galley.

(2) Removal (Ref. Figure 401)

(a) Disconnect the water supply line (150) and the water drain lines (100).

(b) Remove the water lines that are necessary to divide the galley.

(c) Remove the access plates in the galley ceiling.

(d) Disconnect the electrical connectors (40) above the galley (90).

(e) Disconnect the wires from the ground terminal (160).

(f) Remove the counter top.

(g) Remove the split pins (10), washers (20) and pins (30), then disconnect the overhead tie-rods (50) from the galley.

(h) Remove the split pins (10), washers (60) and pins (80), then disconnect the side tie-rods (70) from the galley.

(i) Remove the higher galley part from the lower part.

(j) Remove the screws (120), then remove the access panels (110) for access to the attachment bolts (140).

(k) Remove the bolts (140), cylindrical nuts (130) and retainers from the floor attach fittings.

(l) Remove the lower galley part.

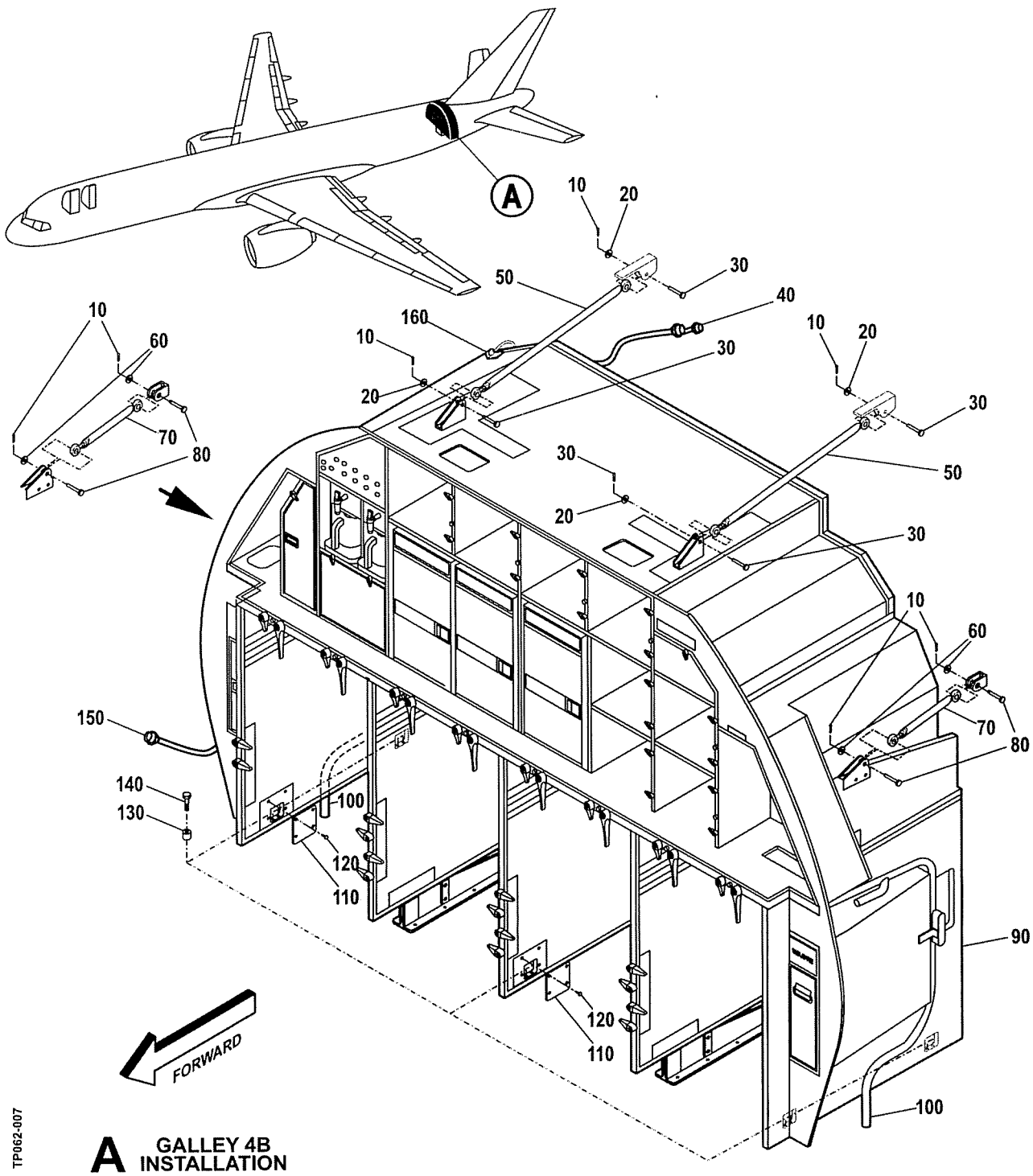


Fig 401 Galley 4B

2 Installation

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
A00027	A00027 Adhesive - BAC5010 Type 60, RTV 174
G50019	Tape - Flexible foam, sound damping and sealant 1.00 inch wide by 0.25 inch, BMS 8-283, Type 1

C Referenced Information

REFERENCE	DESIGNATION
AMM 33-51-01/201	Exit Signs
AMM 38-10-00/201	Potable Water System
AMM 20-10-21/601	Standard practices - electrical bonding check
SWPM 20-20-00	Standard practices - electrical bonding check

D Location and Access

ZONE	DESCRIPTION	ACCESS
251/252	Passenger Cabin - Section 46	Not applicable

E Procedure

(1) Preparation

(a) Assemble the lower galley parts.

(b) Install the galley floor seals with type 60 adhesive. Apply the sealant to all the floor attach fittings.

(c) Install the pressure sensitive tape along the top of the gutter and on the outer surface of the adjacent side wall seals.

(d) Put the lower galley into position for installation.

(2) Installation (Ref. Figure 401)

(a) Install the bolts (140), cylindrical nuts (130) and retainers to the floor attachment fittings.

CAUTION: PREVENT DAMAGE TO THE PITOT STATIC TUBES ENTERING FROM THE AFT BULKHEAD BY MAKING SURE THE OVERHEAD TIE RODS ARE OUT OF THE WAY WHILE INSTALLING THE UPPER PORTION OF THE GALLEY.

(b) Put the higher galley part on the lower galley.

(c) Connect the overhead tie-rods (50) to the galley (90) with the split pins (10), washers (20) and pins (30).

(d) Connect the side tie-rods (70) to the galley (90) with the split pins (10), washers (60) and pins (80).

(e) Connect the wires to the ground terminal (140).

(f) Connect the electrical connectors (40) above the galley.

(g) Do a galley to aircraft main static ground resistance bonding check (Ref. AMM 20-10-21/601 and SWPM 20-20-00).

(h) Install the access plates in the galley ceiling.

(i) Put the access panels (110) in position over the attachment bolts (140) and attach them with the screws (120).

(j) Install the water lines.

(k) Connect the water supply line (150) and the water drain lines (100).

(l) Install the counter top.

(m) Install the sidewall and ceiling seals.

(n) Install the trim panels and trim flanges.

(o) Seal the galley structure with type 60 adhesive.

(3) Close up

(a) Install the galley carts, containers, and ovens.

(b) Install the aft exit signs (AMM 33-51-01/201).

(c) Close the fill/overflow valve on the potable water service panel (Ref. AMM 38-10-00/201).

(d) On the overhead equipment panel P11, remove the DO-NOT-CLOSE tag and close the GALLEY AFT circuit breaker, 11S3.

AIR CHILLER - GALLEY 4B

DESCRIPTION AND OPERATION

1 General

A The air chiller supplies cold air to the aft galley for refrigeration of chilled trolleys in the galley 4B. The chiller is installed below the floor of the passenger compartment in the area aft of the aft cargo compartment.

2 Description

A There are two air ducts between the chiller and the aft galley. The supply duct moves the cold air from the chiller to the aft galley. The return duct moves the air from the aft galley to the chiller.

B There is a drip pan and a drain tube on the bottom of the chiller support assembly. The drain tube lets unwanted fluid drain from the chiller to the floor drain system below the chiller.

C The chiller contains these subsystems:

- Refrigerant
- Chilled air
- Condenser/compressor cooling air
- Electrical power and control

D The chiller uses 115v ac and 28v dc. The 28v dc is supplied through a circuit breaker on the P11 overhead circuit breaker panel. There is an ON/OFF switch, a blue ON indicator light and an amber FAULT indicator light on the electrical control panel of the galley 4B.

3 Operation

A System operation (Ref. Fig 2)

(1) The refrigerant passes through the evaporator coil and exchanges heat with the air which passes through the evaporator grill. This produces the chilled air which is supplied to the galley.

(2) The sequence of events are:

(a) The refrigerant cycle starts when the compressor starts. The pump in the compressor pressurizes low pressure refrigerant gas and supplies it as high-temperature, high-pressure to the inlet of the condenser.

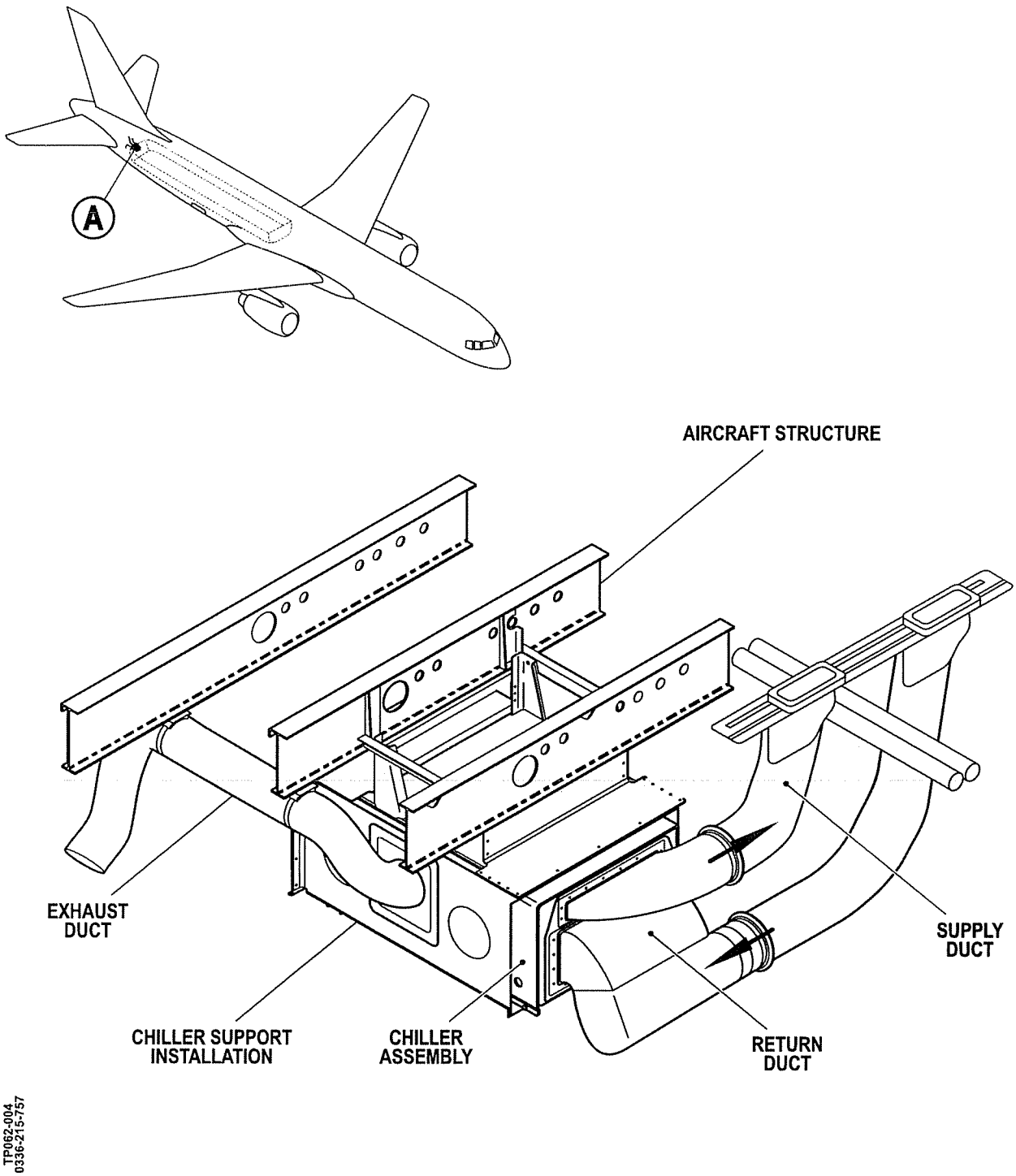


Fig 1 Air chiller installation

EFFECTIVITY

27146(NB506), 27146(NB507), 29941(NT404), 29942(NT405), 29943(NT406), 29944(NT407)

(b) As the refrigerant passes through the condenser coil it exchanges heat with the cooling air to give a high-temperature, high-pressure liquid.

(c) This liquid goes through the drier/filter and intercooler to the temperature valve and thus to the evaporator.

1 The drier/filter removes water and particles which could cause damage from the refrigerant.

2 The heat is exchanged in the intercooler between the liquid line and the suction line to increase the thermodynamic efficiency of the refrigerant system.

3 The temperature valve contains a needle valve which is controlled from the bulb with a heater. As the heat which is supplied to the bulb, the pressure in the capillary line (which connects the bulb to the temperature valve) changes, and thus the setting of the needle valve changes. As the setting of the needle changes the flow of refrigerant to the evaporator also changes.

(d) As the refrigerant enters the evaporator coil it is able to receive heat and thus cool the air flowing through the evaporator grill. As the refrigerant flows through the evaporator it changes back from a liquid to a gas, and is returned to the compressor to continue the cooling cycle.

B Functional Description

(1) When the chiller ON/OFF switch is set to ON, these conditions occur:

(a) The blue ON indicator light comes on.

(b) The chiller starts to operate.

(2) If the chiller fails while it operates, these conditions occur:

(a) The operation of the chiller stops.

(b) The blue ON indicator light goes off.

(c) The amber FAULT indicator light comes on.

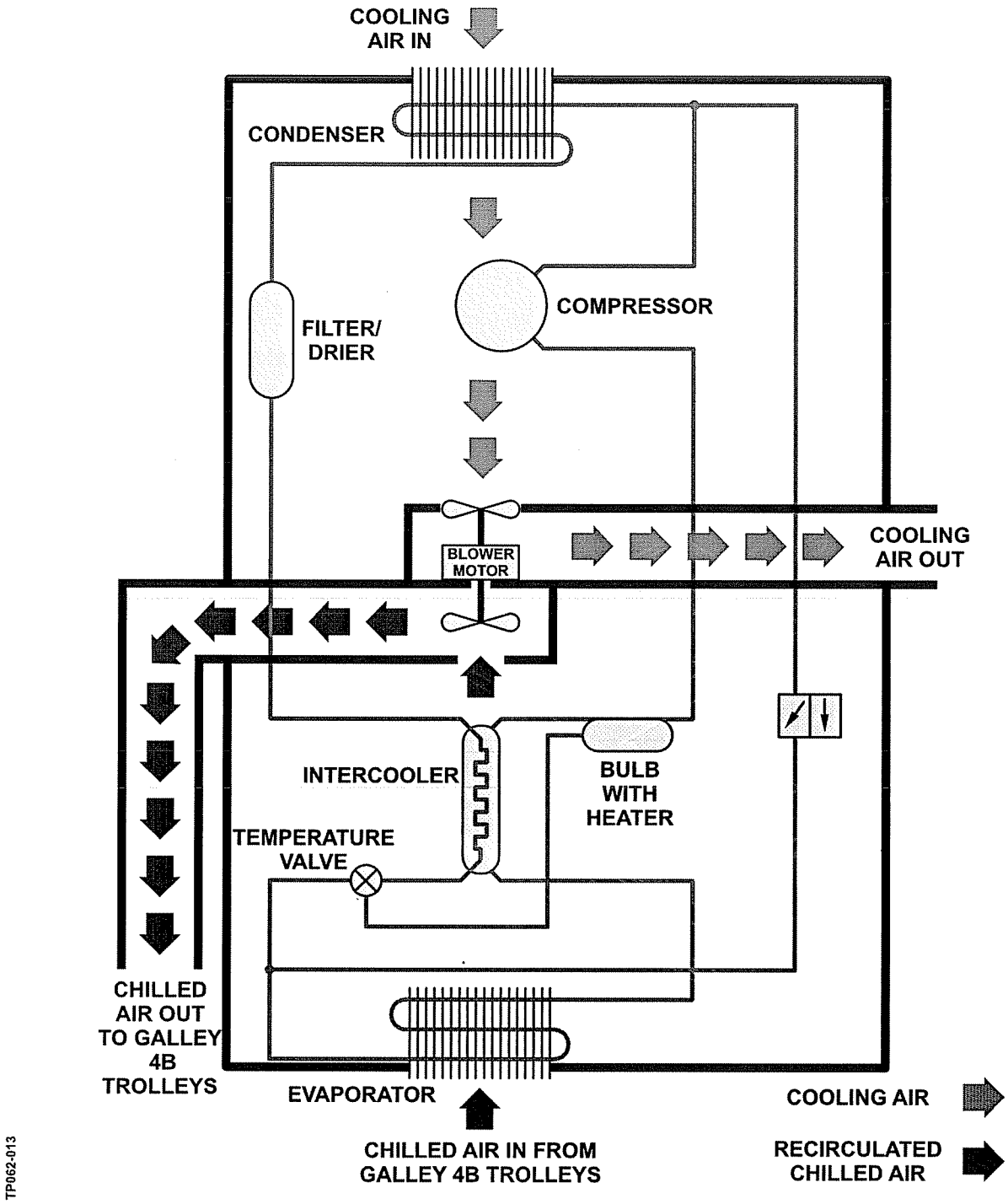


Fig 2 Air chiller schematic

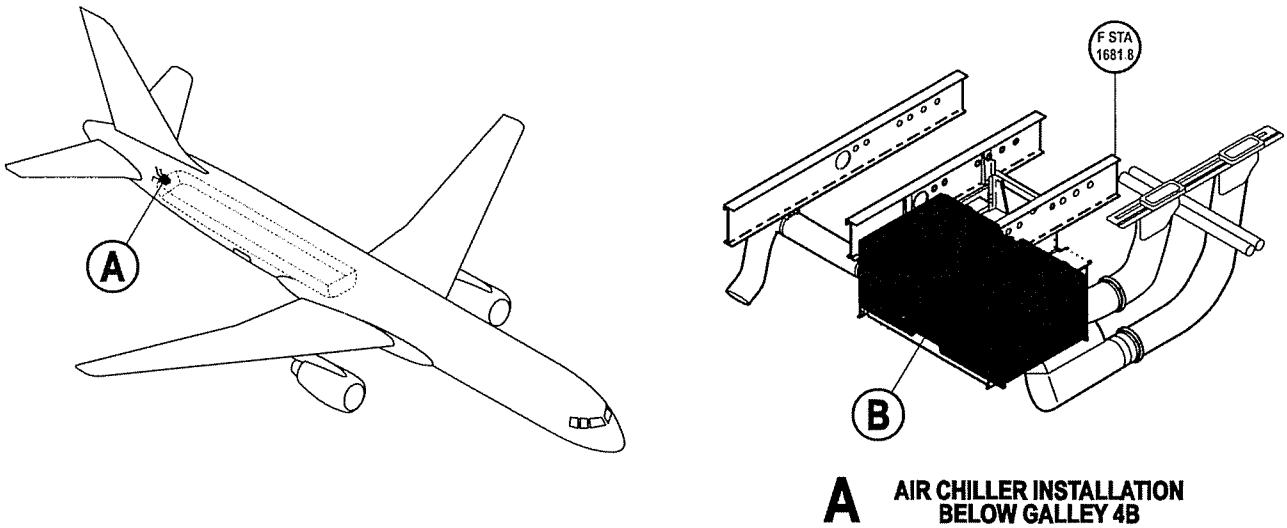
AIR CHILLER - GALLEY 4B

COMPONENT LOCATION

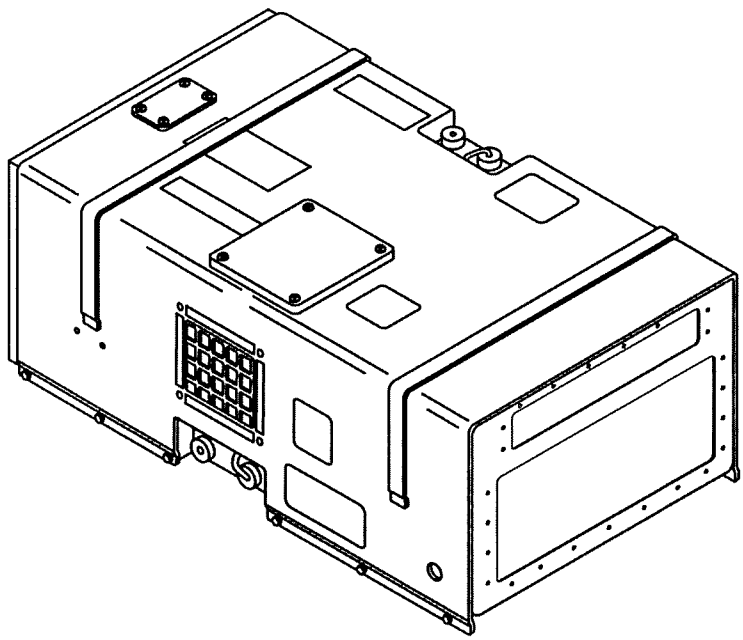
1 General

A This section supplements the manufacturer's aircraft maintenance manual.

COMPONENT	QTY	ACCESS/AREA	REFERENCE AMM SUPPLEMENT
AIR CHILLER	1	ZONE 165/166, AREA AFT OF BULK CARGO COMPARTMENT	25-32-01



A **AIR CHILLER INSTALLATION BELOW GALLEY 4B**



B **AIR CHILLER**

TP062-014
0336-215-757

Fig 101 Air chiller installation

AIR CHILLER - GALLEY 4B

ADJUSTMENT/TEST

1 Operational test of the galleys 1A and 4B

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	---

C Referenced Information

REFERENCE	DESIGNATION
AMM 24-22-00/201	External electrical power supply

D Location and Access

ZONE	DESCRIPTION	ACCESS
251/252	Passenger Cabin - Section 46	Not applicable

E Procedure

(1) Preparation

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

(b) In the flight compartment, on the overhead equipment panel P11, make sure the 11S3, GALLEY AFT circuit breaker is closed:

(2) Operational test

(a) In the rear galley area at galley 4B:

1 On the electrical control panel:

- Make sure the amber power indicator is on.
- Set the CHILLER switch to ON, and make sure the blue RUN indicator comes on.

2 Make sure that cold air flows from the ducts in the galley 4B.

3 On the electrical control panel, set the CHILLER switch to OFF.

(3) Close-up

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

AIR CHILLER - GALLEY 4B

REMOVAL/INSTALLATION

1 General

A The air chiller is below the floor of the passenger compartment in the area aft of the bulk cargo compartment.

2 Removal

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	Blanking caps

C Referenced Information

REFERENCE	DESIGNATION
AMM 25-50-03/401	Bulkhead lining

D Location and Access

ZONE	DESCRIPTION	ACCESS
165/166	Area Aft of Bulk Cargo Compartment	Not applicable

E Procedure

(1) Preparation

(a) At the galley 4B electrical control panel, make sure the AIR CHILLER switch is set to OFF.

(b) In the flight compartment, on the overhead equipment panel P11, open the circuit breaker 11S3, GALLEY G4B and attach a DO-NOT-CLOSE tag.

(c) Remove the aft bulkhead lining to get access to the area aft of the bulk cargo compartment (Ref. AMM 25-50-03/401).

(2) Removal (Ref. Figure 401)

(a) Remove the four bolts (90) and washers (80) which attach the exhaust duct (100) to the support structure (70).

(b) Release the clamps (110) and remove the exhaust duct (100).

(c) Remove the bolts (40) and washers (50), then release the clamps (20) and remove the ducts (30).

(d) Remove the four bolts (110) and washers (120) from the underside of the chiller support structure (70).

(e) Slide the air chiller (10) out of the chiller support structure (70), until it is possible to disconnect the electrical connectors (60).

(f) Disconnect the electrical connectors (60), then put blanking caps on the electrical plugs and sockets.

(g) Slide the air chiller (10) out of the chiller support structure (70) and remove it from the aircraft.

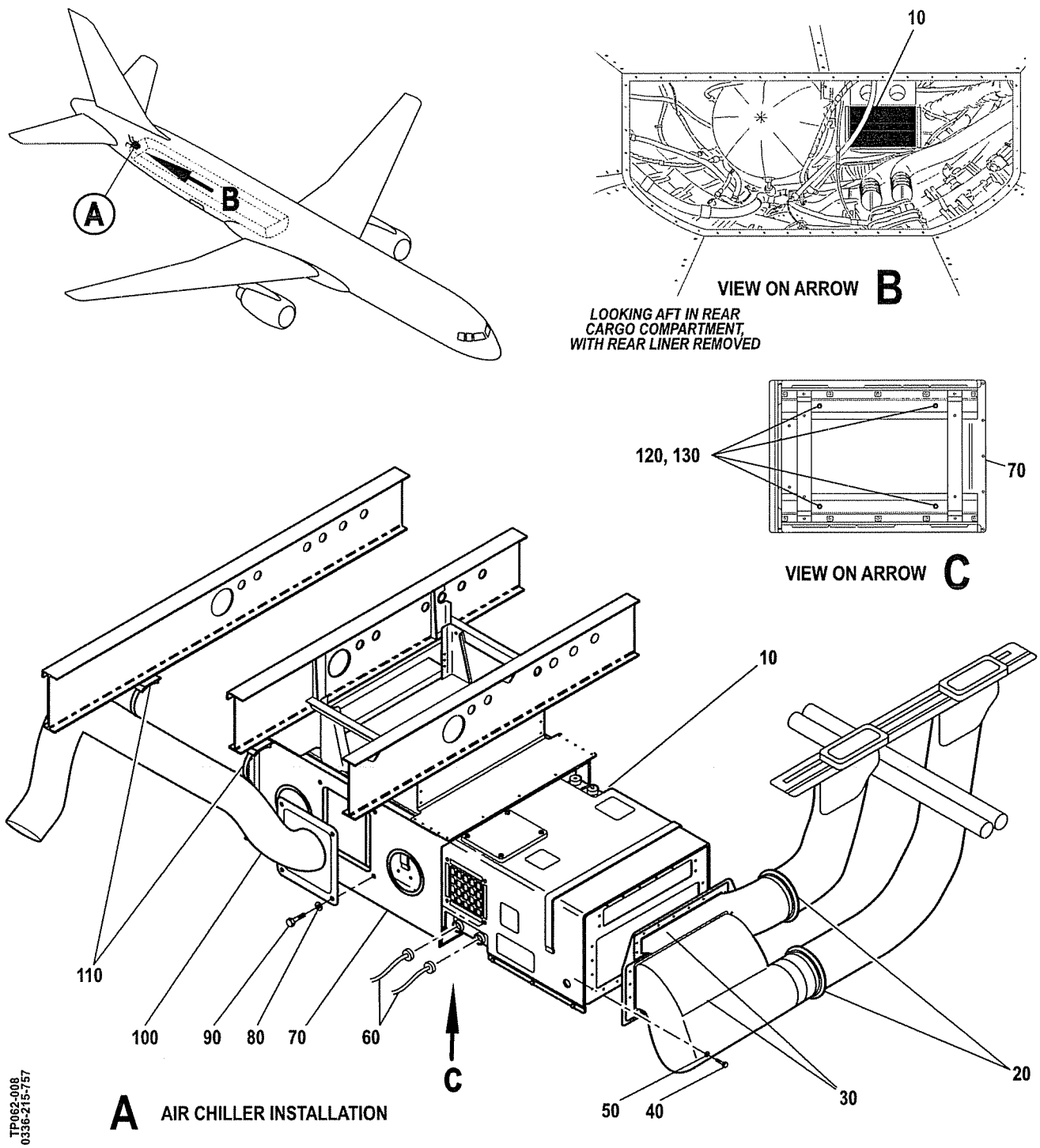


Fig 401 Air chiller installation

3 Installation

A Fixtures, Tools, Test and Support Equipment

REFERENCE	DESIGNATION
None	---

B Consumable Materials

REFERENCE	DESIGNATION
None	---

C Referenced Information

REFERENCE	DESIGNATION
25-32-01/501	Operational test of the air chiller
AMM 25-50-03/401	Bulkhead lining

D Location and Access

ZONE	DESCRIPTION	ACCESS
165/166	Area Aft of Bulk Cargo Compartment	Not applicable

E Procedure

(1) Preparation

(a) At the galley 4B electrical control panel, make sure the AIR CHILLER switch is set to OFF.

(b) In the flight compartment, on the overhead equipment panel P11, make sure the circuit breaker 11S3, GALLEY G4B is open and a DO-NOT-CLOSE tag is attached.

(2) Removal (Ref. Figure 401)

(a) Slide the air chiller (10) partly into the chiller support structure (70). Leave the chiller with access to the electrical connectors.

(b) Remove the blanking caps from the electrical plugs and sockets, then connect the electrical connectors (60).

(c) Put the four bolts (110) and washers (120) in to the underside of the chiller support structure (70) and attach the air chiller (10).

(d) Put the ducts (30) in position and secure the clamps (20), then attach the ducts to the air chiller (10) with the bolts (40) and washers (50).

(e) Put the exhaust duct (100) in position and secure the clamps (110).

(f) Attach the exhaust duct (100) to the support structure (70) with the four bolts (90) and washers (80).

(3) Close up

(a) Install the aft bulkhead lining in the bulk cargo compartment (Ref. AMM 25-50-03/401).

(b) In the flight compartment, on the overhead equipment panel P11, remove the DO-NOT-CLOSE tag and close the circuit breaker 11S3, GALLEY G4B.

(c) Do an operational test of the air chiller (Ref 25-32-01/501).

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DRN No: 0155-3

DOCUMENT RELEASE NOTE

Purchase Order No.	909434		
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Document No:	**Issue:**	**Title:**
ATDAI0155	2	Accomplishment Instructions
ATD0155	1	Change Classification Form
ATDCP0155	1	Certification Plan
757M25200577	1	BOOKED OXYGEN INSTALLATION 757-200

Compiled by:	M.Keating
Approved by:	S. Jeffery
Despatch Date:	05.10.06

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Issue 1

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ACCOMPLISHMENT INSTRUCTIONS

1. Title Page

TITLE:	Introduction of three booked Oxygen Stowage arrangement for First Choice Airways B757-200 aircraft.
DATE COMPILED:	Sept 2006
CHANGE NO:	**ATD0155**

This document is issued for production engineering purposes.

The definitive design requirements are highlighted in Certification Plan ATD0155, the contents of which override information contained in this AI.

Manufacturing processes and inspection and installation procedures are the responsibility of the operator/installer.

An appropriately approved licensed engineer is to approve the physical embodiment of this approved Accomplishment Instruction onto the subject item/aircraft (reference paragraph 4A of this document).

Incorporated by: .....(sign)

.....(print name)

Date: .....

On behalf of: .....(company)

Following completion and appropriate endorsement of the Accomplishment Instructions within this document, together with signature of incorporation above, this copy is to be retained in accordance with the requirements of the appropriate national airworthiness authority.

AIRCRAFT REGISTRATION EMBODIED:

SIGNED ORIGINAL HELD AT AERO TECHNICS DESIGN LTD OFFICE

Issue:	1	2					
Date:	Sept 2006	Sept 2006					
Compiled:	MK	MK					
Checked:	TE	TE					
Approved:	SJ						

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ACCOMPLISHMENT INSTRUCTIONS

2. Revision Details

Summary of changes introduced at the stated revision.

Issue	Description
1.	New Issue
2.	Sht.5 Sect.5h – Weight removed, included 3 x Oxygen Bottles. Kg. Trim was -8349 kg. in. Sht.9 – Item 3 was RTB1200T. Item 8 P/N added.

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ACCOMPLISHMENT INSTRUCTIONS

3. Contents

ACCOMPLISHMENT INSTRUCTIONS

4. Planning Information

A. Effectivity

(1) Aircraft:

B757-200: G-CPEP, G-CPEU, G-CPEV, G-OOBA, G-OOBC, G-OOBD, G-OOBE, G-OOBF, G-OOBG, G-OOBH, G-OOBI, G-OOBJ, G-OOOK, G-OOOX, G-OOOZ., C-GTBB.

(2) Spares

Not Affected

B. Reason

Customer request, to form part of a cabin refurbishment.

C. Description

This Accomplishment Instruction gives the procedure to install three Booked Oxygen Stowage arrangements per aircraft for First Choice Airways B757-200 aircraft at seat row 36 LH, within outboard overhead stowage compartments and removal of existing Oxygen stowage arrangements.

D. Approval

This Accomplishment Instruction has been classified minor.
The technical content of this Accomplishment Instruction is approved under the authority of Aero Technics Design Limited. EASA.21J.123.

This Accomplishment Instruction complies with EASA Part 21, Subpart J, DOA requirements.

E. Manpower

4 Man hours.

F. Materials

See Section 8 – Materials Parts List.

G. Tooling

See Section 7 – Special Tools Required.

ACCOMPLISHMENT INSTRUCTIONS

H. Weight and Balance

B757-200 Aircraft.

Weight removed:
1 x Mounting Plate 73-25-1044-1 & associated fixings = 1.0 kg.

Weight removed 1.0 kg @ 1518.0 in.

Weight added:
1 x Stowage Assy @ 2.77 kg.
3 x Oxygen Bottles @ 2.1 kg. each
3 x Single Bag @ 0.3 kg. each
1 x Triple Bag @ 3.1 kg.
Total added = 13.07 kg.

Weight added 13.07 kg @ 1518.0 in.

kg, Trim 18322.3 kg in.

I. Electrical Load Data

N/A

J. References

Aero Technics Design Limited Report Stress Report ATDSR0155.
FLS Interiors Service Bulletin FLS/B757/1152

K. Other Publications Affected

Aircraft Maintenance Manual (AMM) 25-28-02

Illustrated Parts Catalogue (IPC) 25-28-02

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ACCOMPLISHMENT INSTRUCTIONS

5. Accomplishment Instructions

PART A **Removal of existing oxygen bottle stowages B757-200**	**Mech Sig.**	**Insp Stamp**
A.1 Remove oxygen bottle stowage assy from overhead bin at row 36 LH. Return all parts to stores as serviceable.		
A.2 Void-fill all redundant potted inserts using EC3524BA-4KG.		
A.3 Remove oxygen bottle decal A2000-707 from overhead stowage bin door at row 36 LH.		

PART B **Installation of potted inserts in overhead stowage bins.**	**Mech Sig.**	**Insp Stamp**
B.1 Reference: Aero Technics Design Ltd Drawing 757M25200577 - oxygen bottle installation B757-200. Identify overhead stowage compartments at row 36 LH.		
B.2 Install the 4 off potted inserts P/N Numbers NAS1836-3-11 (item 7) in accordance with Drawing 757M25200577.		
B.3 Allow to cure as per adhesive manufacturers recommendations		

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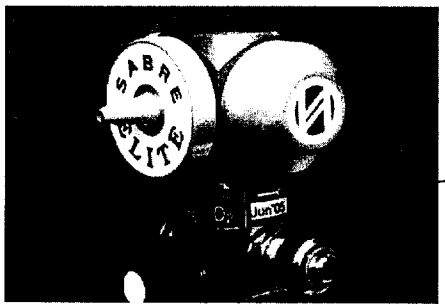
ACCOMPLISHMENT INSTRUCTIONS

5. Accomplishment Instructions (continued)

PART C **Installation of Aero Technics Design Limited oxygen bottle stowage to overhead bins.**	**Mech Sig.**	**Insp Stamp**
C.1 Reference: Aero Technics Design Ltd Drawing 757M25200577 - oxygen bottle stowage installation B757-200. Identify overhead stowage compartments at row 36 LH.		
C.2 Assemble Base Assy (item 2), Top Plate Assy (item 3) & Back Stop (item 4) using screws (item 6).		
C.3 Assemble unit to overhead bin using screws (item 5).		
C.4 Place 1 off oxygen cylinder P/N 2008397 & 1 off nasal cannula P/N 2008202 into each of the three single bags P/N AV1000001. Then place the three bag assemblies into the triple oxygen bag P/N 757M25200596. Place triple bag & contents into stowage. Record Serial Numbers & Service Due Date of bottles installed below: 1. [ ] 2. [ ] 3. [ ]		
C.5 Attach decal – 'PASSENGER SUPPLEMENTARY THERAPEUTIC OXYGEN' Drg. 757M11300657 (item 11) to overhead stowage, positioned aft of seat , 1 mm above centre of handle.		



ACCOMPLISHMENT INSTRUCTIONS

6. Documents Required

The following documents are required for embodiment of modification ATD0155.
Refer to Certification Plan ATDCP0155 for the latest drawing issue.

Drawing no:	Title	Source
757M25200577	Oxygen Bottle Stowage B757-200	Aero Technics Design Ltd.

7. Special Tools Required

Part Number	Description	Vendor	Comments
N/A	N/A	N/A	N/A

ACCOMPLISHMENT INSTRUCTIONS

8. Materials Parts List per aircraft installation.

Item No	Part Number	Qty	Description	Add/Remove/ Re-work	Notes/ Vendor
1	ATDKL0155	1	Kit List	ADD	Aero Technics Design Ltd
	Comprising of:-				
	757M25200596	1	TRIPLE OXYGEN BAG		
	757M25200597	1	BASE ASSEMBLY		
	757M25200598	1	TOP PLATE ASSEMBLY		
	757M25200599	1	BACK STOP		
	MS51958-60	4	SCREW 10-32 UNF PAN HD		
	MS51958-62	6	SCREW 10-32 UNF PAN HD		
	NAS1836-3-11	4	INSERT 10-32 UNF		
2	757M11300657	1	DECAL – PASSENGER SUPP...	ADD	Aero Technics
			The following parts are also required for modification completion		
2	Hysol 934NA or Penloc 1:1 or Scotch-weld DP-110 or Dunlop S708 or Fastbond 2000	A/R	ADHESIVE	ADD	Local Supply
3	2008202	1 PACK	NASAL CANNULA	ADD	GEC
4	2008397	3	OXYGEN BOTTLE	ADD	GEC
5	AV1000001	3	CYLINDER BAG	ADD	GEC
6	73-25-1044-1	1	MOUNTING PLATE ASSY	REMOVE	FLS
7	A2000-707	1	PLACARD	REMOVE	FLS
8	EC3524BA-4KG	A/R	VOID FILLER	ADD	LOCAL SUPPLY

ACCOMPLISHMENT INSTRUCTIONS

9. Report Sheet

The Report Sheet is provided for the feedback to Aero Technics Design Limited of any improvements / suggestions arising from the embodiment of the modification.

REPORT SHEET
Aircraft Type: B757-200
Registration and Serial No:
Location:
Comments:

Prepared By / Date: _____

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UB7 0EB

ACCOMPLISHMENT INSTRUCTIONS

Works Query Note Design Change : ATD0155	**ATDWQN** **(Completed by ATD staff only)**
Aircraft Type: B757-200	Originator:
Registration and Serial No:	Date:
Location:	Originator Tel No:
Drawing(s) / Part Number Affected:	Originator Fax No:
Give full details and include or attach relevant sketches:	
Design Response to Works Query Note	
Drawing to be amended : Yes/No	
Date amended:	
Compiled by:	Date:
The technical content of this document is approved under the authority of Aero Technics Design Limited Part 21 Subpart J Design Organisation Approval No. EASA 21J.123. Approved by: (CVE signed)	Date:

Aero Technics Design Limited
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UB7 0EB, England.
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CERTIFICATION PLAN

Document Reference No:	Change Classification		Change No.	Sheet 1
ATDCP0155	~~MAJOR~~ MINOR		ATD0155	of 4

Issue	1	2	3	4	5	6	7	8
Date	23 Aug 06							
Compiled	S. Jeffery							

Aircraft Type:	Registration No(s):	Constructors Serial No (s):	C of A Categories:
B757-200	G-CPEP, G-CPEU, G-CPEV, G-OOBA, G-OOBC, G-OOBD, G-OOBE, G-OOBF, G-OOBG, G-OOBH, G-OOBI, G-OOBJ, G-OOOK, G-OOOX, G-OOOZ, C-GTBB.	MSN(s): 25268, 29941, 29943, 32446, 33098, 33099, 33100, 33101, 29942, 29944, 27146, 27147, 25054, 26158, 25593, 32447.	Public Transport

Operator:	Installer:
First Choice Airways.	TBC.

Change Title:
Introduction of therapeutic oxygen bottles.

Introduction:
This change introduces a modification to the above listed aircraft by installing 3 off therapeutic oxygen bottles and associated stowage structure into designated overhead bin compartments for each aircraft listed.

Exceptions: None

This Change affects: (delete as appropriate)

Maintenance Manual	~~Overhaul Manual~~	~~Flight Manual~~	~~Wiring Manual~~
Parts Catalogue	~~Crew Manual~~	~~MEL~~	Other:

Checked Airframe/Interior Content:	Checked Avionics/Electrical Content:	Checked Stress:
SJ.	N/A	N/A

DECLARATION OF COMPLIANCE
I hereby declare that this design change complies with the airworthiness and environmental protection requirements applicable to the subject aircraft. The Technical content of this document and supporting reports and drawings listed herein is approved under AERO TECHNICS DESIGN LTD EASA Approval Number EASA.21J.123.

Signed: ..... Date: SEPT 2006
Simon Jeffery – Engineering Director and Head of Design
For: Aero Technics Design Limited

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CERTIFICATION PLAN

Document Reference No: ATDCP0155	Change Classification ~~MAJOR~~ MINOR	Change. No. ATD0155	Sheet 2 of 4

Issue	1	2	3	4	5	6	7	8
Date	23 Aug 06							
Compiled	S. Jeffery							

DESCRIPTION

This Change is raised to introduce three off therapeutic oxygen bottles Part Number 2008397 (Product Code ELCA-L-C20-G1/4-12F1) to the First Choice Airways B757-200 aircraft. The bottles are stored in carry on bags and stowed in individual compartments in designated and placarded overhead bins.

CERTIFICATION BASIS

The certification basis applied for the approval of this Change is TCDS No. FA28 Issue 5.

COMPLIANCE WITH REQUIREMENTS

The oxygen bottles are manufactured by GCE Ltd. Declaration of Design and Performance DDP3: Issue A: Revision 1 refers.
Compliance confirmed against:
JAR25.1453 (a) (ACJ 25.1453).
14 CFR 25.1441 (b) and (c).
JAR25.1441 (b) and (c) (ACJ 25.1441 (b) and (c)).
JAR25.1436 (b7).

CAA Safety Approval Number SA01313 dated 19/07/2001 refers.

The oxygen bottles are already in service with Virgin Atlantic Airways, First Choice Airlines and Thomas Cook Airlines.

FLIGHT MANUAL

Not Affected

WIRING MANUAL

Not Affected

Aero Technics Design Limited

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CERTIFICATION PLAN

Document Reference No: ATDCP0155	Change Classification ~~MAJOR~~ MINOR	Change. No. ATD0155	Sheet 3 of 4

Issue	1	2	3	4	5	6	7	8
Date	23 Aug 06							
Compiled	S. Jeffery							

MAINTENANCE MANUAL

The equipment installed as part of this Change is similar in nature to that previously installed. The equipment is either maintained as On Condition or with a given life. The Maintenance Schedule should be reviewed to ensure all items are covered by maintenance inspection

The MMEL is unaffected.

No scheduled maintenance changes are required

WEIGHT

Weight added:
1 x Stowage Assy @ 2.77 kg.
3 x Oxygen Bottles @ 2.1 kg. each
3 x Single Bag @ 0.3 kg. each
1 x Triple Bag @ 3.1 kg.
Total added = 13.07 kg.

Weight added 13.07 kg @ 1518.0 in.

Ref: ATDSR0155 Stress Report.

FLIGHT TESTING

Not Required.

NOISE

Not Affected.

LIMITATIONS

None

CONTINUED AIRWORTHINESS

No Instructions for continued airworthiness are required for this Change.
Aero Technics Design Ltd is responsible for the Continued Airworthiness of this Change. In the event of a problem with the Change installation Aero Technics Design Ltd are to be notified immediately on the contact details at the top of this page.

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CERTIFICATION PLAN

Document Reference No: ATDCP0155	Change Classification ~~MAJOR~~ MINOR	Change. No. ATD0155	Sheet 4 of 4

Issue	1	2	3	4	5	6	7	8
Date	23 Aug 06							
Compiled	S. Jeffery							

DOCUMENTS/DRAWINGS INTRODUCED

Accomplishment Instructions:
ATDAI0155 (B757-200) Issue 2.

DRAWING NUMBER	TITLE	WQN
757M25200577 Issue 1.	Oxygen Bottle Stowage B757-200	

Aero Technics Design Limited

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CHANGE CLASSIFICATION FORM

A/C TYPE:	A/C REGISTRATION (s):	CHANGE NO.:
757-200	G-CPEP, G-CPEU, G-CPEV, G-OOBA, G-OOBC, G-OOBD, G-OOBE, G-OOBF, G-OOBG, G-OOBH, G-OOBI, G-OOBJ, G-OOOK, G-OOOX, G-OOOZ, C-GTBB.	ATD0155 Issue: 1

TITLE: Introduction of therapeutic oxygen bottles.

DESCRIPTION:
This change introduces a modification to the aircraft listed above by installing 3 off therapeutic oxygen bottles and associated stowage structure into designated overhead bin compartments.

CERTIFICATION BASIS:
The certification basis applied for the approval of this Change is TCDS No. FA28, Issue 5.

MANUALS AFFECTED: IPC

Is the Change a Significant Change as defined in EASA ACJ21.101?	~~YES~~	NO
Does the Change Require an Amendment of the Original Certification Basis?	~~YES~~	NO
Does the Change have an appreciable affect on weight and balance?	~~YES~~	NO
Does the Change have an Appreciable affect on structural strength?	~~YES~~	NO
Does the Change have an appreciable affect on Operational characteristics or reliability?	~~YES~~	NO
Is there a new Means of Compliance Demonstrated?	~~YES~~	NO
Does the Change Affect the TCDS or Manuals Directly approved by the TCDS?	~~YES~~	NO
Is the Failure Effect Classified Hazardous or Catastrophic?	~~YES~~	NO
Is a Flight Test Required?	~~YES~~	NO

If any of the answers above are Yes, the Change must be classified Major

Request Date for STC Issue:

CHANGE CLASSIFICATION: ~~MAJOR~~ MINOR

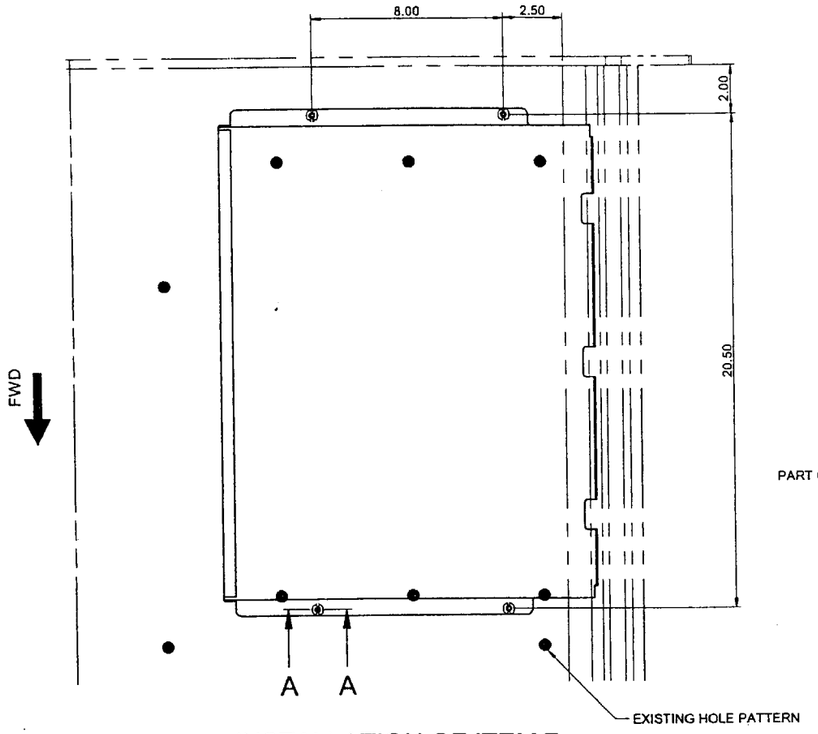
SIGNED:

Signed: ..... Date: SEPT 2006
Simon Jeffery – Engineering Director and Head of Design
For: Aero Technics Design Limited EASA.21J.123

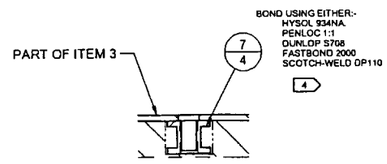
DRAWING No 757M25200577

THIRD ANGLE PROJECTION

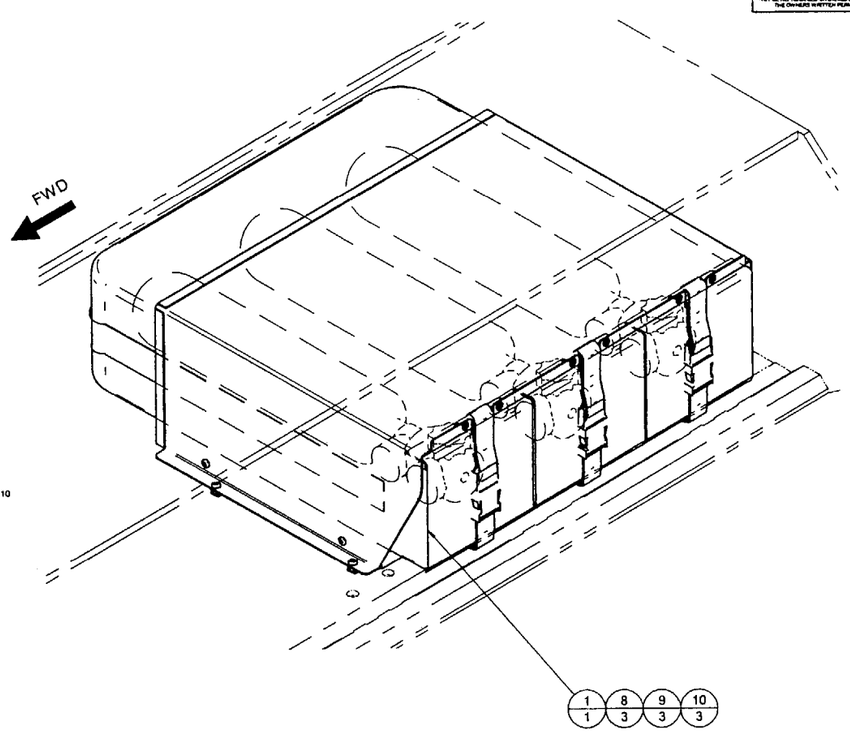
SOLIDEDGE DRG A0

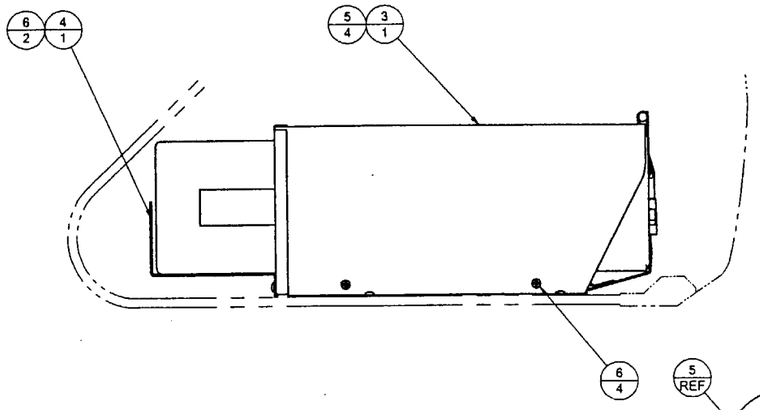


INSTALLATION OF ITEM 7

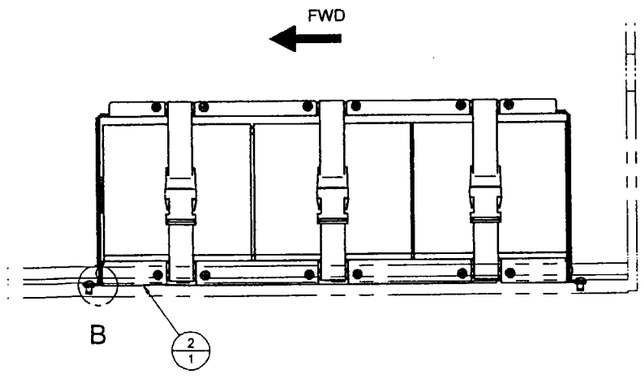


SECTION A-A





DETAIL B
4 POSITIONS



NOTES:-
1. FOR INSTALLATION OF POTTED INSERTS REFER TO ADHESIVE MANUFACTURERS INSTRUCTION.
2. INSTALL DECAL ITEM 11 ONTO OVERHEAD STOWAGE COMPARTMENT 1mm ABOVE CENTRE LINE OF HANDLE.
3. OXYGEN BAG AND CONTENTS WEIGHT IS 18.96 Lb
   STRUCTURE WEIGHT IS 3.34 Lb.
4. DRILL DIA .455" x .50 DP FOR INSERT INSTALLATION.
   CAUTION: DO NOT DRILL THROUGH BIN FLOOR.
5. TO BE INSTALLED IN ACCORDANCE WITH ACCOMPLISHMENT INSTRUCTIONS ATDAI0155

ITEM	PART NUMBER	DESCRIPTION	QTY	SUPPLIER	WEIGHT
20					
19					
18					
17					
16					
15					
14					
13					
12					
11	757M1200057	DECAL - PASSENGER SUPP...	1		0.002 lb
10	AVM00001	CYLINDER BAG	3	FIRST CHOICE	1.980 lb
9	200E207	OXYGEN BOTTLE	3	GEC	13.800 lb
8	200E202	NASAL CANNULA	3	GEC	0.002 lb
7	NAS1636-3.11	INSERT 10-32 UNF	4	SHURLOK	0.024 lb
6	MS51958-62	SCREW 10-32 UNF PAN HD	6		0.022 lb
5	MS51958-80	SCREW 10-32 UNF PAN HD	4		0.020 lb
4	757M25200509	BACK STOP	1	AERO TECHNICS DESIGN	0.640 lb
3	757M25200508	TOP PLATE ASSEMBLY	1	AERO TECHNICS DESIGN	3.500 lb
2	757M25200507	BASE ASSEMBLY	1	AERO TECHNICS DESIGN	1.500 lb
1	757M25200506	TRIPLE OXYGEN BAG	1	AERO TECHNICS DESIGN	6.800 lb

SIGNED ORIGINAL HELD AT AERO TECHNICS DESIGN LTD OFFICE

ISSUE	DATE	DRAWN BY	AERO TECHNICS DESIGN LTD
1 MOD No	05/09/06	P. Eyre	ABBEY HOUSE, 150 BATH ROAD, LONGFORD, HEATHROW UB7 0DB
CHANGE	SCALE: 1:2	CHECKED BY: TE	TEL: +44(0)20 737 9966 FAX: +44(0)20 737 9967
	LIMITS: ± 0.010	STRESS: N/A	EASA APPROVAL No EASA.21J.173
STRESS/ELEC APPROVED SJ 03/09/06	DIMENSIONS IN: INCHES	APPROVED SJ	TITLE: BOOKED OXYGEN INSTALLATION B757
DATE			DRAWING No: 757M25200577
			SHEET 1 of 2 SHEETS

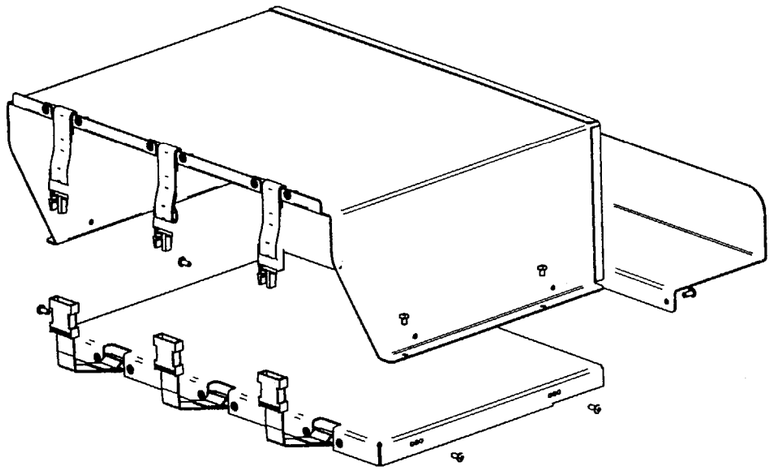
Aero Technics Design Limited

ATDAI13 ISS 1 7/09/06

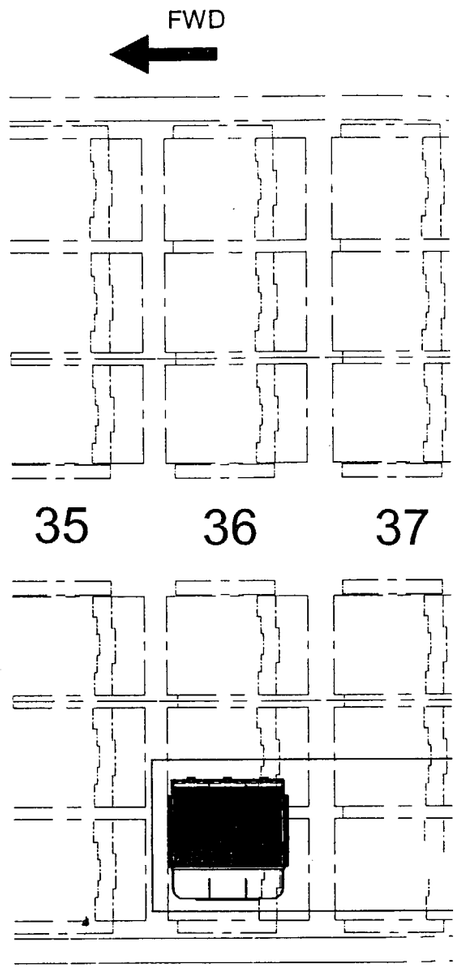
DRAWING No
757M25200577

THIRD ANGLE PROJECTION

SOLIDEDGE DRG A0



EXPLODED VIEW



LOCATION OF BOOKED OXYGEN INSTALLATION WIHIN OVERHEAD STOWAGE COMPARTMENT

SIGNED ORIGINAL HELD AT AERO TECHNICS DESIGN LTD OFFICE

1	ISSUE	DATE: 05/09/06	DRAWN BY: P. Eyre	Aero Technics Design Limited	AERO TECHNICS DESIGN LTD ABBEY HOUSE, 150 BATH ROAD, LONGFORD, HEATHROW UB7 0EB TEL: +44(0)208 757 3465 FAX: +44(0)208 757 3467 BABA APPROVAL No FABA.21J.123	
A/09/06	MOD No					
CHANGE		SCALE: 1:2	CHECKED BY: TE			
		LIMITS: ± 0.010	STRESS: N/A	TITLE: BOOKED OXYGEN INSTALLATION B757	DRAWING No: 757M25200577	
U	STRESS/ELEC	DIMENSIONS IN: INCHES	APPROVED: SJ			
SJ 05/09/06	APPROVED DATE				SHEET 2 of 2 SHEETS	

A. File the attached Temporary Revision/Alerts in the Manual Supplement in ATA Chapter/Section/Subject/Page sequence

B. File this Control Page in front of the Chapter TRs/Alerts.

C. The following list shows active TRs/Alerts together with TRs/Alerts added by this control page.

Chapter Section Subject	Page	TR/Alert No.
25-23-00	1	Alert 25-609
25-23-01	401	Alert 25-610
25-25-01	201	25-632
25-25-01	213	25-633
25-27-01	801	25-622
25-28-02	403	25-676
25-50-01	405	25-624
25-50-01	405	* 25-655
25-50-02	403	25-625
25-50-02	403	* 25-656
25-61-01	401	25-636
25-63-01-0	1	25-592
25-66-01	412	Alert 25-599
25-66-01	601	Alert 25-600
25-66-12	501	25-606

D. Remove and Destroy the following TRs/Alerts:

* Indicates TRs/Alerts issued with this control page

AIRCRAFT MAINTENANCE MANUAL

ALERT No. 25-609

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 25-23-00 Page 1

REASON FOR REVISION
To alert individuals to the new legal requirements concerning the handling/carriage of chemical oxygen generators as cargo.

ACTION
Read the following in conjunction with existing text.

CHEMICAL OXYGEN GENERATORS

A. Chemical oxygen generators are used to provide oxygen from units in the main cabin, in the lavatories, and for Cabin crew.

B. These Generators are classified as DANGEROUS CARGO when not installed as part of the aircraft fit.(UN 3356).They may not be carried as cargo on a passenger aircraft.

C. At all times during transportation TWO (2) means of maintaining each generator in a safe condition must be in place.

D. Every PSU, LSU, ASU and POU, which contains a generator is also classified as dangerous cargo, UN 3356, and each generator must similarly have TWO (2) means of making it safe during transportation.

E. Unfired time-expired generators are totally prohibited from carriage by air, as are fired generators.

F. The two means of making a unit safe may be, as appropriate,
(1) Release pin + safety pin.
(2) Two (2) safety pins.
(3) Release pin + safety cap.
(4) Safety pin + safety cap.

(Safety pin kits are held under P/N A35001-10)

G. PBEs (smoke hoods) are also classified UN 3356 and the same restrictions apply, except that serviceable units in their original containers do not require additional means of making them safe.

Persons performing a supervisory function are responsible for informing their appropriate staff of the substance of this ATP Alert.

Originator: J. Wivell
Reference: MCR.ESS-522
Workbook: KB.25-519

AIRCRAFT MAINTENANCE MANUAL

ALERT No. 25-610

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 25-23-01 Page 401

REASON FOR REVISION
To alert individuals to the new legal requirements concerning the handling/carriage of chemical oxygen generators as cargo.

ACTION
Read the following in conjunction with existing text.

CHEMICAL OXYGEN GENERATORS

A. Chemical oxygen generators are used to provide oxygen from units in the main cabin, in the lavatories, and for Cabin crew.

B. These Generators are classified as DANGEROUS CARGO when not installed as part of the aircraft fit.(UN 3356).They may not be carried as cargo on a passenger aircraft.

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(1) Release pin + safety pin.
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(3) Release pin + safety cap.
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(Safety pin kits are held under P/N A35001-10)

G. PBEs (smoke hoods) are also classified UN 3356 and the same restrictions apply, except that serviceable units in their original containers do not require additional means of making them safe.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-632

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-25-01 Page 201

REASON FOR REVISION

To advise procedure for transference of floor aisle proximity lights when changing seats.

ACTION

Read the following in **ADDITION** to existing text.

PASSENGER SEATS - MAINTENANCE PRACTICES

TASK 25-25-01-002-001
2. Remove the Passenger seat

C. Procedure

(1) When installing or repositioning a passenger seat, first establish if the seat/row is designated to be fitted with a floor aisle proximity light. Refer to Chapter 33.

Floor aisle proximity lights stay with the airplane. Remove from off-going seats and fit to on-going seats.

NOTE:
All other sub-tasks in this group should be re-numbered accordingly.

Originator: P. Mason
Reference: MCR 5365
Workbook: KB.25-014

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-633

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-25-01 Page 213

REASON FOR REVISION

To advise procedure for transference of floor aisle proximity lights when changing seats.

ACTION

Read the following in **ADDITION** to existing text.

PASSENGER SEATS - MAINTENANCE PRACTICES

TASK 25-25-01-402-015
2. Install the Passenger seat

C. Procedure

(1) When installing or repositioning a passenger seat, first establish if the seat/row is designated to be fitted with a floor aisle proximity light. Refer to Chapter 33.

Floor aisle proximity lights stay with the airplane. Remove from off-going seats and fit to on-going seats.

NOTE:
All other sub-tasks in this group should be re-numbered accordingly.

Originator: P. Mason
Reference: MCR 5365
Workbook: KB.25-014

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-622

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CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-27-01 Page 801

REASON FOR REVISION

To add new galley flooring repair procedure.

ACTION

Read the following information as an approved repair procedure.

Repair of 'Coindot' type galley flooring.

1. General
The current 'Flotex™'-type galley flooring is gradually being replaced by a 'Coindot'-type flooring, commonly known as "Airfloor™" or "Airflex 65™", and this is new to British Airways Engineering.

In the event the floor suffers minor damage, and to prevent replacement of the total galley complex floor, minor repairs can be made to the material *in situ*.

2. Procedure

A. Cut out the rectangular damaged piece of Airfloor™ or Airflex 65™ up to the phenol resin laminate with a blunt knife.

B. Remove the silicon surface with a "putty knife" or similar, from the phenol resin laminate, and remove any residue adhesive agent with an authorised detergent. After cleaning, the surface has to be dry and free of dust and oil.

C. Cut a new piece of silicone from the flooring, and adjust it to suit the cleaned surface area to be repaired, without adhesive agent present.
It is recommended that a gap of 1 - 2 mm is left between the repair patch and the existing floor.

←

D. Spread Floorsil™ 7057 with a toothed spatula over the area to be repaired, and remove any excess.
E. Press softly the silicone patch material into the Floorsil™-filled area.
F. Remove the excess Floorsil™ with a spatula, and smooth out the joint with a moist finger.

NOTE: The total cure time is 12 hours, but a thin skin will be built up within 15 minutes.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-676

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-28-02 Page 403

REASON FOR REVISION

To add instructions to check for safety of turnbuckles, and to crimp turnbuckles after adjustment,

ACTION

Read the following in addition to existing text.

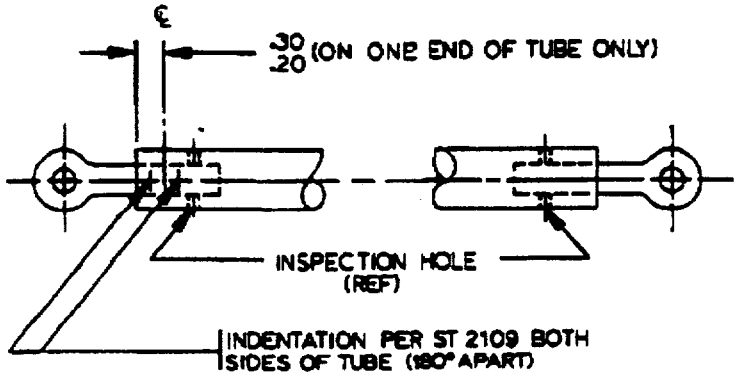
OVERHEAD STOWAGE BIN - REMOVAL / INSTALLATION

3. Install the overhead Stowage Bin

ADD the following, to follow Paragraph 3.C. (5):

(6) Insert a 0.063" dia. wire or pin into the inspection hole. The wire/pin must be stopped by the rod end for the adjustment to be acceptable.

(7) Crimp the turnbuckle or diagonal assembly (if jam nut fitted) on one end only, using crimping tool P/No. ST2109-1 iaw Detail 1 below.



DETAIL I

- NOTE: Crimping operation may be performed at any radial location, provided that the crimp does not interfere with or affect inspection hole.
- NOTE: Crimping must be performed with tube in slot, and end of tube against in locator assy. Of ST2109 crimping tool.
- NOTE: In the event that readjustment of the turnbuckle or strut is required after crimping, one additional crimping operation is allowable approximately 90° from the original indentation, or at the opposite end of the tube.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-624

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-50-01 Page 405

REASON FOR REVISION

To add WARNING into existing text.

ACTION

Read the following WARNING in addition to existing text.

CARGO COMPARTMENT CEILING LINING - REMOVAL/INSTALLATION

TASK 25-50-01-404-008
3. Install Ceiling linings

D. Procedure

(6) Install new tape over all the gaps and fasteners in the lining.

WARNING: WHEN CARRYING OUT ITEM 6 OF THIS PROCEDURE, ENSURE THE TAPE DOES NOT COVER THE SMOKE DETECTOR EXHAUST IN PANEL 1212-8. (Refer to Panel Chart - ATP No. 2742)

Note: Do not use the tape more than one time or you will not get a satisfactory bond.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-655

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-50-01 Page 405

REASON FOR REVISION

To add WARNING into existing text.

ACTION

Read the following WARNING in addition to existing text.

CARGO COMPARTMENT CEILING LINING - REMOVAL/INSTALLATION

TASK 25-50-01-404-008
3. Install Ceiling linings

D. Procedure

WARNING: WHEN CARRYING OUT ITEM 6 OF THIS PROCEDURE, ENSURE THE TAPE DOES NOT COVER THE SMOKE DETECTOR EXHAUST IN PANELS 1542-51 (FWD) AND 1212-8 (AFT).
(Refer to Panel Chart - ATP No. 2742)

(6) Install new tape over all the gaps and fasteners in the lining.

Note: Do not use the tape more than one time or you will not get a satisfactory bond.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-625

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-50-02 Page 403

REASON FOR REVISION

To add WARNING into existing text.

ACTION

Read the following WARNING in addition to existing text.

CARGO COMPARTMENT CEILING LINING - REMOVAL/INSTALLATION

3. Install Ceiling linings

D. Procedure

(5) Install new tape over all the gaps and fasteners in the lining.

WARNING: WHEN CARRYING OUT ITEM 6 OF THIS PROCEDURE, ENSURE THE TAPE DOES NOT COVER THE SMOKE DETECTOR EXHAUST IN PANEL 1212-8. (Refer to Panel Chart - ATP No. 2742)

Note: Do not use the tape more than one time or you will not get a satisfactory bond.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-656

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-50-02 Page 403

REASON FOR REVISION

To add WARNING into existing text.

ACTION

Read the following WARNING in addition to existing text.

CARGO COMPARTMENT CEILING LINING - REMOVAL/INSTALLATION

3. Install Ceiling linings

D. Procedure

WARNING: WHEN CARRYING OUT ITEM 6 OF THIS PROCEDURE, ENSURE THE TAPE DOES NOT COVER THE SMOKE DETECTOR EXHAUST IN PANELS 1542-51 (FWD) AND 1212-8 (AFT).
(Refer to Panel Chart - ATP No. 2742)

(5) Install new tape over all the gaps and fasteners in the lining.

Note: Do not use the tape more than one time or you will not get a satisfactory bond.

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-636

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA).
CAA DESIGN APPROVAL No. DAI/8566/78.

Manual Reference 25-61-01 Page 401

REASON FOR REVISION
Introduction of additional maintenance task.

ACTION
the following is a new item.

ESCAPE ROPES
REMOVAL AND INSTALLATION

1. Removal
   - A. Gain access to the left and/or right hand flight deck escape rope by pressing red door release button adjacent to the door.
   - B. Remove coiled rope from the stowage
   - C. Release the rope from the aircraft structure and remove the rope.

2. Installation
   - A. Gain access to the left and/or right hand flight deck escape rope by pressing red door release button adjacent to the door.

   WARNING: ENSURE ROPE IS REMOVED FROM BAG, AND ANY TRANSPORTATION RESTRAINT DEVICES TIED AROUND COILED ROPE ARE REMOVED.

   - B. Attach the rope to the aircraft structure and ensure that it is secure.

   WARNING: ENSURE THE ROPE IS NOT TANGLED WHEN INSTALLED IN STOWAGE, AND ROPE IS COILED SO IT WILL UNRAVEL TO ITS FULL LENGTH WITHOUT BECOMING KNOTTED.

   - C. Install coiled rope into stowage and close access door.

ATP TEMPORARY REVISION

BRITISH AIRWAYS

B757 NB322

16 July, 1997

MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-592

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS QUALITY AND TECHNICAL SERVICES AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

For CHIEF ENGINEER QUALITY AND TECHNICAL SERVICES.

Manual Reference 25-63-01-0 Page 1

REASON FOR REVISION

Addition of emergency signal system to aircraft.

ACTION

A. General
The aircraft evacuation alarm system is an audible warning system to attract the attention of the flight and cabin crews to an evacuation alert. The system comprises of 5 interconnected evacuation alert modules. One module is located on the Pilots overhead panel, one over and fwd of No. 1, 2 and 4 LH passenger door and over No. 3 LH Emergency Exit Door.

B. Each module consists of a PCB, and audible warning device (alarm), a guided command switch and an LED. The PCB controls the length of time the alarm sounds. The flight deck alarm sounds for a shorter period than the cabin alarm.

C. The system operates from the aircraft battery bus. There is provision for fitment of alkaline batteries but this facility is not used, unless specified.

D. When a command switch at any one of the modules is positioned to EVAC the LED at that module illuminates and the alarms sound at each of the 5 modules.

EMERGENCY EVACUATION SIGNAL PANEL REMOVAL AND INSTALLATION

Remove Emergency Evacuation Signal (EES) Panel.

A. Prepare for removal

Open EMERGENCY EVACUATION signal panel system circuit breaker on main circuit breaker panel (P6).

←

B. Procedure

(1) Remove pilots EES panel.
(a) Release four panel screw fasteners.
(b) Pull EES panel from P5 panel.
(c) Disconnect electrical connector and remove EES panel.

(2) Remove main passenger cabin attendants EES panel.
(a) Remove cover retainer screw at bottom of cover and lift cover upward and inboard.
(b) Release panel screw fasteners.
(c) Pull EES panel from sidewall lining.
(d) Disconnect electrical connector and remove EES panel.

Install Emergency Evacuation Signal (EES)Panel.

A. Procedure.

(1) Ensure that the EMERGENCY EVACUATION signal system circuit breaker on main circuit breaker panel (P6) is open.

(2) Connect EES panel electrical connector.

(3) Install pilots EES Panel.
(a) Place pilots EES panel into flight compartment overhead panel (P5).
(b) Secure in place with four screw fasteners.

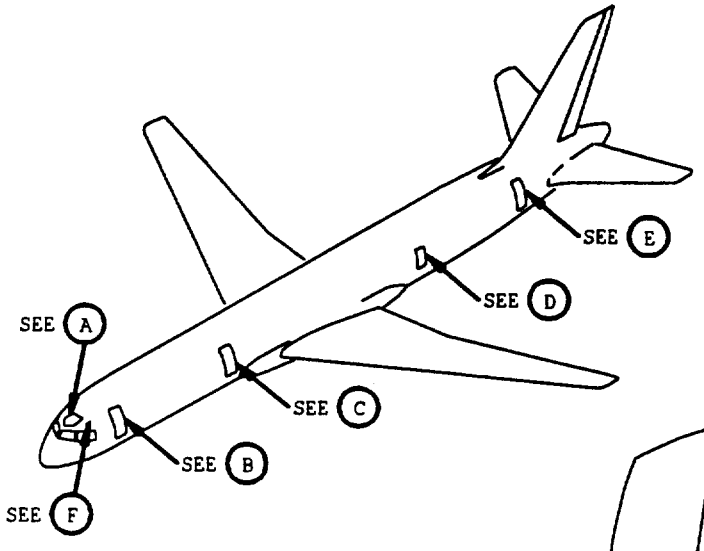
(4) Install main passenger cabin EES panel.
(a) Lock screw fasteners and secure panel to sidewall.
(b) Install panel cover.
1) Mate upper cover and panel retaining fittings, push cover outboard at bottom to mate the lower retaining fittings, and install retaining screw.

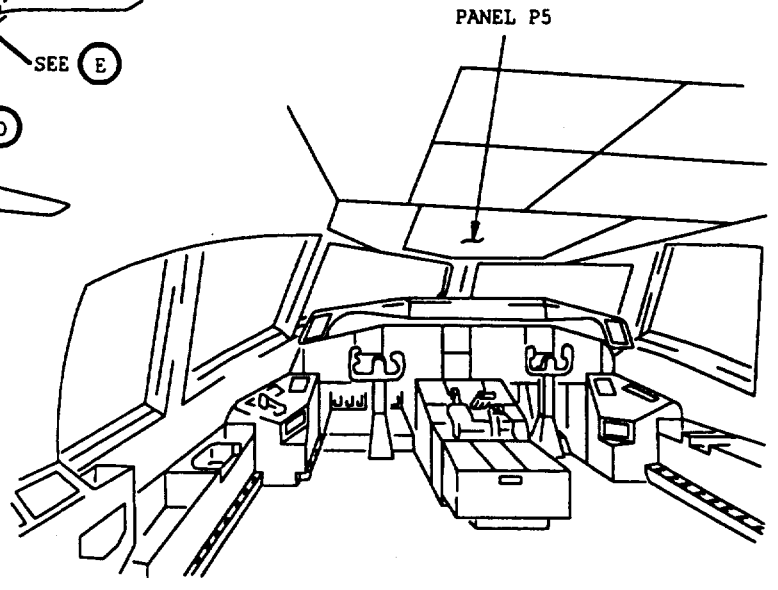
(5) Close EMERGENCY EVACUATION signal panel system circuit breaker on main circuit breaker panel (P6).

(6) Provide electrical power (Ref 24-22-00).

(7) Check panel operation.
(a) On pilots evacuation signal panel raise switch guard and raise command switch to on. Check the alarm horn sounds and red LED is illuminated at all panels. (Horns will self cancel after 3-5 seconds for flight deck unit or 10-15 seconds for cabin units).
(b) Close command switch guards.
(c) Repeat steps 2 and 3 at signal panels on No. 1,2, & 4 LH passenger Door and LH No.3 Emergency Exit Doors.

(8) Remove electrical power if no longer required.





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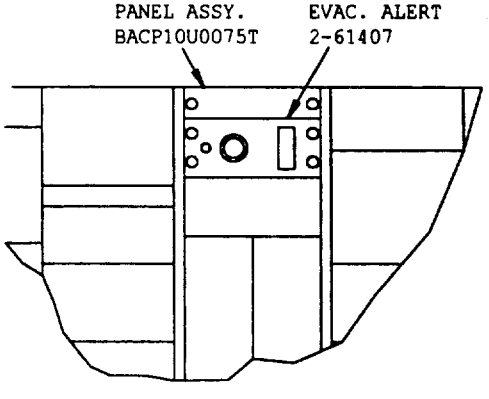
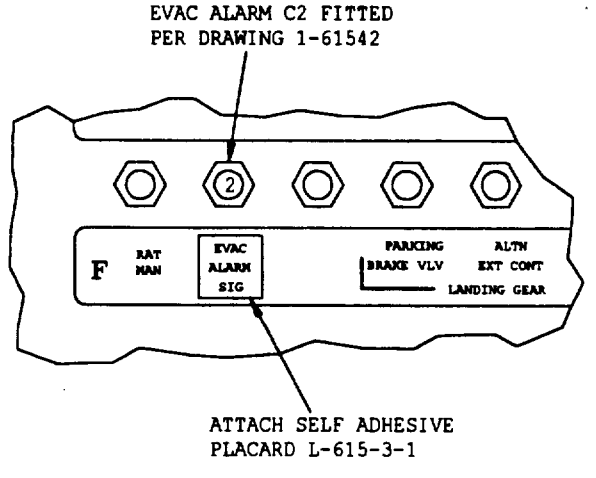


ENLARGED VIEW OF PANEL, P5

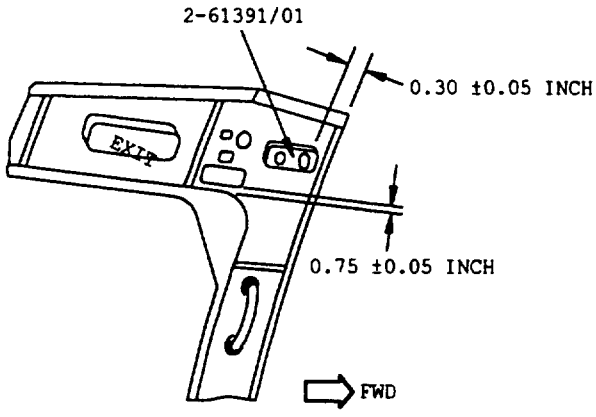


P6-1 MAIN POWER DISTRIBUTION P
(PANEL P6-1 F2)

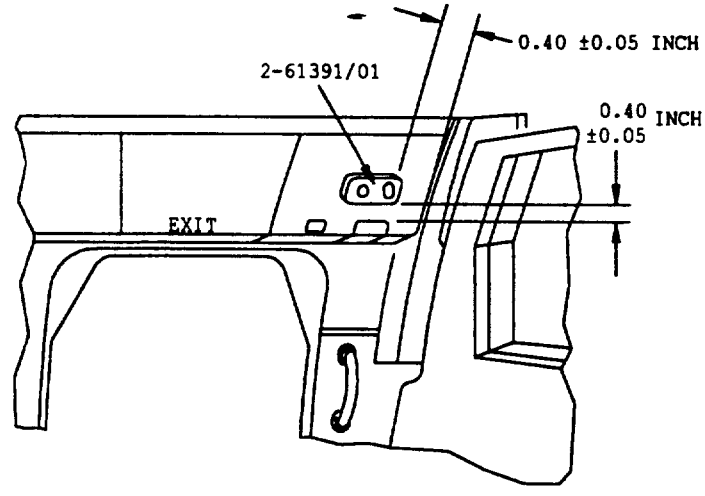
F

LOCATION AND COCKPIT DETAIL

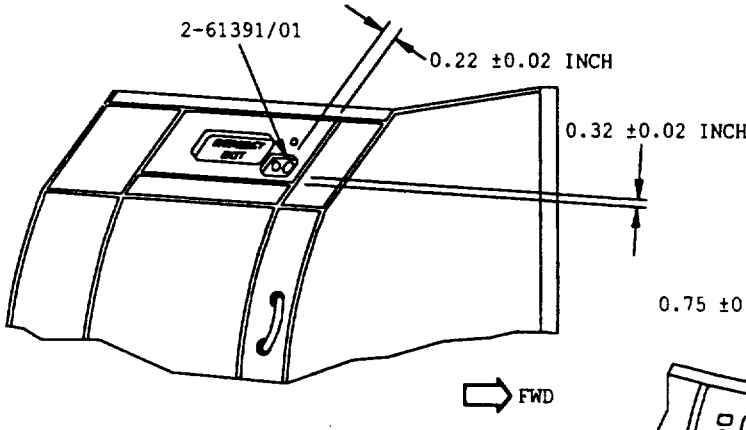
Emergency Evacuation Signal System
Figure 1 (Sheet 1)



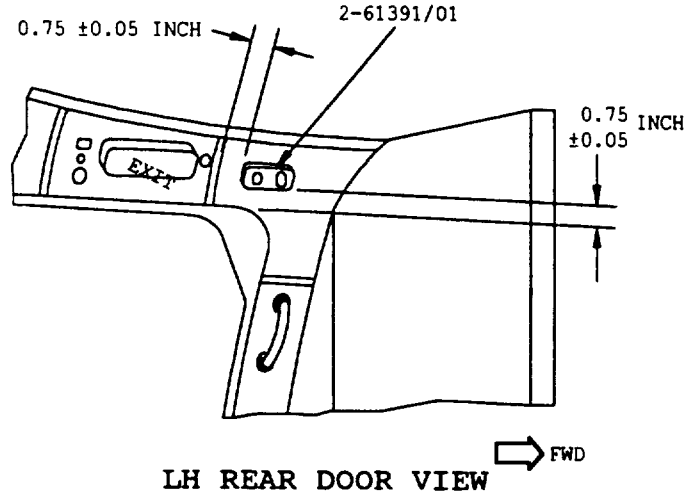
LH FORWARD DOOR
VIEW LOOKING OUTBOARD
(B)



LH DOOR 2 VIEW
LOOKING OUTBOARD
(C)



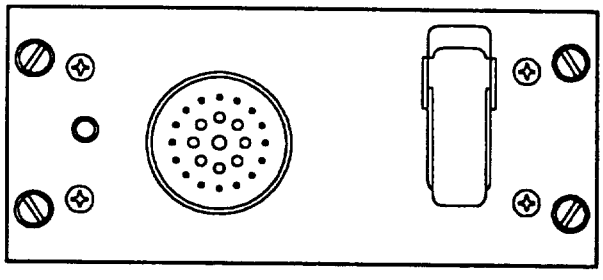
LH EMERGENCY EXIT DOOR 3
VIEW LOOKING OUTBOARD
(D)



LH REAR DOOR VIEW
LOOKING OUTBOARD
(E)

PASSENGER CABIN

Emergency Evaculation Signal System
Figure 1 (Sheet 2)



PANEL BOX ASSEMBLY
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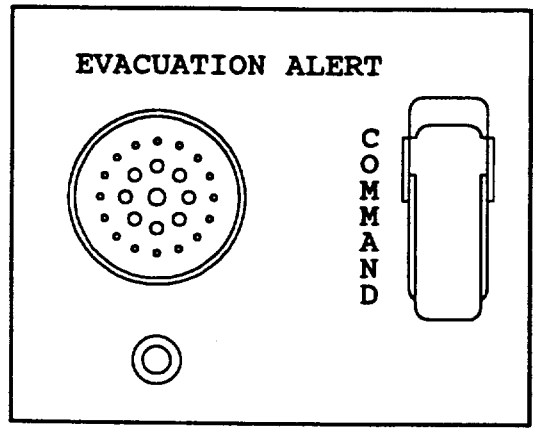
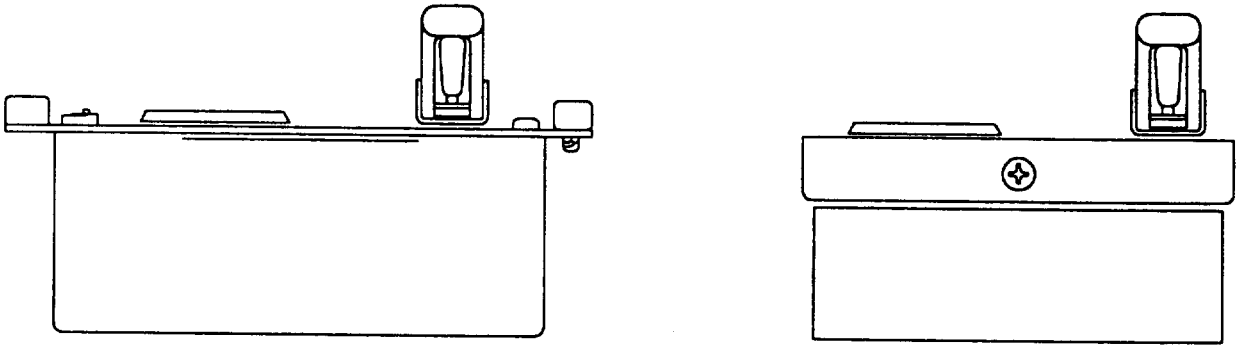


EVAC. ALERT
2-61391/01



EES PANEL

Emergency Evaculation Signal System
Figure 1 (Sheet 3)

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For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 25-66-01 Page 412

REASON FOR REVISION

To prevent failure of slide latch assembly.

ACTION

Read the following as an ADDITION to existing text.

3. Install Escape Slide

G. Install escape slide

WARNING: ESCAPE SLIDE CHAIN LATCH ASSEMBLY 65C19901-20 IS ONLY TO BE CHANGED AS A COMPLETE ASSEMBLY, AS SUPPLIED BY BOEING.
DO NOT ATTEMPT TO REPLACE PIECE PARTS, NOR SOLDER THE BRASS RING IN-SITU.

THIS IS A B.A. SAFETY & TECHNICAL STRATEGY BOARD REQUIREMENT.

ALERT No. 25-600

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8566/78.

For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 25-66-01 Page 601

REASON FOR REVISION

To prevent failure of slide latch assemblies.

ACTION

Read the following as an ADDITION to existing text.

2. No. 1,2, or 4 passenger Door Escape System check

WARNING: ESCAPE SLIDE CHAIN LATCH ASSEMBLY 65C19901-20 IS ONLY TO BE CHANGED AS A COMPLETE ASSEMBLY, AS SUPPLIED BY BOEING.
DO NOT ATTEMPT TO REPLACE PIECE PARTS, NOR SOLDER THE BRASS RING IN-SITU.

THIS IS A B.A. SAFETY & TECHNICAL STRATEGY BOARD REQUIREMENT.

757 MAINTENANCE MANUAL

TEMPORARY REVISION No. 25-606

THIS TEMPORARY REVISION IS ISSUED BY BRITISH AIRWAYS ENGINEERING (TECHNICAL INFORMATION SERVICES, G2, TBA, S401, P. O. BOX 10, HEATHROW AIRPORT, HOUNSLOW, MIDDLESEX TW6 2JA) AND COMPLIES WITH BCAR'S CHAPTER A5-3, B5-3 AND/OR TSS No. 0-2 AS REQUIRED. CAA DESIGN APPROVAL No. DAI/8568/78.

For CHIEF ENGINEER QUALITY AND TRAINING

Manual Reference 25-66-12 as Page 501

REASON FOR REVISION

Introduction of door 'slide engaged' audible warning.

ACTION

25-66-12 WARNING - DOOR SLIDE ENGAGED AUDIBLE

DESCRIPTION AND OPERATION

1. BAB> General <BAB

A. BAB> An Entry Door Slide Engaged Audio Warning System is installed at each of the Number 1, 2 and 4, left and right doors. <BAB

B. BAB> The Audible Warning System consists of an Alarm Unit and a circuit breaker at each Main Entry Door. <BAB

C. BAB> The Alarm Unit contains relevant switching, timing circuits and a sounder which provides a high pitch audio warning when certain input conditions are met. The alarm will sound for 10-15 seconds. <BAB

2. BAB> Operation <BAB

A. BAB> With all doors closed the alarm will sound at any door with its mode selector lever at 'ENGAGE' when any door interior handle is moved towards the 'OPEN' position. <BAB

(1) BAB> A Girt Bar Engaged is provided by the individual door ARM light (Ref <BAB BAB> MM 25-66-11 <BAB BAB>). <BAB

(2) BAB> A 'DOOR OPEN' signal is provided from the 'ENTRY DOOR' light in the flight deck P5 panel. (Ref. Maint. Manual <BAB BAB> 52-71-00 <BAB BAB>). <BAB

(3) BAB> A Circuit Breaker is provided adjacent to each Alarm unit to isolate the alarm unit in the event of a mulfunction. Tripping

←

the circuit breaker will isolate the alarm unit at the door only. <BAB

ADJUSTMENT/TEST1. BAB> General <BAB

A. BAB> This procedure contains the test of the No. 1, 2 and 4 passenger door girt bar engaged audible warning system. <BAB

B. BAB> The door warning system for the passenger doors must also operate correctly (Ref <BAB BAB> 52-71-00 <BAB BAB>). <BAB

TASK 25-66-12-715-001 BAB> <BAB

2. BAB> Door Slide Engaged Audible Warning Test <BAB

A. BAB> Equipment <BAB

(1) BAB> Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1 <BAB

NOTE: BAB> The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts, (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach streamers to the bolts to identify the bolts for removal. <BAB

B. BAB> References <BAB

(1) BAB> 52-11-30 <BAB BAB> , No. 1, 2, and 4 Passenger Door Emergency Power Reservoir <BAB

C. BAB> Procedure <BAB

SUBTASK 715-002 BAB> <BAB

(1) BAB> Do these steps for each one of the passenger doors: <BAB

(a) BAB> Get access to the emergency power reservoir and install the safety pins (Ref <BAB BAB> 52-11-30 <BAB BAB>). <BAB

(b) BAB> Move the mode selector lever to the ENGAGED position. <BAB

(c) BAB> Slowly turn the handle in the open direction. <BAB

CAUTION: BAB> DO NOT LET THE DOOR OPEN MORE THAN 30 DEGREES. IF THE DOOR IS OPENED MORE THAN 30 DEGREES, THE EMERGENCY POWER RESERVOIR ACTUATION CABLE CAN HAVE A LOAD THAT IS TOO MUCH. <BAB

(d) BAB> When the door starts to open, make sure you can hear the girt bar engaged audible alarm for 10-15 seconds. <BAB

(e) BAB> Close the door. <BAB

(f) BAB> Move the mode selector lever to the DETACH position. <BAB

(g) BAB> Remove the safety pins from the emergency power reservoir. <BAB

(h) BAB> Put the airplane back to its usual condition. <BAB

GPA Group plc

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GPA Group plc

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EQUIPMENT/FURNISHINGS - DESCRIPTION AND OPERATION

1. General
   A. Equipment/furnishings include those items which: provide comfort and convenience for crewmembers and passengers, handle and stow cargo, protect passengers and crew in an emergency.
   B. Maintenance procedures and information for Equipment/Furnishings are contained in the following major sections in this chapter.
      (1) AMM 25-11-00, Flight Compartment, has procedures for seats, linings, insulation, and other removable items.
      (2) AMM 25-21-00 thru AMM 25-41-00 cover equipment such as sidewall linings and insulation, ceiling linings and inuslation, service units, closets and partitions, passenger seats, galleys, and lavatories.
      (3) AMM 25-31-00, Buffet/galley, has procedures for the galleys.
      (4) AMM 25-41-00, Lavatories, includes lavatory modules and enclosed items, except for toilets which is covered in Chapter 38, Water/Waste.
      (5) AMM 25-50-00, Cargo Compartments, includes compartment linings, cargo handling, and cargo tiedown equipment.
      (6) AMM 25-60-00, Emergency, has all the escape, overwater survival, emergency signaling, and detachable equipment.

EQUIPMENT/FURNISHINGS - CLEANING AND PAINTING

1. General
   A. This procedure contains two tasks. The first task is instructions to clean the different types of materials found in the airplane. The second task is the instructions to paint the equipment in the airplane.
   B. The decorative surfaces in the airplane can be made from the materials that follow:
      (1) Tedlar
      (2) polycarbonate (Lexan)
      (3) fabrics
      (4) silicone seals
      (5) rubber
      (6) painted surfaces
      (7) metal trim
   C. It is necessary to paint the equipment in the airplane when the surface finish is damaged. Apply the paint with a paint sprayer, a hand brush, or with an air brush.
   D. There must be no visual difference between the initial surface finish and the new surface finish.

TASK 25-00-00-107-001

2. Clean the Airplane Equipment and Furnishings
   A. General
      (1) Make sure that you do not get clean surfaces dirty when you clean the adjacent surfaces.
      (2) The procedures are in groups as follows:

NOTE: Each group contains equivalent types of materials that you clean with the same detergents and procedures.

(a) Plastic and painted surfaces
(b) Fabrics
(c) Mirrors
(d) Floor coverings
(e) Silicone seals
(f) Bare metal surfaces

(3) Use polyethylene bottles, or spray guns for the water, and the detergent solutions.
Use a polyethylene bottle for the solvents.
Attach metal tags to all bottles to identify the contents.
(4) If you touch polycarbonate components with an incorrect cleaning agent, cracks will occur easier in the components.
Before you use a cleaning agent that is not listed below, do the Polycarbonate Crazing Test.

B. Equipment
(1) MIT65B50274 - Air Grille Panel, Vacuum Cleaner Attach Kit
(2) Other Equipment
(a) E00016 Bottles, polyethylene with nozzle and spray applicators
(b) Brushes - Stiff fiber, 1/2-inch long bristles, 1/4 to 2 inches wide (glue brushes or paint brushes with bristles cut to length)
(c) Brushes - Medium fiber bristles, 4 inches wide
(d) Brushes - Hand, solvent resistant, Fuller Brush No. 4926
(e) Scraper - Bone
(f) Paper towels - White reinforced
(g) Sodium Bicarbonate - O-S-567
(h) Spatula
(i) Sponges - Cellulose
(j) Vacuum cleaner - Wet pickup
(k) Wipers - Cheesecloth, gauze, cotton cloth, rymple cloth and cotton flannel

C. Consumable Materials

NOTE: Use materials from this list.

(1) Detergents
(a) B00157 Spraywhite E

(b) B00158 Clean Quick
(c) B00161 Orvus WA Paste
(d) B00705 SE-700
(e) B00294 Glo DO-ALL Formula

(2) Glass Cleaners
(a) B00032 Glyst Concentrated Glass Cleaner
(b) B00033 Glasswax
(c) Windex
(d) B00042 PRC Deck Cleaner

(3) Plastic Cleaners
(a) B00710 Meguiare Mirror Glaze
(b) B00702 Dustless
(c) Cleaning Compound - P-P-560

(4) Solvents
(a) B00069 Methyl Chloroform (1-1-1 trichloroethane)
1) Inhibisol - Westsafe
2) B00070 Chlorothene NU
(b) B00148 Methyl Ethyl Ketone (MEK) - TT-M-261
(c) B00093 Tetrachloroethylene (perchloroethylene), technical grade - O-T-236
(d) B00037 Freon TF

(5) Metal Polishes
(a) B00700 Met-All

D. References
(1) AMM 12-16-03/301, Passenger Compartment Windows
(2) AMM 25-00-00/801, Equipment/Furnishing

E. Access
(1) Location Zones
200 Upper Half of the Fuselage

F. Procedure - Prepare to Clean

S 847-057

WARNING: OBEY THE INSTRUCTIONS FROM INDUSTRIAL HYGIENE, FIRE, AND SAFETY ORGANIZATIONS FOR THE FACILITIES, EQUIPMENT, VENTILATION, AND PROCEDURES FOR SAFE OPERATIONS. THE MATERIALS YOU WILL USE ARE POISONOUS AND FLAMMABLE. IF YOU DO NOT USE THE CORRECT PROCEDURES, INJURY OR DAMAGE CAN OCCUR.

DO NOT GET THE SOLVENTS, DETERGENTS, AND CLEANERS IN YOUR MOUTH OR EYES OR ON YOUR SKIN. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE THESE MATERIALS. MAKE SURE THE AIR FLOWS FREELY THROUGH THE WORK AREA. USE THE NECESSARY RESPIRATORY PROTECTION. KEEP THESE MATERIALS AWAY FROM SPARKS, FLAME, AND HEAT. THESE MATERIALS ARE POISONOUS AND FLAMMABLE AND CAN CAUSE INJURY OR DAMAGE.

CAUTION: DO NOT USE SOLVENTS, DETERGENTS, AND CLEANERS OTHER THAN THOSE SPECIFIED. IF YOU USE MATERIALS THAT ARE NOT APPROVED, YOU CAN CAUSE DAMAGE TO THE AIRPLANE.

(1) Unless you are told differently, mix the detergent you will use as follows:
   (a) Mix one part Spraywhite E to 10 parts water (by volume).
   (b) Mix one part Orvus WA Paste to 30 parts water (by volume).
   (c) Mix one part Clean Quick to 64 parts water (by volume).
   (d) Mix one part Glo Do-All Formula to 30 parts water (by volume).
   (e) Mix one part SE-700 to 20 parts water (by volume).

G. Procedure - Clean Opaque Plastic and Painted Surfaces (where applicable)

NOTE: Use foam and a vacuum cleaner to remove the unwanted materials from the perforated or acoustic surfaces. If you cannot use foam and a vacuum cleaner, use moist cloths or sponges. If the cloths or sponges are soaked, too much fluid will go through the perforations and openings.

S 117-003

(1) To clean a small area on the surface, do the steps that follow:
   (a) Lift the loose unwanted material with a wiper.

   NOTE: Do not rub or push the unwanted material into the textured or perforated surfaces, or the joints.

   (b) Apply mixed detergent to the dirty area with a spray bottle or a moist sponge.

(c) Lightly rub the area with a wiper.

NOTE: For textured surfaces, remove unwanted materials from recesses with a soft fiber brush.

(d) Remove the detergent with a sponge that is moist with clean water.
(e) Dry the area with a clean wiper. Rub the surface in a straight line movement. If the area stays dirty, do the steps that follow:

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

1) Carefully rub the dirty area with wiper that is moist with Freon TF, Isopropyl Alcohol, or Ethyl Alcohol.
2) Do the steps above to remove the solvent with detergent.

S 117-004
(2) To clean all of the surface, do the steps that follow:
(a) Apply the detergent you mixed to the surface with a sponge or a spray bottle. Let the detergent stay on the surface for 1/2 to 2 minutes.
(b) Rub the surface with a cloth that is moist with clean water.
(c) Remove the detergent with a clean wiper that is soaked with clean water.
(d) Dry the surface with a clean, dry cloth.

S 117-005
(3) To clean a ceiling panel that is installed, do the steps that follow:
(a) Mix 1 part Spraywhite E with 5 to 10 parts water.
(b) Apply the mixture with a brush that has soft-to-medium bristles.

NOTE: Add up to 30% ethyl alcohol O-E-760 (by volume) to help remove nicotine.

(c) Rub the surface in all directions with the brush.

(d) Remove the mixture with a sponge that is moist with clean water.
(e) Dry the area with a clean wiper.

S 117-006
(4) Do the steps that follow to clean a ceiling panel that is not installed:
(a) Repair all ceiling panels that have damage (AMM 25-00-00/801).
(b) Continue:

NOTE: You can also use the instructions for installed panels.

1) Remove or apply masking tape to all polycarbonate parts that are not resistant to solvent damage.

NOTE: These solvents will also remove the paint from the edge of the ceiling panel.

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

2) Clean the panels with isopropyl alcohol or one of the solvents that follow:
a) 50-50 mixture of MEK and toluene
b) Ethyl alcohol
c) Perchloroethylene (chlorinated)
d) 1-1-1 trichloroethane (chlorinated)
(c) Apply BMS 10-83 Type I primer to the panel face and edges.

NOTE: Refer to the Painting paragraph below for instructions.

(d) Apply BMS 10-83 Type II enamel to the panel face and edges.

NOTE: Refer to the Painting paragraph below for instructions.

H. Procedure - Clean the Translucent and Transparent Plastic Surfaces

NOTE: (AMM 12-16-03/301) for window cleaning procedures.

S 117-007

CAUTION: DO NOT RUB THE PLASTIC SURFACES WITH A DRY CLOTH. THIS CAUSES SCRATCHES AND AN ELECTROSTATIC CHARGE.

(1) Rub the surface lightly with a cloth that is soaked with Freon TF detergent, Isopropyl Alcohol, Ethyl Alcohol, or an applicable plastic cleaner.

S 117-008

(2) Remove the solvent with a cotton flannel cloth that is moist.

NOTE: Do not rub the plastic surfaces when they are dry.

I. Procedure - Clean the Mirrors

S 117-009

(1) To clean glass mirrors, do the steps that follow:
   (a) Use a razor blade to remove dry paint and other unwanted materials that are not easy to rub off.
   (b) Use Glyst Concentrated Glass Cleaner or Glasswax to clean the glass.

NOTE: Obey the manufacturer's cautions and instructions.

S 117-051

CAUTION: DO NOT RUB PLASTIC SURFACES WITH A DRY CLOTH. THIS CAUSES SCRATCHES, AND AN ELECTROSTATIC CHARGE.

(2) To clean plastic mirrors, do these steps:
   (a) Remove loose unwanted materials with a clean cloth.

NOTE: Be careful not to cause a scratch on the plastic.

(b) Rub the stains with a cloth that is moist with Freon TF, Acetone, Ethyl Alcohol, or Isopropyl Alcohol .
(c) Remove the solvent with a cotton flannel cloth that is moist.
(d) Rub all of the surface lightly with a moist cloth to remove the sharp particles from the surface.
(e) Apply the Windex to the surface.
(f) Rub the surface lightly with a clean moist cloth.
(g) Apply the Windex one more time to the surface.
(h) Polish the plastic with a clean cotton-flannel cloth that is moist with Windex.

J. Procedure - Clean the Carpets, Seat Upholstery and Equivalent Equipment

S 117-048

(1) To clean a small area on the surface, do the steps that follow:

NOTE: Remove stains before too much time. It is not possible to remove some materials from the fabric if you do not remove them immediately.

(a) To remove tea, coffee, fruit juices, wines, fruit, catsup, soft and mixed drinks, chocolate, syrups, perfumes, vomit, and urine, do these steps:

CAUTION: DO NOT USE TOO MUCH HAND PRESSURE WHEN YOU RUB THE FABRIC WITH THE BONE SCRAPER. IF YOU USE TOO MUCH HAND PRESSURE, THE BONE SCRAPERS CAN CAUSE DAMAGE TO FABRICS.

1) Carefully rub the area with a bone scraper to loosen the unwanted material from the fabric.
2) Apply mixed detergent to the area.
3) Rub the area with the bone scraper one more time.
4) Use a vacuum cleaner to remove the detergent and unwanted materials.

NOTE: Use a soft cloth to remove the remaining moisture if it is necessary.

5) If the odor continues, mix 1 teaspoon of sodium bicarbonate in 6 ounces of water. Apply the mixture on the area. Rub the area with a bone scraper. Remove the moisture with a wiper.

(b) To remove fresh paints, greases, lipsticks, permanent inks, oils, jet fuel, hydraulic fluid, powdered graphite, and powdered aluminum, do these steps:

1) Remove the loose unwanted material.
2) Apply the detergent you mixed to the area and let it soak for 30 seconds.
3) Apply more mixed detergent to the area.
4) Carefully rub the area with the blunt end of the bone scraper to lift the unwanted material into the detergent.
5) Use a vacuum cleaner to remove the detergent and unwanted materials.

NOTE: Use a wiper to remove the remaining moisture if it is necessary.

6) If the area is not fully clean, do the steps again until the area is fully clean.
7) Use a soft fiber brush to make the fabric straight.

(c) To remove adhesives, sealants, paints, asphalt, and gum, do these steps:

1) Use a vacuum cleaner to remove all loose unwanted material from the fabric.

CAUTION: PUT A COVER ON THE PLASTIC AND PAINTED SURFACES ADJACENT TO THE DIRTY AREA. CHLORINATED SOLVENTS CAN CAUSE DAMAGE TO THE PLASTIC AND PAINTED SURFACES.

USE ONLY THE MINIMUM QUANTITY OF CHLORINATED SOLVENT NECESSARY TO REMOVE THE UNWANTED MATERIAL. CHLORINATED SOLVENTS CAN MOVE UNWANTED MATERIAL FROM THE DIRTY AREA AND MAKE A CLEAN AREA DIRTY.

2) Apply chlorinated solvent to the dirty area and let it soak for 30 seconds.

3) Carefully rub the fabric with a bone scraper to loosen the unwanted materials.
4) Remove the unwanted material with a wiper.
5) Do the steps again until the area looks fully clean.
6) Immediately after the area looks fully clean, clean the area one more time with detergent to remove the chlorinated solvent.

NOTE: Refer to the instructions given before for use of detergents on small areas.

(d) Regular Cleaning
1) Use a vacuum cleaner to remove loose particles from the fabric.
2) Mix 2 ounces of Orvus WA paste in 1 gallon of water to make a shampoo solution.

NOTE: You can use High Concentrate 40-1 or Do-All. Refer to the Prepare to Clean procedure for instructions to mix the 40-1 or Do-All.

CAUTION: IF YOU MUST REMOVE THE FABRIC TO CLEAN IT, THE FABRIC MUST BE DRY CLEANED TO PREVENT DAMAGE TO THE FABRIC.

IF YOU DO NOT REMOVE THE FABRIC TO CLEAN IT, APPLY THE SHAMPOO SOLUTION AS A FOAM ON THE FABRIC. DO NOT APPLY THE SHAMPOO SOLUTION AS A LIQUID BECAUSE THE LIQUID WILL SOAK THE FABRIC AND CAUSE DAMAGE TO THE FABRIC.

3) Carefully rub the mixture into the fabric with a sponge or a brush that has medium-fiber bristles. Use a circular motion, and make an overlap with each motion.

NOTE: Do only a small areas, until you are done.

4) Use a brush to lift the fabric pile. Carefully rub the fabric in one direction or the fabric will not look satisfactory.
5) When the area is fully dry, use a vacuum cleaner to remove the remaining unwanted materials.

(e) To clean seat covers and drapes, do the steps that follow:

NOTE: Fabrics are treated with fire retardant. If you do the instructions that follow, the fire retardant will stay satisfactory.

If these instructions do not agree with the fabric manufacturer or supplier, obey their instructions.

1) Attach the velcro tape together to prevent contamination or damage to the hook and pile.
2) To remove tea, coffee, liqueurs, fruit juice, chocolate, syrup, perfume, vomit, and urine, do the step that follows:
   a) Make the unwanted material soft with detergent and steam. Remove the moisture and unwanted material with a wiper or soft cloth.
3) Turn the seat covers inside out (turn the inner side to the outer side).

CAUTION: YOU MUST USE COLD WATER. DO NOT USE MORE THAN 8 PERCENT WATER IN THE MIXTURE. THE FABRIC CAN BECOME SMALLER IF YOU ADD TOO MUCH WATER OR WATER THAT IS NOT COLD.

4) Mix Tetrachloroethylene solvent with detergent and cold water as follows:
   a) Obey the proportion information given by the manufacturer or the supplier.
      Add cold water up to 8 percent to the mixture.
   b) Use a cleaning drum temperature that is not hotter than 72°F (22°C).
5) Dry the fabric at a maximum temperature (air into the drum) of 130°F (55°C).
6) Remove the remaining stains with a detergent and steam.

K. Procedure - Clean Leather or Naugahyde(where applicable)

S 117-013

(1) To clean a small area on the surface, do the steps that follow:
(a) Clean water-based stains with mixed detergent.

NOTE: Refer to the Regular Cleaning paragraph below for instructions to mix the detergent.

(b) Rub oil-based stains with a wiper that is moist with Freon TF. Then use a mixed detergent to clean the area.

NOTE: Refer to the Regular Cleaning paragraph below for instructions to mix the detergent.

S 117-049
(2) To clean the leather or naugahyde regularly, do the steps that follow:
(a) Mix 2 ounces of the Orvus WA Paste in 1 gallon of the water.
(b) Apply only the foam to the leather or Naugahyde with a soft cloth. Rub carefully in a circular movement.
(c) Remove the detergent with moist cloth.
(d) Rub the surface with dry soft cloth.

L. Procedure - Clean Plastic or Rubber Floor Coverings(where applicable)

S 147-014
(1) Use a vacuum cleaner to remove loose unwanted material.

S 117-015
(2) Apply mixed detergent to the floor covering. Rub the surface with a medium fiber-bristle brush if it is necessary.

S 117-016
(3) Remove the loose unwanted materials with clean water and the wipers.

S 117-017
(4) Do the steps again until the surface is fully clean.

M. Procedure - Clean the Polyurethane Paint
(Floor Covering, where applicable)

S 147-018
(1) Use a vacuum cleaner to remove loose unwanted material.

S 117-019
(2) Apply a mixed detergent to the floor surface. Rub the surface, with warm water and a brush that has rigid bristles.

S 117-020
(3) Flush the surface with clean water.

S 117-050
(4) Remove the moisture and unwanted materials with wipers.

S 117-021
(5) Do the steps again until the surface is fully clean.

N. Procedure - Clean the Silicone Seals

S 117-022
(1) Apply mixed detergent with a spray bottle or sponge. Let it soak on the seal for 1/2 to 2 minutes.

S 147-023
(2) Rub the surface of the seal with a moist cloth.

S 117-024

(3) Remove the detergent with a clean wiper that is soaked with clean water.

S 147-025

(4) Dry the seal with a clean, dry cloth.

O. Procedure - Clean the Bare Metal Surfaces

S 117-026

(1) Aluminum

CAUTION: USE ONLY CLEAN WATER OR CHLORINATED WATER TO CLEAN THE FRONT COVER ON THE OVEN. THE USE OF DETERGENTS OR OTHER MATERIALS CAN CAUSE DAMAGE TO THE FINISH ON THE FRONT COVER OF THE OVEN.

DO NOT USE POLISHES ON DECORATIVE ALUMINUM. THE POLISHES CAN CAUSE DAMAGE TO THE DECORATIVE ALUMINUM.

(a) To clean a small area of an aluminum surface, do the steps that follow:

1) Remove loose unwanted material with a wiper.

NOTE: Do not rub or push the unwanted material into the textured or perforated surfaces and joints.

2) Apply mixed detergent to the dirty area with a spray bottle or a sponge that is moist.

3) Carefully rub the area with a clean wiper to remove the unwanted material.

NOTE: For textured surfaces, remove the unwanted material from the recesses with a brush that has soft fiber bristles.

4) Remove the detergent and unwanted materials with a sponge that is moist with clean water.
5) Dry the surface with a clean wiper. Rub the surface in a straight line movement.
If the area is not fully clean, do the steps that follow:

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

6) Carefully rub the area with a wiper that is moist with Freon TF, or solvent, Series 84 (AMM 20-30-84).
7) After the surface looks clean, remove the solvent with a detergent.

NOTE: Refer to the instructions given before for use of detergents.

(b) Regular Cleaning
1) Apply the mixed detergent to the surface with a sponge or spray bottle. Let it soak on the surface for 1/2 to 2 minutes.
2) Rub the surface with a cloth that is moist with clean water.
3) Remove the detergent with a clean wiper that is soaked with clean water.
4) Dry the surface with a clean, dry cloth.

S 117-052

CAUTION: USE ONLY CLEAN WATER OR CHLORINATED WATER TO CLEAN THE FRONT COVER ON THE OVEN. THE USE OF DETERGENTS OR OTHER MATERIALS CAN CAUSE DAMAGE TO THE FINISH ON THE FRONT COVER OF THE OVEN.

DO NOT USE POLISHES ON DECORATIVE ALUMINUM. THE POLISHES CAN CAUS DAMAGE TO THE DECORATIVE ALUMINUM.

(2) Stainless Steel
(a) Do the steps for opaque plastic, painted or aluminum surfaces given before or polish the surface as follows:
1) Apply the polish with a wiper to a small area. Use Met-All for highly polished surfaces and satin finishes.

2) Rub the surface until the polish becomes black.
3) Rub the surface with a clean, dry wiper until the area looks bright and continuous.
4) Remove the remaining polish with detergent.

NOTE: Refer to the instructions given before for use of detergents.

P. Procedure - Clean the Air Grille Panels

S 147-028
(1) Clean the air grille panels with a vacuum cleaner.

TASK 25-00-00-377-029

3. Painting

A. General

(1) The procedures are in groups as follows:

NOTE: Each group contains equivalent types of materials that you clean with the same detergents and procedures. Use the materials on the applicable airplane.

(a) Paint the Tedlar Surfaces
(b) Paint the Polycarbonate (Lexan) Surfaces
(c) Paint the Textured Finishes (Non-Tedlar).

(2) You must fully mix the paint. A mechanical paint mixer is recommended. Do not shake the water-emulsion paint too much because air bubbles will result.
(3) Add the thinner to the paint before you apply the paint. Do not mix thinners that came from different vendors.
(4) The air must be clean, and without dirt and lint to prevent comtamination of the coated surfaces as the paint becomes dry.
(5) The color of the dry paint must be the same as the old paint. You must not see a line.
(6) The paint that you apply by brush, spray, or aerosol container must conform to high grade commercial standards.

(7) Obey all WARNINGs during all of the tasks.

B. Consumable Materials

NOTE: Use one of these:

(1) C00040 Polyurethane Paint - BMS 10-83 Type II
(2) C00039 Primer - BMS 10-83 Type I
(3) C00036 Hi-Speed Lacquer - M49XY
(4) G02021 Glazing putty, dual purpose No. 4
(5) B00148 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261
(6) B00193 Solvent - BMS 3-2 Type 2
(7) G00147 Masking Tape - No. 718
(8) Detergent
    (a) B00156 High Concentrate 40-1
    (b) B00157 Spraywhite E
    (c) B00158 Clean Quick
    (d) B00161 Orvus WA Paste
    (e) B00294 Do-All Formula 1D or 3B

C. Access
(1) Location Zones
    200 Upper Half of the Fuselage

D. Procedure - Paint the Tedlar Surfaces

S 117-056

WARNING: OBEY THE INSTRUCTIONS FROM INDUSTRIAL HYGIENE, FIRE, AND SAFETY ORGANIZATIONS FOR THE FACILITIES, EQUIPMENT, VENTILATION, AND PROCEDURES. THE MATERIALS YOU USE ARE POISONOUS AND FLAMMABLE. IF THE CORRECT PROCEDURES ARE NOT USED, INJURY OR DAMAGE CAN OCCUR. DO NOT GET THE PAINT MATERIAL IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE THESE MATERIALS. MAKE SURE THE AIR FLOWS FREELY THROUGH THE WORK AREA. USE THE NECESSARY RESPIRATORY PROTECTION. KEEP THE PAINT MATERIAL AWAY FROM SPARKS, FLAME, AND HEAT. THE PAINT MATERIAL IS POISONOUS AND FLAMMABLE AND CAN CAUSE INJURY OR DAMAGE.

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

CAUTION: DO NOT LET THE SOLVENT TOUCH THE PLASTIC FOR A LONG TIME. DAMAGE TO THE SURFACE CAN OCCUR IF YOU ARE NOT CAREFUL WITH THE SOLVENT.

CAUTION: DO NOT PAINT MORE THAN 100 SQUARE INCHES OF A TEDLAR PANEL. IF MORE THAN 100 SQUARE INCHES ARE PAINTED, DO A FLAMMABLE TEST TO PREVENT DAMAGE TO EQUIPMENT.

(1) Fully rub the surface with a cheesecloth that is moist with MEK , or solvent, Series 98 (AMM 20-30-98).

S 147-030

(2) Dry the surface with a clean, dry cloth before the solvent dries.

S 957-031

(3) Apply the masking tape on the adjacent surfaces.

S 377-032

(4) Apply the BMS 10-83, type I primer to the surfaces you will paint.

S 377-033

(5) Mix the polyurethane paint, of the correct color.

NOTE: Obey the manufacturers instructions.

S 377-034
(6) Apply the cross-layers of paint to get the same color as the adjacent area. This is the base layer.

S 957-035
(7) Remove the masking tape.

NOTE: Let the base layer dry for 2 hours at 70 to 80°F before you touch the paint. Let the base layer dry for 1 hour before you apply a texture layer.

S 377-036
(8) If it is necessary, apply a texture layer of the same paint that is not thin.

NOTE: Let it dry 3 hours before you touch it.

E. Procedure - Paint the Polycarbonate (Lexan) Surfaces (where applicable)

S 117-037
(1) Clean the surface with a cheesecloth that is moist with mixed detergent.

S 147-038
(2) Rub the surface lightly with 180-grit (minimum) abrasive paper to remove gloss.

S 117-039
(3) Clean the surface with a cheesecloth that is moist with mixed detergent.

S 357-040
(4) Examine the surface for surface defects. If you find surface defects, do the steps that follow:
(a) Put putty on a clean cheesecloth at package consistency.
(b) Rub the surface with the cheesecloth to push the putty into the surface defects.
(c) Let the putty dry for 3/4 to 1 hour.
(d) Remove the unwanted putty with abrasive paper.
(e) Clean the surface with a cheesecloth that is moist with mixed detergent.

S 377-047

CAUTION: DO NOT USE PAINTS WHICH CONTAIN SOLVENTS. PAINTS WHICH CONTAIN SOLVENTS CAN CAUSE DAMAGE TO POLYCARBONATE SURFACES.

(5) Apply the polyurethane paint. Refer to the steps given before for use of polyurethane paints.

F. Procedure - Paint the Textured Finishes
(door linings and escape slide covers where applicable)

S 117-042
(1) Clean the area you will paint with BMS 3-2 solvent or aliphatic naphtha.

S 957-043
(2) Apply the masking tape to the adjacent surfaces.

S 377-044
(3) Apply the Hi-Speed lacquer, that is not thin, with a brush.

S 377-045
(4) Touch the wet paint with a brush that has short, rigid bristles to make the surface look textured.

EQUIPMENT/FURNISHINGS - APPROVED REPAIRS

1. General
   A. This procedure has these tasks:
      (1) Repair Crushed-Core and Sandwich Panels.
      (2) Repair Decorative Surfaces.
      (3) Repair Nomex Honeycomb Sandwich Panels with a Decorative Tedlar Cover.
      (4) Repair Tedlar Covers of Aluminum Laminates.
      (5) Repair Perforated Panels.
      (6) Repair Polycarbonate (Lexan), ULTEM, and Declar plastics.
      (7) Repair Urethane Foam.
      (8) Repair Aluminum Trim.
      (9) Repair Insulation Blanket and Cover.
      (10) Insulation Blanket Manufacturing.

TASK 25-00-00-308-003

2. Repair Crushed-Core and Sandwich Panels
   A. General
      (1) This procedure gives instructions to repair crushed-core and sandwich panels that have these types of damage:
         (a) Small scratches and dents
         (b) Large dents in thin crushed-core panels
         (c) Small holes and gouges
         (d) Damage that is more than 0.5-square inch but has no core damage
         (e) Damage that is more than 0.5 square inch with core damage
      (2) Make sure the area you want to repair is smaller than 100 square inches. If the area is larger than 100 square inches, you must replace the part.

      WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

      (3) Obey this WARNING during all of this task.
   B. Equipment
      (1) Heat Gun - 1200 to 1500 watts
      (2) Saw - Hole
   C. Consumable Materials
      (1) Adhesives
         (a) D00147 Compound - Surface Filler For Interior Applications BMS 5-136
         (b) A50042 Compound - Honeycomb Edge Filling and Potting BMS 5-28, Type 18

(c) A00870 Adhesive - Urethane Adhesive For Bonding BMS 5-105, Type II Class I
(d) G50400 Resin - Fiberglass, BMS 8-201 Type IV (Supercedes BMS 8-201 Type II)
(2) B00083 Solvent - Aliphatic Naphtha, TT-N-95
(3) G50340 Paper - Abrasive, 400-600 grit
(4) G00034 Cotton Wiper - BMS 15-5, Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)
(5) G00077 Foam - Flame Retardant Rigid Urethane BMS 8-133
(6) G00316 Fabric - Glass Fabric Reinforcements For Laminated Plastic Products, BMS 9-3
(7) G00368 Tape - Mylar, Permacel No. 92

D. References
(1) AMM 20-10-26/201, Heat Guns, Soldering Guns, and/or Soldering Irons

E. Access
(1) Location Zone
200 Upper Half of the Fuselage

F. Repair Small Scratches and Dents

NOTE: Use this procedure to repair panels that have damage that does not go into the fiberglass or carbon skins.

For panels that are 0.25-inch thick or more, use this procedure to repair scratches and small surface dents that are not more 0.01-inch deep. For panels that are less than 0.25-inch thick, use this procedure to repair scratches and small surface dents that are not more than 0.005-inch deep.

S 348-004
(1) Fill the damaged area with BMS 5-136 filler to make a crown above the adjacent area.

S 348-005
(2) After the filler is hard, rub it with abrasive paper to the same level as the surface of the panel.

S 348-006
(3) If this is a decorative panel, do the procedure to repair the decorative surface.

G. Repair Large Dents in Crushed-Core Panels

NOTE: This procedure is for panels less than 0.25 inch thick with dents that are more than 0.005-inch deep.

S 888-007

CAUTION: BE CAREFUL WHEN YOU APPLY HEAT NEAR MATERIALS THAT CAN BURN. THE TEMPERATURE OF THE TEDLAR MUST NEVER BE MORE THAN 200°F OR THE TEMPERATURE AT WHICH THE TEDLAR DISTORTS, WHICHEVER IS LOWER. TOO MUCH HEAT CAN CAUSE DAMAGE TO THE TEDLAR.

(1) On the side that does not have dents, increase the temperature of the panel. Use a standard 1200- to 1500-watt handgun, until the panel is approximately 200°F.

NOTE: The area of the panel will get more flexible, and very hot. Refer to AMM 20-10-26/201 for cautions to obey when you use heat guns.

S 348-008

(2) Push the backside of the panel forward with the round surface of a tool to remove as much of the dent as you can.

S 348-009

(3) After the panel is cool, do the procedure to repair small scratches and dents, if it is necessary.

H. Repair Small Holes and Gouges

NOTE: Use this procedure for damage that is less than 0.5 square inch and goes through the face sheets, but not into the fiberglass.

S 348-010

(1) Remove loose and broken pieces, contamination, and other unwanted material from the hole.

S 118-011
(2) Clean the area with a cheesecloth that is soaked with naphtha.

S 118-012
(3) Dry the area with a clean cheesecloth.

S 348-013
(4) Use the manufacturer's instructions to mix the Epocast 1618 D/B.

S 348-014
(5) Fill the hole with the adhesive mixture (Epocast).

S 348-015
(6) Let the compound cure for 7 days at 75-79 degrees F, or 5 hours at 120-130 degrees F.

S 348-016
(7) Rub the area with the abrasive paper until the compound is at the same level as the adjacent surface.

S 348-017
(8) If it is a decorative panel, do the procedure to repair the decorative surface.

I. Repair Panels that do not have Core Damage

NOTE: Use this procedure to repair panels that have more than 0.5 inch of damage but no core damage.

S 348-018
(1) Remove the damaged part of the panel skin.

S 348-019
(2) Rub the area and 2 inches more on all the sides of the area with abrasive paper until the area is not glossy.

S 118-020
(3) Clean the area with a cheesecloth that is soaked with naphtha.

S 118-021
(4) Dry the area with a clean cheesecloth.

S 348-022
(5) Follow the manufacturer's instructions to mix the BMS 8-201 resin and hardener.

S 348-023
(6) Apply glass fabric that is soaked with the mixed adhesive and make an overlap of approximately 1/2-inch.

NOTE: Use 50 percent more glass fabric than the initial skin.

S 348-024
(7) Let the glass fabric and adhesive cure for 24 to 36 hours at 75 to 90°F, or for 3 to 4 hours at 140 to 160°F.

S 348-025
(8) If this is a decorative panel, do the procedure to repair the decorative surface.

J. Repair Panels that have Core Damage

NOTE: Use this procedure to repair panels that have more than 0.5 inch of damage and damaged core.

There are two procedure for this repair.

S 348-113
(1) Remove the damaged skin until you can see at least 0.5-inch of core that does not have damage.

S 348-026
(2) Remove the damaged part of the core.

NOTE: Make sure 0.5 inch of core without damage is shown on all sides of the damaged area.

S 118-027
(3) Clean the area with a cheesecloth that is soaked with naphtha.

S 118-028
(4) Dry the area with a clean cheesecloth.

S 348-029

(5) Repair Procedure I

(a) Mix (by weight) 109 parts of EC 3532A/B resin part A to 100 parts of part B.

(b) Bond a piece of foam with the adhesive mixture to the area where the damaged core was removed.

NOTE: The foam thickness must be the same thickness as the honeycomb core that was removed from the damaged area.

(c) Let the repair cure for 2 hours at 75°F, or for 45 minutes at 160°F.

(d) Repair the skin with the steps given before for panels that do not have core damage.

S 348-030

(6) Repair Procedure II

(a) Use the manufacturer's instructions to mix the Epocast 1618D/B.

(b) Fill the damaged area with the adhesive mixture.

(c) Let the repair cure for 3 hours at 75°F.

(d) Repair the skin with the steps given before for panels that do not have core damage.

K. Repair Potted Inserts

S 348-031

(1) Remove the damaged skin and approximately 1/2-inch more on all sides of the damage.

S 118-032

(2) Clean the area with a cheesecloth that is soaked with naphtha.

S 118-033

(3) Dry the area with a clean cheesecloth.

S 348-034

(4) Cut around the insert from the back side of the panel with a hole saw or an equivalent tool.

NOTE: Be careful not to cut the front side of the panel.

S 348-035

CAUTION: BE CAREFUL WHEN YOU APPLY HEAT NEAR MATERIALS THAT CAN BURN. THE TEMPERATURE OF THE TEDLAR MUST NEVER BE MORE THAN 200°F OR THE TEMPERATURE AT WHICH THE TEDLAR DISTORTS, WHICHEVER IS LOWER. TOO MUCH HEAT CAN CAUSE DAMAGE TO THE TEDLAR.

(5) Carefully increase the temperature of the insert until you can remove the insert from the panel.

NOTE: If you do not use heat during the removal of the insert, damage to the front panel can occur. Refer to AMM 20-10-26/201 for cautions to obey when you use heat guns.

S 348-036

(6) Use the manufacturer's instructions to mix the Epocast 1618 D/B.

S 348-037

(7) Fill the hole with the adhesive mixture.

S 348-038

(8) Push a new insert slowly into the mixture. Let the mixture flow around the insert and completely fill the hole.

S 348-039

(9) Let the adhesive mixture cure for 3 hours at 75°F.

S 348-040

(10) Repair the skin with the procedure given before for panels that do not have core damage.

L. Repair Bassinet Fittings

S 348-041

(1) Fully remove the old epoxy material.

S 348-042

(2) Remove some material from under the top skin.

S 348-043

(3) Use the manufacturer's instructions to mix the Epocast 1618 A/B.

S 348-044

(4) Fill the hole with the adhesive mixture.

S 348-045

(5) Apply mylar tape to make a cover on the end of the hole in the bassinet fitting.

S 348-046
(6) Slowly push the fitting in the hole.

S 348-047
(7) Remove the unwanted adhesive that comes out when you push the insert in the hole.

S 348-048
(8) Let the adhesive cure for 3 hours minimum.

TASK 25-00-00-308-049

3. Repair Decorative Surfaces

A. General

(1) This task contains instructions to repair decorative tedlar surfaces that have small scratches, small holes, and gouges.

NOTE: Make sure the area you want to repair is smaller than 100 square inches. If the area is larger than 100 square inches, you must replace the part.

The repair depth cannot be larger than 0.10-inch in a tedlar-covered crushed-core panel that is 0.25-inch thick or more, or 0.005-inch deep in a panel that is less than 0.25-inch thick.

WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

(2) Obey this WARNING during all of this task.

B. Equipment

(1) Heat Gun - 1200 to 1500 watts
(2) Spray Gun - Paint

C. Consumable Materials

(1) Adhesives
(a) A00000 Filler - BMS 5-136, Ad Tech 15-3
(b) A00032 BMS 5-127, Type II, Bostik 7132 with Boscodur 24
(2) Solvents
(a) B00083 Aliphatic Naphtha, TT-N-95
(b) B00148 Methyl Ethyl Ketone (MEK), TT-N-261
(3) B00026 Buffing Compound - Learock S-30, B00027 Optional to Learock S-30 : Learock 888
(4) B00168 Paper - Abrasive, 400-600-grit
(5) B00380 Paper - Abrasive, 240-320 grit
(a) Silk Screen Ink - BMS 10-73
1) C00367 Type I

2) C00368 Type II
(6) C00801 Paint - Acrylic, clear - tartan
(7) G00000 Laminate - Decorative Tedlar
(8) G00000 Laminate - Flexible Decorative Tedlar
(9) G00034 Cheesecloth - Lint-free
(10) G00123 Tape - Masking, 1 or 2 inches wide, Permacel No. 94
(11) G02022 Rubber - Silicone, Dow Corning Silastic RTV B
(12) G02023 Wheel - Buffing, cotton flannel
(13) G02024 Rubber - Silicone, DC Sylgard 186 clear

D. References
(1) AMM 20-10-26/201, Heat Guns, Soldering Guns and/or Soldering Irons

E. Access
(1) Location Zone
200 Upper Half of the Fuselage

F. Repairs of Small Scratches and Unwanted Marks

S 348-050

CAUTION: DO NOT RUB THROUGH THE TEDLAR WHEN YOU REPAIR THE SMALL SCRATCHES OR UNWANTED MARKS. YOU WILL CAUSE MORE EXPENSIVE REPAIRS TO BE NECESSARY IF YOU RUB THROUGH THE TEDLAR.

(1) Rub the surface lightly with the abrasive paper until the area is not rough.

S 348-051
(2) Polish the damaged area with the buffing wheel and buffing compound until the area is as glossy as the adjacent areas.

G. Repairs of Glossy Areas

S 348-052

CAUTION: DO NOT RUB THE TEDLAR LAYER OFF THE SURFACE. IF YOU REMOVE THE TEDLAR LAYER, YOU MUST DO REPAIR WORK TO REPLACE THE TEDLAR.

(1) Use the buffing wheel until the area is glossy like the adjacent areas.

H. Repair the Pattern of the Tedlar

S 378-053
(1) Apply silk screen ink of the correct color.

S 378-054
(2) Let the ink air-dry for 15 minutes.

S 378-055

(3) To reduce the gloss of the silk screen ink, lightly apply the tartan clear acrylic with a spray gun.

I. Repair Small Holes and Gouges

S 348-056

(1) Apply BMS 5-136 filler to the area with damage.

NOTE: Apply more filler than is necessary to make sure the gouge is fully filled. The unwanted filler is removed in the subsequent steps.

S 348-057

CAUTION: DO NOT RUB THROUGH THE TEDLAR THAT IS NOT DAMAGED. IF YOU REMOVE TEDLAR THAT DOES NOT HAVE DAMAGE, MORE REPAIR WORK IS NECESSARY.

(2) When the filler is hard, rub the area with abrasive paper until the filler is level with the adjacent surfaces.

S 348-058

(3) Use these steps to make a silicone embossing pad of the surface that is adjacent to the area you will repair.
   (a) Clean the surface with a clean cheescloth soaked with aliphatic naphtha.
   (b) Dry the surface with a clean cheescloth.
   (c) Make a frame, approximately 3/8-inch wide by 1/2-inch high, around the clean surface.

      NOTE: Use wood, clay, or high temperature vacuum sealant tape for the frame.

   (d) Apply a thin layer of prepared silicone rubber on the textured surface in the frame with a brush. Continue to use the brush until you cannot see air bubbles.

      NOTE: Almost all brands, types, or colors of castable silicone rubber are satisfactory, but not the dark red types which contain finely divided iron oxide. Dow Corning Silastic RTV "B", "E", 587, or 93072, and General Electric RTV41 or RTV61 are preferred. Prepare the silicone rubber with the manufacturer's instructions.

(e) Pour the remaining silicone rubber on the brushed surface until it is 1/4 inch thick. Let it cure at room temperature for 48 hours.

NOTE: One pound of prepared silicone rubber will make a 10-inch-by-10-inch-by-1/4-inch replica.

(f) When the silicone is dry, remove the embossing pad from the surface.

S 348-059

(4) Apply the silk screen inks of the correct color to the repair surface.

S 348-060

(5) Let it dry for 15 minutes.

S 348-061

(6) Apply the silicone embossing pad to the repaired surface.

S 348-062

(7) Apply a vacuum of approximately 10 inches of mercury at 160 degrees F.

S 348-063

(8) If the above procedure is not satisfactory, replace the decorative laminate.

J. Apply Flexible Decorative Tedlar (Non-acoustical)

NOTE: If it is necessary, repair the panel before you apply the tedlar.

S 038-064

(1) Remove the trim strips from the panel.

S 348-065

(2) Rub the area where you will apply the adhesive with abrasive paper until the area is not glossy.

S 118-066

(3) Clean the area with a cheesecloth that is moist with naphtha.

S 118-067

(4) Dry the area with a clean cheesecloth.

S 348-068

(5) Mix 16 parts (by volume) of BMS 5-127 adhesive with one part Boscodur 24.

S 348-069

(6) Let the mixture set for two minutes.

S 118-070

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

(7) If you want to spray the adhesive mixture, mix (by volume) one part adhesive mixture with one part MEK.

S 348-071

(8) Carefully spray the mixture or apply the mixture to the surface with a brush.

S 378-072

CAUTION: THE SURFACE MUST BE FULLY DRY BEFORE YOU INSTALL THE TEDLAR LAMINATE. IF YOU INSTALL THE TEDLAR LAMINATE TO A WET SURFACE, YOU WILL NOT GET A SATISFACTORY BOND.

(9) Let the surface dry at room temperature for a minimum of 2 hours.

S 208-073

CAUTION: MAKE SURE THE DECORATIVE TEDLAR LAMINATE HAS THE CORRECT COLOR AND PATTERN. THE REPAIR WILL NOT BE SATISFACTORY IF THE NEW TEDLAR LAMINATE IS NOT CORRECT.

(10) Put the decorative tedlar laminate in position.

NOTE: Use masking tape to hold the decorative tedlar laminate in the correct position.

S 888-074

CAUTION: BE CAREFUL WHEN YOU APPLY HEAT NEAR MATERIALS THAT CAN BURN. THE TEMPERATURE OF THE TEDLAR MUST NEVER BE MORE THAN 200°F OR THE TEMPERATURE AT WHICH THE TEDLAR DISTORTS, WHICHEVER IS LOWER. TOO MUCH HEAT CAN CAUSE DAMAGE TO THE TEDLAR.

(11) Use the heat gun to increase the temperature of the tedlar laminate.

NOTE: Be careful to make sure the temperature is constant across the surface of the laminate. Refer to AMM 20-10-26/201 for cautions to obey when you use heat guns.

S 348-075

(12) Do these steps to use a vacuum to make sure the laminate touches all of the panel:

(a) Use the maximum vacuum possible that will not cause damage to the panel.

(b) Let the laminate cure for 24 hours at room temperature, for two hours at 120 degrees F, or for 30 minutes at 180 degrees F.

(c) Let the part cool to 90 degrees F before you remove the vacuum pressure.

K. Apply Decorative Tedlar Laminate with Pressure Sensitive Adhesive

NOTE: Use this procedure to apply laminate to non-acoustical (not perforated) panels with flat or simple contours.

If it is necessary, repair the panel before you apply the tedlar.

S 038-076

(1) Remove the trim strips from the panel.

S 348-077

(2) Rub the area where you will apply the adhesive with abrasive paper to remove the surface contamination.

S 118-078

(3) Clean the area with a cheesecloth that is moist with naphtha.

S 118-079

(4) Dry the area with a clean cheesecloth.

S 018-080

(5) Remove the release paper from the laminate that you want to apply.

S 428-081

CAUTION: MAKE SURE THE PATTERN IS IN THE CORRECT POSITION. IF THE PATTERNS ARE NOT ALIGNED, THE REPAIR WILL NOT LOOK SATISFACTORY.

(6) Apply the laminate.

NOTE: Be careful to not get air below the laminate. Bubbles will result if you let air get below the laminate.

S 888-082

CAUTION: BE CAREFUL WHEN YOU APPLY HEAT NEAR MATERIALS THAT CAN BURN. THE TEMPERATURE OF THE TEDLAR MUST NEVER BE MORE THAN 200°F OR THE TEMPERATURE AT WHICH THE TEDLAR DISTORTS, WHICHEVER IS LOWER. TOO MUCH HEAT CAN CAUSE DAMAGE TO THE TEDLAR.

(7) Use the heat gun to increase the temperature of the tedlar laminate.

NOTE: Be careful to make sure the temperature is constant across the surface of the laminate. Refer to AMM 20-10-26/201 for cautions to obey when you use heat guns.

S 348-083

(8) Rub the tedlar laminate until the bond is satisfactory and you cannot see bubbles.

S 348-084

(9) Do these steps to use a vacuum to make sure the laminate touches all of the panel:
(a) Use the maximum vacuum possible that will not cause damage to the panel.
(b) Let the laminate cure for 24 hours at room temperature, for two hours at 120 degrees F, or for 30 minutes at 180 degrees F.
(c) Let the part cool to 90 degrees F before you remove the vacuum pressure.

TASK 25-00-00-308-085

4. Repair Nomex Honeycomb Sandwich Panels that have a Decorative Tedlar Cover

A. General

(1) This task gives instructions to repair damage that went through the decorative tedlar laminate into the honeycomb sandwich panels.

NOTE: Make sure the area you want to repair is smaller than 100 square inches. If the area is larger than 100 square inches, you must replace the part.

WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

(2) Obey this WARNING during all of this task.

B. Consumable Materials

(1) A00273 Adhesive - Epoxy Polyamide, 2 Part, Natural Colored, BMS5-126 Type II, Class 1
(2) G00034 Cheesecloth - Lint-free
(3) B00083 Solvent - Aliphatic Naphtha, TT-N-95
(4) Finish - Silk Screen Ink, BMS 10-73, Applicable color as necessary
  (a) C00367 Type I
  (b) C00368 Type II
(5) G00077 Foam - Flame Retardant Rigid Urethane, BMS 8-133 Type I Grade 20, Form A
(6) G02446 Laminate - Decorative tedlar
(7) G05077 Abrasive - Aluminum Oxide Paper, 240 Grit or Finer
(8) G50399 Resin - Fiberglass Layup, Long Worklife, BMS8-201, Type III
(9) G50400 Resin - Fiberglass Layup, Short Worklife, BMS8-201, Type IV
(10) G02022 Rubber - Silicone, Dow Corning Silastic RTV B
(11) G02024 Rubber - Silicone, RTV 93-079, Clear
(12) Tape
  (a) G00123 Doublebacked, 2 inches wide - Permacel No. 94
  (b) G00147 Masking, 1 or 2 inches wide - Permacel No. 718

C. Access

(1) Location Zone
  200 Upper Half of the Fuselage

D. Repair Flat Panels or Simple Contoured Panels with Large Radii

S 348-086

(1) Use these steps to make a silicone embossing pad of the surface that is adjacent to the area you will repair:
  (a) Clean the surface with aliphatic naphtha.

(b) Make a frame, approximately 3/8-inch wide by 1/2-inch high, around the clean surface.

NOTE: Use wood, clay, or high temperature vacuum sealant tape for the frame.

(c) Apply a thin layer of prepared silicone rubber on the textured surface in the frame with a brush.

NOTE: Almost all brands, types, or colors of castable silicone rubber are satisfactory, but not the dark red types which contain finely divided iron oxide. Dow Corning Silastic RTV "B", "E", 587, or 93072, and General Electric RTV41 or RTV61 are preferred. Prepare the silicone rubber with the manufacturer's instructions.

1) Continue to use the brush until you cannot see air bubbles.

(d) Pour the remaining silicone rubber on the brushed surface until it is 1/4 inch thick.

NOTE: One pound of prepared silicone rubber will make a 10-inch-by-10-inch-by-1/4-inch replica.

1) Let it cure at room temperature for 48 hours.

(e) When the silicone is dry, remove the embossing pad from the surface.

S 348-087

(2) Attach a template with the correct hole diameter on the damaged area with the double-backed tape.

(a) Use the hole saw to remove the damaged area.

1) Use a guard to make sure you do not cut the aft surface of the panel.

S 348-088

WARNING: DO NOT TOUCH THE ADHESIVES OR BREATHE THE VAPORS. THE ADHESIVE COMPOUND CONTAINS EPOXY RESINS. THE ADHESIVE CAN CAUSE INJURY TO PERSONS.

(3) Make a 2-part epoxy polyamide adhesive (BMS5-126, Type II, Class 1).

(a) Mix equal parts (by weight) of components A and B to make the 2-part epoxy polyamide adhesive.

1) If the adhesive mixture is a four-component system, do the steps that follow:

a) Mix 80 parts (by weight) of Epon 828 or DER 331 with 20 parts (by weight) Heloxy 68 to make component A.

b) Mix equal parts (by weight) of Versamid 115 and Versamid 125 to make component B.
c) Mix equal parts (by weight) of components A and B to make the 2-part epoxy polyamide adhesive.

S 348-091

(4) Bond a piece of decorative laminate of proper color, design and texture to a piece of foam with the adhesive mixture. Let the adhesive cure.

NOTE: The foam thickness must be the same thickness as the honeycomb core from the damaged area.

S 498-092

(5) Attach a template to a piece of foam with the double-backed tape.

NOTE: The hole diameter of the foam must equal the inner diameter of the cutter.

S 348-093

(6) Cut out a repair plug from the piece of foam.

S 348-094

(7) Rub the repair plug with abrasive paper if it is necessary to get a satisfactory fit.

S 348-095

(8) Bond the repair plug in the cutout with the adhesive mixture.

NOTE: Use the minimum quantity necessary to get a satisfactory bond.

S 348-096

WARNING: DO NOT GET EPOXY ADHESIVE IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES. EPOXY ADHESIVE HAS RESINS WHICH CAN CAUSE INJURIES TO PERSONNEL.

(9) Fill the clearance around the repair plug with the 2-part epoxy polyamide adhesive.

NOTE: Apply more than is necessary to make sure the clearance is fully filled. The unwanted material is removed in the subsequent step.

S 348-097
(10) Let the 2-part epoxy polyamide adhesive cure.

S 958-098
(11) Apply masking tape to the area around the repair.

S 348-099
(12) Rub the area with 240- to 320-grit abrasive paper until it is smooth and level with the adjacent surfaces.

S 378-100
(13) Apply silk screen ink of the correct color to match the adjacent area.

S 378-101
(14) Let the ink dry for 15 minutes.

S 498-102
(15) Apply the silicone embossing pad to the surface you repaired and then apply vacuum pressure (approximately 10 inches of Hg).
(a) Keep this configuration until the surface is cured (15 minutes at 160°F).

E. Repair Panels with Compound Curvature

S 348-190
(1) Attach a template with the correct hole diameter on the damaged area with the double-backed tape.

S 348-103
(2) Cut out the damaged area; go through the full thickness of the panel (the non-decorative skin too).

NOTE: In areas where you cannot use a template, do the steps that follow:

(a) Drill a 1/4-inch hole through the damaged area.
(b) Use a hole saw with a 1/4-inch pilot to remove the damaged area.

S 348-104
(3) Do these steps to make a silicone embossing pad of the surface that is adjacent to the area you will repair:
(a) Clean the surface with aliphatic naphtha.
(b) Make a frame, approximately 3/8-inch wide by 1/2-inch high, around the clean surface.

NOTE: Use wood, clay, or high temperature vacuum sealant tape for the frame.

(c) Apply a thin layer of prepared silicone rubber on the textured surface in the frame with a brush.

NOTE: Almost all brands, types, or colors of castable silicone rubber are satisfactory, but not the dark red types which contain finely divided iron oxide. Dow Corning Silastic RTV "B", "E", 587, or 93072, and General Electric RTV41 or RTV61 are prefered. Obey the manufacturer's instructions when you prepare and use these materials.

1) Continue to use the brush until you cannot see air bubbles.

(d) Pour the remaining silicone rubber on the brushed surface until it is 1/4 inch thick. Let it cure at room temperature for 48 hours.

NOTE: One pound of prepared silicone rubber will make a 10-inch-by-10-inch-by-1/4-inch replica.

(e) When the silicone embossing pad is dry, remove it from the surface.

S 498-105

(4) Put the silicone embossing pad over the hole on the decorative face of the panel.

S 498-106

(5) Hold the silicone embossing pad in position with weights or a vacuum bag.

NOTE: In areas where you cannot use a silicone embossing pad, seal the hole with masking tape.

S 348-107

WARNING: DO NOT GET FIBERGLASS RESIN, BMS8-201 IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES. FIBERGLASS RESIN, BMS8-201 CONTAINS EPOXY RESINS WHICH CAN CAUSE INJURY TO PERSONS.

(6) Fill the hole, from the nondecorative side of the panel, with fiberglass resin, BMS8-201, Type III (G50399) or Type IV (G50400).

S 348-108

(7) Let the fiberglass resin, BMS8-201 cure at room temperature for 24 hours, or at 140°F for 2 hours.

S 098-109

(8) Remove the silicone embossing pad or the tape.

S 378-110
(9) Apply silk screen ink of the correct color.

S 378-111
(10) Let the silk screen ink dry for 15 minutes.

S 498-112
(11) Apply the silicone embossing pad to the repaired surface, if it is possible. Then, apply vacuum pressure (approximately 10 inches of Hg).

S 098-113
(12) Let the surface cure for 15 minutes at 160°F before you remove the embossing pad.

TASK 25-00-00-308-114

5. Repair Tedlar Covers of Aluminum Laminates
   A. General
      (1) To repair scratches or small dents (not more than 0.050-inch depth), do the repair procedures given for crushed core panels.

TASK 25-00-00-308-115

6. Repair Perforated Panels
   A. General
      (1) These paragraphs give instructions to do the repairs (not more than 1.5 inches in diameter) that follow:
         (a) A repair of acoustical panels that have damage through the decorative surface and fiberglass screen
         (b) To apply tedlar laminate to the surface of the acoustical panels.

      WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

      (2) Obey this WARNING during all of this task.
   B. Equipment
      (1) Brush - Hand, to apply mixed adhesive
   C. Consumable Materials
      (1) Adhesives
         (a) A00039 Epibond 126
         (b) A00040 Furane Hardener 9812
         (c) A00153 BMS 5-30
      (2) G00034 Cheesecloth - Lint-free
      (3) Solvents
         (a) B00083 Aliphatic Naphtha, TT-N-95
         (b) B00148 Methyl Ethyl Ketone (MEK) - TT-M-261
         (c) B00154 Toluene (Toluol) - JAN-T-171, Grade A
      (4) G00450 Fabric - Flow-Resistant, BMS 8-64

(5) G00000 Laminate - Decorative Tedlar (perforated or non-perforated)
(6) Finish, Silk Screen Ink - BMS 10-73,
  (a) C00367 Type I
  (b) C00368 Type II
(7) B00168 Paper - Abrasive, 240-400 grit
(8) Plexiglass - 1/4 thick (commercially available)
(9) Tape
  (a) G00123 Double-backed, 2 inches wide - Permacel No. 94
  (b) G00147 Masking, 1 or 2 inches wide - Permacel No. 718
  (c) G00368 Mylar - Permacel No. 92

D. References
(1) AMM 20-10-26/201, Heat Guns, Soldering Guns and/or Soldering Irons

E. Access
(1) Location Zone
  200 Upper Half of the Fuselage

F. Repair Perforated Panels

S 498-116
(1) Put a routing template, with a hole diameter larger than the damaged area, over the area with damage.

NOTE: Hold the template in position with double-backed tape.

S 348-117
(2) Remove the damaged area with a router. Make sure the depth of the the router does not cause damage to the screen under the decorative layer.

NOTE: For panels with tedlar covers, put one or two layers of Mylar tape over the damaged area and the perforated decorative sheet. This will help prevent damage to the tedlar.

S 348-118
(3) Remove the flow-resistant fabric.

S 348-119
(4) Mix the adhesive as follows:
  (a) Mix (by weight) 60 to 65 parts of Furane Hardener 9812 with 100 parts of Epibond 126.

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

(b) Mix (by volume) one part of adhesive mixture with one part of MEK and one part of toluene.

S 348-120

(5) Cut a piece of flow-resistant fabric that is larger than the damaged area.

S 348-121

(6) Bond the flow-resistant fabric to a piece of perforated decorative sheet with the adhesive mixture.

S 348-122

(7) Use a routing template and route out a patch from the perforated sheet you made in the previous step.

S 348-123

(8) Rub the patch with abrasive paper to make sure the patch fits correctly in the cutout.

NOTE: Make two marks on the patch and on the adjacent surface. This will help you install the patch in the position that it has the best fit.

S 958-124

(9) Apply masking tape to the decorative side of the patch and around the cutout area.

S 348-125

(10) Clean the surfaces with a cheesecloth that is moist with aliphatic naphtha.

S 348-126

(11) Apply a heavy layer of the mixed adhesive on the surfaces of the patch and the cutout.

S 348-127

(12) Let the adhesive dry for 10 minutes.

S 348-128

(13) Remove the masking tape from the patch and panel.

S 348-129
(14) Apply the double-backed tape to the decorative side of the patch and to the area around the cutout.

NOTE: The patch marks you made must be shown.

S 348-130
(15) Put the patch on a 6- by 6-inch-thick or a 8- by 8 1/4-inch-thick piece of plexiglass.

NOTE: Put the flow-resistant fabric between the patch and the fiberglass screen.

S 348-131
(16) Put the patch into the cutout.

NOTE: Look through the plexiglass to align the marks that you made.

S 348-132
(17) Apply pressure to the plexiglass, as necessary, to make sure the patch is level with the adjacent surfaces.

S 348-133
(18) Let the patch cure for 24 hours at room temperature, or for 3 hours at 120 (±5)°F.

S 348-134
(19) Put the filler in all the cracks that you can see.

S 348-135
(20) Let the filler cure.

S 348-136
(21) Apply masking tape to the area around the repair.

S 348-137
(22) Rub the filler with 240-320 grit abrasive paper until it is smooth and level with the adjacent surfaces.

S 378-138
(23) Apply silk screen ink of the correct color to match the adjacent area.

S 378-139
(24) Let the ink dry.

S 348-140
(25) Drill holes to make perforations if it is necessary.

NOTE: Use a piece of perforated material for a template.

G. Apply Decorative Tedlar to Acoustical (Perforated) Panels

S 288-141
(1) Remove the trim strips from the panel.

S 348-142
(2) Rub the area where you will apply the adhesive with abrasive paper until the area is not glossy.

S 118-143
(3) Clean the area with a cheesecloth that is moist with naphtha.

S 118-144
(4) Dry the area with a clean cheesecloth.

S 118-145

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

(5) Mix (by volume) one part BMS 5-30 adhesive with one part MEK.

S 348-146
(6) Carefully apply the mixture to the surface with a brush.

S 378-147

CAUTION: THE SURFACE MUST BE FULLY DRY BEFORE YOU INSTALL THE TEDLAR LAMINATE. IF YOU INSTALL THE TEDLAR LAMINATE TO A WET SURFACE, YOU WILL NOT GET A SATISFACTORY BOND.

(7) Let the surface dry at room temperature for a minimum of 2 hours.

S 208-148

CAUTION: MAKE SURE THE DECORATIVE TEDLAR LAMINATE HAS THE CORRECT COLOR AND PATTERN. THE REPAIR WILL NOT BE SATISFACTORY IF THE NEW TEDLAR LAMINATE IS NOT CORRECT.

(8) Put the decorative tedlar laminate in position.

NOTE: Use masking tape to hold the decorative tedlar laminate in the correct position. If you use perforated tedlar for the repair, align the holes in the tedlar with the holes in the panel you will cover.

S 888-149

CAUTION: BE CAREFUL WHEN YOU APPLY HEAT NEAR MATERIALS THAT CAN BURN. THE TEMPERATURE OF THE TEDLAR MUST NEVER BE MORE THAN 200°F OR THE TEMPERATURE AT WHICH THE TEDLAR DISTORTS, WHICHEVER IS LOWER. TOO MUCH HEAT CAN CAUSE DAMAGE TO THE TEDLAR.

(9) Use the heat gun to increase the temperature of the tedlar laminate.

NOTE: Be careful to make sure the temperature is constant across the surface of the laminate. Refer to AMM 20-10-26/201 for cautions to obey when you use heat guns.

S 348-150

(10) Do these steps to use a vacuum to make sure the laminate touches all of the panel:
(a) Use the maximum vacuum possible that will not cause damage to the panel.
(b) Cure the laminate for 24 hours at room temperature, for two hours at 120 degrees F, or for 30 minutes at 180 degrees F.

S 018-191

(11) Let the part cool to 90 degrees F before you remove the vacuum pressure.

TASK 25-00-00-308-151

7. Repair Polycarbonate (Lexan), ULTEM, and Declar Plastics

A. General

(1) The paragraphs that follow give instructions to repair cracks and gouges in decorative and nondecorative plastics.

NOTE: Make sure the area you want to repair is smaller than 100 square inches. If the area is larger than 100 square inches, you must replace the part.

WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

(2) Obey this WARNING during all of this task.

B. Consumable Materials

(1) Adhesives
  (a) A50005 Hysol EE 1067 Resin
  (b) A00112 Hysol No. 3561 Hardener
(2) G02022 Rubber - Silicone, Dow Corning Silastic RTV B
(3) G02024 Rubber - Silicone, RTV 93-079, Clear
(4) G00034 Cheesecloth - Lint-free
(5) Solvents
  (a) B00083 Aliphatic Naphtha, TT-N-95
  (b) B00149 Methylene Chloride
(6) G00321 Fabric - Woven prepreg glass, BMS 9-3, Type H, H-2, H-3, Class 3 or 4.
(7) Finish, Internal Decorative Water Emulsion, BMS 10-55
  (a) C00375 Type I
  (b) C00377 Type II
(8) Finish, Silk Screen Ink - BMS 10-73
  (a) C00367 Type I
  (b) C00368 Type II
(9) C00040 Paint - Polyurethane, BMS 10-38 Type II
(10) B00168 Paper - Abrasive, 400 grit

C. References

(1) 25-00-00/701, Equipment/Furnishings

D. Access

(1) Location Zone
  200 Upper Half of the Fuselage

E. Repair Cracked Areas

S 348-152
(1) Drill a 1/16-inch diameter hole at each end of the crack.

S 348-153
(2) Remove material from the crack until the width of the crack is approximately equal to the thickness of the part.

S 348-154
(3) Rub the surface with abrasive paper until the surface is not glossy.

S 348-155
(4) Clean the surface with aliphatic naphtha and a clean cheesecloth.

S 348-156
(5) Mix the repair resin as follows:
(a) Mix 100 parts of the A50005 Hysol EE 1067 with 15 parts of the No. 3561 hardener.

S 348-157
(6) Fill the crack with the repair resin.

S 348-158
(7) Let the repair resin cure until it is hard.

S 348-159
(8) Apply glass fabric that is soaked with the repair resin to make the repair stronger.

NOTE: If you will to repair a decorative part, put the fabric in the side that is not decorative.

The glass fabric layers must be at least as thick as the part where the crack was. Taper the glass fabric 1/2 inch for each layer at each side. If the crack is at or near an edge, the taper is not necessary.

S 348-160
(9) Remove all the unwanted resin.

S 348-161
(10) Let the repair cure until it is hard at a temperature between 70 and 130°F.

S 348-162
(11) Rub the area with abrasive paper until the repair is smooth.

S 378-163
(12) Apply the water emulsion finish to the area.

NOTE: If you will paint the part out of the airplane, use BMS 10-83 paint (Ref 25-00-00/701).

F. Repair Gouged Areas

S 348-164
(1) If there is not a dent around the gouge, make the gouge smooth with abrasive paper.

S 348-165
(2) If the appearance is not satisfactory after it is smooth, fill the gouge with repair resin. Finish the repair with the steps given in the Repair Cracked Areas procedure.

S 348-166

(3) If the surface has dents, remove the area with dents and do the procedure to repair the cracked areas.

TASK 25-00-00-308-167

8. Repair Urethane Foam

A. General

(1) The paragraphs that follow give instructions to repair urethane foam material with two procedures.

WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

(2) Obey this WARNING during all of this task.

B. Equipment

(1) Bore - Cork

(2) Squeegee - Commercially available

C. Consumable Materials

(1) Adhesives

(a) A00028 EC 2216 A/B

(b) A00188 BMS 5-105, Type I or II

(c) A01021 BMS 5-28, Epocast 1618 D/B

(2) G00111 Film - Mylar

(3) D00506 Lubricant - Light Machine Oil

(4) G00123 Tape - Double-backed, 2-inches wide, Permacel No. 94

D. Access

(1) Location Zone

200 Upper Half of the Fuselage

E. Repair the Foam with a Plug

S 358-168

(1) Remove the damage with a cork bore or an equivalent tool.

NOTE: The tool size must be equal to the size of the damaged area, or up to a 1/2-inch larger in diameter.

S 358-169

(2) Use the same tool to cut a repair plug from foam to fit in damaged area.

S 358-170

(3) Apply a layer of the BMS 5-105 adhesive to each surface of the repair plug and the damaged area.

S 358-171
(4) Let the adhesive dry until it is tacky. Then push the repair plug into the damaged area with hand pressure.

NOTE: Do not stress the adhesive bond for 24 hours.

F. Repair the Foam with Adhesive Resin

S 358-172
(1) Remove the damage with a cork bore or an equivalent tool.

NOTE: The tool size must be equal to the size of the damaged area, or up to a 1/2-inch larger in diameter.

S 358-173
(2) Use the manufacturer's instructions to mix the Epocast 1618 D/B.

S 358-174
(3) Fill the area fully with the Epocast (potting compound).

S 358-175
(4) Put a sheet of mylar film over the potting compound.

NOTE: The mylar film must go approximately 2 inches more than the outer edge of all sides of the filled area.

S 358-176
(5) Put a small amount of the lubricant on the top surface of the mylar film.

S 358-177
(6) Start at the center of the repair and rub the potting compound with a squeegee until you get the shape necessary.

S 358-178
(7) Apply double-backed tape to hold the mylar film in position.

S 358-179
(8) Let the compound cure for 1 hour at room temperature and then 5 hours at 115°F.

S 358-180
(9) Carefully remove the mylar film after the compound has cured.

TASK 25-00-00-308-194

9. Repair Aluminum Trim

A. General

(1) This procedure gives instructions to repair aluminum trim.

WARNING: DO NOT BREATH THE ASBESTOS DUST. PUT ON A PROTECTIVE RESPIRATOR WHEN YOU DRILL THE LAVATORY PANELS. THE ASBESTOS DUST CAN GET IN YOUR MOUTH OR NOSE IF YOU DO NOT USE THE PROTECTIVE RESPIRATOR AND CAN CAUSE CANCER OR LUNG DISEASE.

(2) Obey this WARNING during all of this task.

B. Equipment

(1) Heat Gun - 1200 to 1500 watts

C. Consumable Materials

(1) Adhesives

(a) Adhesive - BMS5-123, Hysol 608

(b) D00147 Filler - BMS 5-136, Ad Tech 15-3

(c) A00028 - Adhesive BMS5-92, 3M 2216

(2) B00168 Paper - Abrasive, 400-600 grit

D. References

(1) AMM 20-10-26/201, Heat Guns, Soldering Guns, and/or Soldering Irons

E. Access

(1) Location Zone

200 Upper Half of the Fuselage

F. Repair Aluminum Trim

S 018-195

(1) Remove any fasteners from the aluminum trim if they are installed.

S 018-196

(2) Remove the aluminum trim from the panel.

S 018-197

(3) If the trim is bonded, use a heat gun to help remove the trim.

(a) Apply heat while pulling the trim away from the panel.

(b) Remove the trim progressively from one end to the other.

S 828-198

(4) Restore the trim to its original straightness and contour.

NOTE: Use metal working techniques to remove dents and straighten the trim as much as possible.

S 418-199

(5) Put the trim onto the panel and reattach any fasteners.

S 418-200

(6) If the trim is applied with fasteners and adhesive, apply epoxy adhesive to the edge of the panel and quickly reattach the trim with the fasteners.

S 828-201

(7) If the trim is attached with adhesive only, apply an epoxy adhesive to the edge of the panel and quickly position the trim.

NOTE: Hysol 608 adhesive, BMS 5-123 has a very short working life. If more time is required for the repair, use an adhesive such as 3M 2216, BMS5-92.
Use masking tape to hold the trim in the correct position until the adhesive is fully cured.

S 348-204

(8) Fill any dents, gouges or imperfections with BMS 5-136 filler to make a crown above the adjacent area.

S 338-203

(9) After the filler is hard, rub it with abrasive paper to the same level as the surface on the panel.

S 378-202

(10) Apply aluminum spray paint to the repaired area. Any commercially available spray paint is acceptable.

TASK 25-00-00-308-207

10. Repair Insulation Blanket and Cover (Fig. 801)

A. General

(1) This procedure has these instructions to repair insulation blanket and cover that are damaged:

(a) ALL AIRPLANES PRE SEP 2, 2005 FAR STD; AIRPLANES WITHOUT FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:

1) Repair the Insulation Blanket with BMS8-142 Cover Material.

2) Repair the Insulation Blanket with BMS8-115 Cover Material.

(b) ALL AIRPLANES POST SEP 2, 2005 FAR STD; AIRPLANES WITH FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:

1) Repair the Insulation Blanket with BMS8-377 Cover Material.

2) Repair the Insulation Blanket with BMS8-370 Cover Material.

(2) If the amount of damage on the insulation blanket is more than 25 percent of the total area on either the front side or the back side of an insulation blanket, replace the damaged insulation blanket.

(3) The damaged insulation blanket can be used as a template to make a new insulation blanket.

B. Consumable Materials

(1) A00153 Cement - BMS 5-30, EC 1458

(2) G00086 Insulation - Thermal Acoustical Fiberglass Batting, BMS8-48, Type III

(3) G00087 Insulation - Covering, BMS 8-142, Type I

(4) G50330 Fabric - Insulation Cover, Flame Propagation Resistant, BMS8-377

(5) G50328 Fabric - Advanced Polymer Coated, Flame Propagation Resistant BMS8-370

(6) G02308 Fabric - Flame Resistant, BMS8-115

(7) G50329 Fabric - High Mass Coated, Flame Propagation Resistant, BMS8-374

(8) G50334 Felt - Needled, Flame Propagation Resistant, BMS8-373

(9) G02442 Paper - Abrasive, 180-grit

(10) G02305 Tape - Insulation Blanket, BMS5-149

(11) G50099 Tape - Pressure Sensitive, Insulative Cover, Splicing, BMS5-149, Type XI, Class 1, Grade C, Form I
(12) G50327 Tape - Advanced Insulation Blanket, BMS5-157, Class 1, Composition MPVF
(13) G02360 Tape - Hook/Loop Fastener, (Polypropylene Hook & Nylon Loop) BMS8-285, Type IV
(14) G50333 Tape - Hook/Loop Fastener, Flame Propagation Resistant, BMS8-372

C. References
(1) AMM 25-21-05/401, Sidewall Insulation
(2) AMM 25-50-07/401, Cargo Compartment Insulation

D. Prepare to Repair the Insulation Blanket

S 218-208

(1) Visually check the amount of damage to the insulation blanket.
(a) If the amount of damage is more than 25 percent of the total area on either the front side or back side of the insulation blanket, replace the applicable insulation blanket.
1) For sidewall and ceiling insulation replacement, refer to Sidewall Insulation - Removal/Installation (AMM 25-21-05/401).
2) For cargo compartment insulation replacement, refer to Cargo Compartment Insulation - Removal/Installation (AMM 25-50-07/401).
(b) If the amount of damage is less than 25 percent of the total area on either the front side or back side of the insulation blanket, continue.

S 118-209

WARNING: DO NOT USE DETERGENTS OR SOLVENTS TO CLEAN THE INSULATION BLANKET. IT CAN REMOVE FLAME RETARDANTS AND CAUSE FLAMMABLE RESIDUES ON INSULATION BLANKET WHICH INCREASES THE RISK OF FIRE. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(2) If there is Corrosion-inhibiting Compounds (CIC) contamination, oily or waxy substances or other fluids (which typically changes the color and appearance of the insulation blanket cover), replace the applicable insulation blanket.
(a) For sidewall and ceiling insulation replacement, refer to Sidewall Insulation - Removal/Installation (AMM 25-21-05/401).
(b) For cargo compartment insulation replacement, refer to Cargo Compartment Insulation - Removal/Installation (AMM 25-50-07/401).

S 168-237

(3) If there are dust, lint or other loose debris on the insulation blanket, use a vacuum cleaner or a non-metallic soft brush to remove the contamination.

S 168-238

(4) Make sure the repair area is clean and dry.

E. ALL AIRPLANES PRE SEP 2, 2005 FAR STD; AIRPLANES WITHOUT FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Repair the Insulation Blanket with BMS8-142 Cover Material

NOTE: BMS8-142 cover material is a thin translucent plastic film with an open weave scrim on one side and has a grid-like appearance.

BMS8-142 is replaced by BMS8-377 to comply with the flame propagation requirements of FAR 25.856(a).

S 348-239

(1) To repair a grommet hole in the insulation blanket, do these steps:
(a) Make two round tape patches from tape (BMS5-149) or tape (BMS5-157) with a minimum diameter of 1.5-2.0 inches (38-51 mm) larger than the grommet hole.

NOTE: Tape (BMS5-157) is FAR 25.856 compliant, and it is the preferred alternative to tape (BMS5-149).

(b) Make a fiberglass plug from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket.
(c) Put the fiberglass plug into the grommet hole.
(d) Put the round tape patches over the grommet hole on both sides of the insulation blanket.
1) Make sure the tape patch overlaps the edge of the grommet hole by a minimum of 0.75 inch (19 mm).

(e) Push on the tape patch to make sure there is a good bond with the blanket cover.

S 348-240

(2) To repair a tear in the insulation blanket, do these steps:

(a) Make a fiberglass plug from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket and put the fiberglass plug into the damaged area, if necessary.

(b) Use your fingers to close the tear.

(c) Make a tape patch from tape (BMS8-149) or tape (BMS5-157) that is 0.75-1.50 inches (19-38 mm) larger than the tear on all sides.

NOTE: Tape (BMS5-157) is FAR 25.856 compliant, and it is the preferred alternative to tape (BMS5-149).

1) Make sure the corners on the tape patch are rounded.

(d) Put the tape patch over the tear.

1) Make sure the tape patch overlaps the damaged area by 0.75-1.50 inches (19-38 mm) on all sides.

(e) Push on the tape patch to make sure there is a good bond with the insulation blanket cover.

S 348-241

(3) To repair damage that is larger than a tear in the insulation blanket, do these steps:

(a) Cut a rectangle out of the damaged blanket cover which fully removes the damaged area.

1) Keep the rectangle cutout as a template to make a new replacement cover patch.

(b) Use the rectangle cutout template to make a rectangle cover patch that is similar in shape and size as the template from fabric (BMS8-142) or fabric (BMS8-377).

NOTE: Fabric (BMS8-377) is FAR 25.856 compliant, and it is the preferred alternative to fabric (BMS8-142).

(c) If there is damage to the fiberglass batting (BMS8-48) inside the blanket cover, do these steps:

1) If the damaged area is only on the first layer of the fiberglass batting, do these steps:

a) Cut a rectangle out of the damaged fiberglass batting to fully remove the damaged area on the first layer of the fiberglass batting, and leave behind a rectangular void in the blanket.

b) Cut a ply of replacement fiberglass patch from batting (BMS8-48) that extends a minimum of 2.0 inches (51 mm) past the edges of the rectangular void.
c) Put the replacement fiberglass patch over the center of the rectangular void and under the blanket cover.

2) If the damaged area is on multiple layers of the fiberglass batting, do these steps:
a) Cut out the damaged fiberglass batting to fully remove the damaged area on the fiberglass batting.
b) Interleave new plies of fiberglass batting from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket, as necessary.

(d) Put the rectangle cover patch over the cutout on the insulation blanket cover.

(e) Make a tape patch from tape (BMS5-149) or tape (BMS5-157) that is a minimum of 1.0 inch (25 mm) larger than all sides of the rectangle cutout.

NOTE: Tape (BMS5-157) is FAR 25.856(a) compliant, and it is the preferred alternative to tape (BMS5-149).

1) Make sure the corners on the tape patch are rounded.

(f) Put the tape patches over the joints to keep the rectangle cover patch in place on all sides.
1) Make sure the tape patch overlaps the joint by a minimum of 1.0 inch (25 mm) on all sides.

(g) Push on the tape to make sure there is a good bond with the blanket cover.

(h) Install external garment tags, spaced at 6.0 inches (152 mm) onto the overlapped fiberglass repair area to keep the fiberglass batting in position between the covers.
1) Cut a 1.0 inch (25 mm) diameter circle of tape (BMS5-149) or tape (BMS5-157) for use as reinforcement tape.
2) Put the reinforcement tape over the area where the external garment tag is to be stapled through on both sides of the blanket.
3) Staple the external garment tag through all layers of the insulation blanket, which includes the reinforcement tapes.
4) Cut a 2.0 inches (51 mm) diameter circle of tape (BMS5-149) or tape (BMS5-157) for use as covering tape.
5) Put the covering tape over the external garment tag and reinforcement tape onto the insulation cover on both sides of the insulation blanket.
6) Push on the tape to make sure there is a good bond with the blanket cover.

S 348-242

(4) To replace a damaged hook/loop tape on the insulation blanket cover, do these steps:

(a) Carefully remove the damaged part of the hook/loop tape from the insulation blanket cover.

(b) Clean and dry the adhesive surface left by the removal of the damaged hook/loop tape.

(c) Put a piece of tape (BMS5-149) or tape (BMS5-157) over the area left by the removal of the damaged hook/loop tape on both sides of the insulation blanket assembly, if necessary.

NOTE: Tape (BMS5-157) is FAR 25.856(a) compliant, and it is the preferred alternative to tape (BMS5-149).

1) Make sure the tape is larger than the damaged area on the insulation cover by a minimum of 1.0 inch (25 mm) on all sides.

(d) Install the replacement hook/loop tape (BMS8-285) or hook/loop tape (BMS8-372) at the correct location on the insulation blanket cover.

NOTE: Hook/loop tape (BMS8-372) is FAR 25.856(a) compliant, and it is the preferred alternative to hook/loop tape (BMS8-285).

F. ALL AIRPLANES PRE SEP 2, 2005 FAR STD; AIRPLANES WITHOUT FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Repair the Insulation Blanket with BMS8-115 Cover Material

NOTE: BMS8-115 cover material has a smooth and silky surface, typically eggshell color in appearance (may also be in other colors). It is used in only a few areas of the airplane.

BMS8-115 is replaced by BMS8-370 to comply with the flame propagation requirements of FAR 25.856(a).

S 348-247

(1) Do these steps if there is damage on the insulation blanket cover:

(a) Identify the perimeter around the damaged area on the insulation blanket for a cover patch area that is larger than the damaged area by 1.0-1.5 inches (25-38 mm) on all sides.

(b) If the cover patch area that is identified on the damaged insulation blanket can fit into a 3.0 inches by 3.0 inches (76 mm by 76 mm) square, do these steps:

1) Make a cover patch from fabric (BMS8-115) or fabric (BMS8-370) that is larger than the damaged area by 1.0-1.5 inches (25-38 mm) on all sides.

NOTE: Fabric (BMS8-370) is FAR 25.856(a) compliant, and it is the preferred alternative to fabric (BMS8-115).

a) Make sure the corners on the cover patch are rounded.

2) Lightly abrade the entire adhesive side of the cover patch and the area to be covered by the cover patch with 180-grit or finer paper to remove any gloss.
3) Apply adhesive (BMS5-30) on the bonding surface of the cover patch or insulation blanket cover.
4) Put the adhesive side of the cover patch over the damaged area of the insulation blanket cover.
5) Make sure there is an overlap of 1.0-1.5 inches (25-38 mm) between the damaged area and the edge of the cover patch on all sides.
6) Wipe off any adhesive (BMS5-30) that is not necessary.
7) Push on the cover patch to make sure there is a good bond with the insulation blanket cover.

(c) If the cover patch area that is identified on the damaged insulation blanket cannot fit into a 3.0 inches by 3.0 inches (76 mm by 76 mm) square, do these steps:

1) Make a cover patch with fabric (BMS8-115) or fabric (BMS8-370) that is larger than the damaged area by 1.0-1.5 inches (25-38 mm) on all sides.

NOTE: Fabric (BMS8-370) is FAR 25.856(a) compliant, and it is the preferred alternative to fabric (BMS8-115).

a) Make sure the corners on the cover patch are rounded.

2) Lightly abrade the periphery of the adhesive side of the cover patch with 180-grit or finer paper to remove any gloss.
3) Lightly abrade the area around the periphery of the damaged area to be covered by the cover patch with 180-grit or finer paper to remove any gloss.
4) Apply adhesive (BMS5-30) up to 1.0 inch (25 mm) wide on the abraded area.
5) Put the adhesive side of the cover patch over the damaged area of the insulation blanket cover.
6) Make sure there is an overlap of 1.0-1.5 inches (25-38 mm) between the damaged area and the edge of the cover patch on all sides.
7) Wipe off any adhesive (BMS5-30) that is not necessary.
8) Push on the cover patch to make sure there is a good bond with the insulation blanket cover.

G. ALL AIRPLANES POST SEP 2, 2005 FAR STD; AIRPLANES WITH FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Repair the Insulation Blanket with BMS8-377 Cover Material

NOTE: BMS8-377 cover material is a thin opaque gray plastic film with an open weave scrim on one side and has a grid-like appearance.

S 348-243

(1) To repair a grommet hole in the insulation blanket, do these steps:
   (a) Make two round tape patches from tape (BMS5-157) with a minimum diameter of 1.5-2.0 inches (38-51 mm) larger than the grommet hole.
   (b) Make a fiberglass plug from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket.
   (c) Put the fiberglass plug into the grommet hole.
   (d) Put the round tape patches over the grommet hole on both sides of the insulation blanket.
      1) Make sure the tape patch overlaps the edge of the grommet hole by a minimum of 0.75 inch (19 mm).
      2) Push on the tape patch to make sure there is a good bond with the insulation blanket cover.

S 348-244

(2) To repair a tear in the insulation blanket, do these steps:
   (a) Make a fiberglass plug from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket and put the fiberglass plug into the damaged area, if necessary.
   (b) Use your fingers to close the tear.
   (c) Make a tape patch from tape (BMS5-157) that is 0.75-1.50 inches (19-38 mm) larger than the tear on all sides.
      1) Make sure the corners on the tape patch are rounded.
   (d) Put the tape patch over the tear.
      1) Make sure the tape patch overlaps the damaged area by 0.75-1.50 inches (19-38 mm) on all sides.

(e) Push on the tape patch to make sure there is a good bond with the blanket cover.

S 348-245

(3) To repair damage that is larger than a tear in the insulation blanket, do these steps:

(a) Cut a rectangle out of the damaged blanket cover which fully removes the damaged area.

1) Keep the rectangle cutout as a template to make a new replacement cover patch.

(b) If there are damages to the fiberglass batting (BMS8-48) inside the blanket cover, do these steps:

1) If the damaged area is only on the first layer of the fiberglass batting, do these steps:

a) Cut a rectangle out of the damaged fiberglass batting to fully remove the damaged area on the first layer of the fiberglass batting, and leave behind a rectangular void in the blanket.

b) Cut a ply of replacement fiberglass patch from batting (BMS8-48) that extends a minimum of 2.0 inches (51 mm) past the edges of the rectangular void.

c) Put the replacement fiberglass patch over the center of the rectangular void and under the blanket cover.

2) If the damaged area is on multiple layers of the fiberglass batting, do these steps:

a) Cut out the damaged fiberglass batting to fully remove the damaged area on the fiberglass batting.

b) Interleave new plies of fiberglass batting from batting (BMS8-48) that is equivalent in type/class/grade as those used in the insulation blanket, as necessary.

(c) Put the rectangle cover patch over the cutout on the insulation blanket cover.

(d) Make a tape patch from tape (BMS5-157) that is a minimum of 1.0 inch (25 mm) larger than all sides of the rectangle cutout.

1) Make sure the corners on the tape patch are rounded.

(e) Put the tape patches over the joints to keep the rectangle cover patch in place on all sides.

1) Make sure the tape patch overlaps the joint by a minimum of 1.0 inch (25 mm) on all sides.

(f) Push on the tape to make sure there is a good bond with the insulation blanket cover.

(g) Install external garment tags, spaced at 6.0 inches (152 mm) onto the overlapped fiberglass repair area to keep the fiberglass batting in position between the covers.

1) Cut a 1.0 inch (25 mm) diameter circle of tape (BMS5-157) for use as reinforcement tape.

2) Put the reinforcement tape over the area where the external garment tag is to be stapled through on both sides of the blanket.
3) Staple the external garment tag through all layers of the insulation blanket, which includes the reinforcement tapes.
4) Cut a 2.0 inches (51 mm) diameter circle of tape (BMS5-157) for use as covering tape.
5) Put the covering tape over the external garment tag and reinforcement tape, onto the insulation cover on both sides of the insulation blanket.
6) Push on the tape to make sure there is a good bond with the insulation blanket cover.

S 348-246

(4) To replace damaged hook/loop tape on the insulation blanket cover, do these steps:
(a) Carefully remove the damaged part of the hook/loop tape from the insulation blanket cover.
(b) Clean and dry the adhesive surface left by the removal of the damaged hook/loop tape.
(c) Put a piece of tape (BMS5-157) over the area left by the removal of the damaged hook/loop tape on both sides of the insulation blanket assembly, if necessary.
1) Make sure the tape is larger than the damaged area on the insulation cover by a minimum of 1.0 inch (25 mm) on all sides.
(d) Install the replacement hook/loop tape (BMS8-372) at the correct location on the insulation blanket cover.

H. ALL AIRPLANES POST SEP 2, 2005 FAR STD; AIRPLANES WITH FAR 25.856(a) COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Repair the Insulation Blanket with BMS8-370 Cover Material

NOTE: BMS8-370 cover material has a smooth and silky surface, typically white in appearance. It is used in only a few areas of the airplane.

S 348-248

(1) Do these steps if there is damage on the insulation blanket cover:
(a) Identify the perimeter around the damaged area on the insulation blanket for a cover patch area that is larger than the damaged area by 1.0-1.5 inches (25-38 mm) on all sides.
(b) If the cover patch area that is identified on the damaged insulation blanket can fit into a 3.0 inches by 3.0 inches (76 mm by 76 mm) square, do these steps:
1) Make a cover patch from fabric (BMS8-370) that is larger than the damaged area by 1.0-1.5 inches (25-38 mm) on all sides.
a) Make sure the corners on the cover patch are rounded.

2) Lightly abrade the entire adhesive side of the cover patch and the area to be covered by the cover patch with 180-grit or finer paper to remove any gloss.
3) Apply adhesive (BMS5-30) on the bonding surface of the cover patch or insulation blanket cover.
4) Put the adhesive side of the cover patch over the damaged area of the insulation blanket cover.
5) Make sure there is an overlap of 1.0-1.5 inches (25-38 mm) between the damaged area and the edge of the cover patch on all sides.
6) Wipe off any adhesive (BMS5-30) that is not necessary.
7) Push on the cover patch to make sure there is a good bond with the insulation blanket cover.

(c) If the cover patch area that is identified on the damaged insulation blanket cannot fit into a 3.0 inches by 3.0 inches (76 mm by 76 mm) square, the insulation blanket cannot be repaired.
1) Replace the insulation blanket.

TASK 25-00-00-348-230

11. Insulation Blanket Manufacturing (Fig. 802)

A. General
(1) This procedure has instructions to make new a insulation blanket.
(2) The new insulation blanket can either be cut from the assembly of various component materials, or from a semi-finished insulation blanket strip, that is pre-assembled and built from equivalent component materials that are comparable in type/class/grade as those which are not pre-assembled.
(3) The damaged insulation blanket can be used as a template to make a new insulation blanket.

B. Consumable Materials
(1) A00153 Cement - BMS 5-30, EC 1458
(2) G00086 Insulation - Thermal Acoustical Fiberglass Batting, BMS8-48, Type III
(3) G50330 Fabric - Insulation Cover, Flame Propagation Resistant, BMS8-377
(4) G50328 Fabric - Advanced Polymer Coated, Flame Propagation Resistant BMS8-370
(5) G00060 Fabric - Coated, High Mass, Flexible, BMS8-47
(6) G50329 Fabric - High Mass Coated, Flame Propagation Resistant, BMS8-374
(7) G50334 Felt - Needled, Flame Propagation Resistant, BMS8-373
(8) G50327 Tape - Advanced Insulation Blanket, BMS5-157, Class 1, Composition MPVF
(9) G50408 Foam - Flexible Polyvinylidene Fluoride, Adhesive on One Side, BMS8-371
(10) G50333 Tape - Hook/Loop Fastener, Flame Propagation Resistant, BMS8-372
(11) G50341 Thread - Kevlar Sewing (T40), Strip Machine Thread (T60) A-A-55220 Bonded Tex 40, Tex 60

C. Make a New Insulation Blanket

NOTE: The new insulation blanket can either be cut from the assembly of various component materials, or from a semi-finished insulation blanket strip, that is pre-assembled and built from equivalent component materials that are comparable in type/class/grade as those which are not pre-assembled.

S 348-249

(1) To cut out a new insulation blanket from component materials, do these steps:
   (a) Use the damaged insulation blanket as a template to outline its shape.
   (b) Cut the applicable insulation cover (or combination of covers):
      1) Fabric (BMS8-377).
      2) Fabric (BMS8-370).
      3) Fabric (BMS8-374).
      4) Fabric (BMS8-47).
      5) Felt (BMS8-373).
   (c) Cut the fiberglass insulation (BMS8-48).
      1) Make sure to use fiberglass insulation (BMS8-48) that are equivalent in type/class/grade as those in the template.
      2) Interleave fiberglass insulation (BMS8-48) batting, if it is necessary to extend the blanket.
   (d) Put the fiberglass insulation (BMS8-48) in between the applicable inboard and outboard insulation covers.

S 348-250

(2) To cut out a new insulation blanket from a semi-finished insulation blanket strip, do these steps:
   (a) Make sure to use a semi-finished insulation blanket strip that is pre-assembled and built from equivalent component materials that are comparable in type/class/grade as those which are not pre-assembled.
   (b) Use the damaged insulation blanket as a template to outline its shape on the semi-finished insulation blanket strip.
   (c) Cut the semi-finished insulation blanket strip to the same shape as the template outline.
   (d) Interleave fiberglass insulation (BMS8-48) batting, if it is necessary to extend the blanket.

S 348-251

(3) Do these steps to install external garment tag to connect the layers of blanket materials:

NOTE: The garment tag is a commercially available plastic fastener that is used to keep the fiberglass batting inside the insulation blanket in the same position in relation to the blanket covers. It pierces through the insulation blanket, from one side of the blanket cover through the fiberglass batting and through to the other side of the blanket cover.

(a) Cut a 1.0 inch (25 mm) diameter circle of tape (BMS5-157) for use as reinforcement tape.
(b) Put the reinforcement tape over the area where the external garment tag is to be stapled through on both sides of the blanket.
(c) Staple the external garment tag through all layers of the insulation blanket, which includes the reinforcement tapes.
(d) Cut a 2.0 inches (51 mm) diameter circle of tape (BMS5-157) for use as covering tape.
(e) Put the covering tape over the external garment tag and reinforcement tape, onto the insulation cover on both sides of the blanket.
(f) Push on the tape to make sure there is a good bond with the blanket cover.

S 348-252

(4) Do the applicable steps to close the edges and cutouts of the insulation blanket:
(a) Method 1: Sew the edges.
1) Fold the cover fabric over the edge of the blanket or wrap a strip of cover fabric over the edge of the blanket as applicable to bind the edge on the blanket.
2) Stitch the edge with kevlar sewing thread at 4 to 6 stitches per inch.
3) Make sure the stitches go through the edge binding on both sides of the insulation blanket.
4) Seal the stitching on the blanket with tape (BMS5-157).

(b) Method 2: Tape the edges.

NOTE: Applicable for BMS8-377 materials only.

1) Use tape (BMS5-157) that is sufficiently wide to overlap the top and bottom of the blanket by a minimum of 0.75 inch (19 mm).
2) Make the edge the same height as the template.

(c) Method 3: Heat-seal the edges.

NOTE: Not all types of fabric can be heat sealed. Fabric that can be heat sealed may be heavier than fabric that cannot be heat sealed. Make sure you use the correct type of fabric.

1) Hold the top and bottom covers together and heat-seal the edges of the blanket.
2) The width of the heat seal must be 0.25 to 0.50 inch (6 to 13 mm).

S 348-253

(5) Install hook/loop tape (BMS8-372), where applicable.

S 348-254

(6) Install water diverter on the insulation blanket with foam tape (BMS8-371) or equivalent, where applicable.

S 348-261

(7) To make a grommet through a hole in the insulation blanket, use tape (BMS5-157) only, or fabric (BMS8-377) with tape (BMS5-157) to bond it to the insulation blanket cover.

S 348-256

(8) Do these steps to install vents in the insulation blanket cover:
(a) Make sure you install the vent so that it opens in the same direction as on the template.
(b) Cut a hole approximately 1 inch (25 mm) in diameter in the cover fabric.
(c) Cut a 2 inches (51 mm) circle of tape (BMS5-157).
(d) Remove the release liner from a small part of the circle tape (BMS5-157).
(e) Attach the circle tape (BMS5-157) over the hole in the blanket.

S 348-257

(9) Do these steps to quilt the blanket with kevlar sewing thread, where applicable:
   (a) Quilt through all layers of the insulation blanket, from cover to cover with kevlar sewing thread at 4 to 6 stitches per inch.
   (b) Make sure the grid size of the quilting is a minimum 1.0 inch by 1.0 inch (25 mm by 25 mm) square or larger.
   (c) Apply strips of tapes (BMS5-157) over the quilting.
   (d) Overlap the strips of tapes (BMS5-157) over both sides of the quilting at 0.75 inch (19 mm) intervals.

S 348-258

(10) To add drain holes to the insulation blanket, cut 0.50 inch (13 mm) diameter drain holes at the bottom edge of the blanket on the inboard side at 2.0 inches (51 mm) intervals, where applicable.

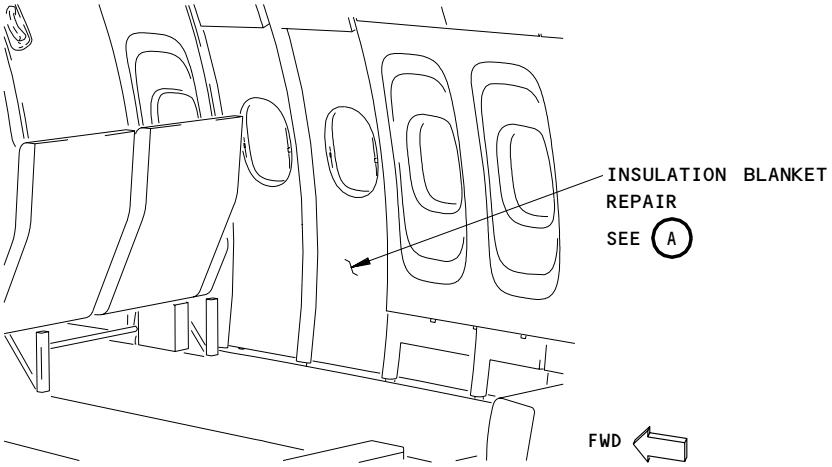
S 348-259

(11) Add these part information on the inboard side of the completed insulation blanket cover:
   (a) Part Number.
   (b) Supplier Name.
   (c) Date of Manufacture.

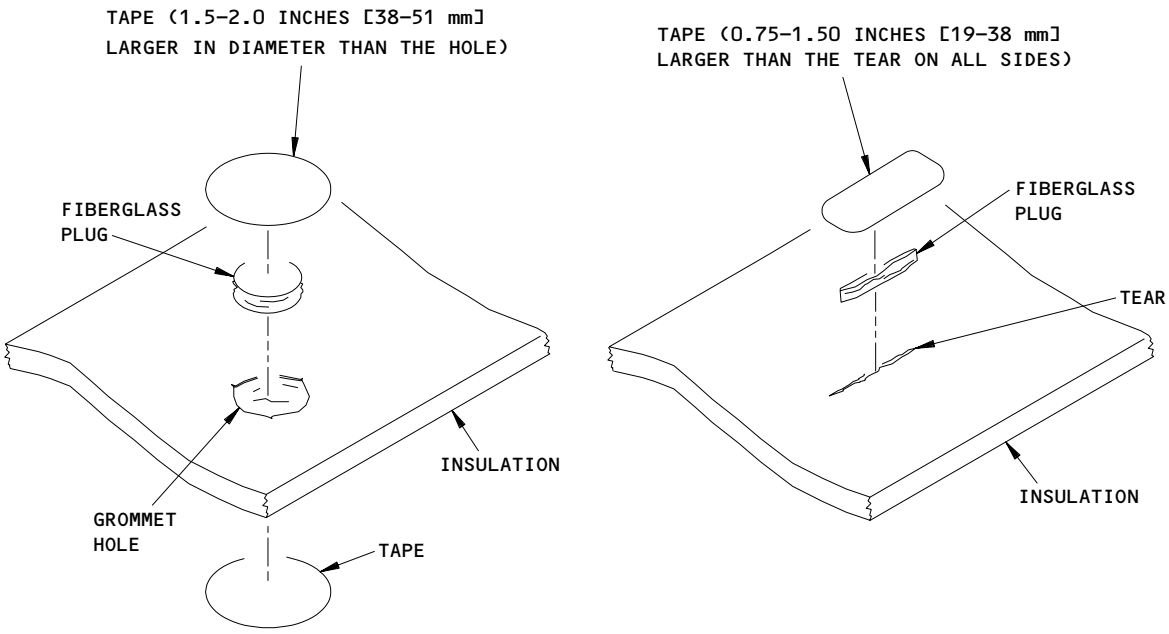
S 348-260

CAUTION: DO NOT COMPRESS THE INSULATION BLANKET BY MORE THAN 50 PERCENT. THIS DECREASES THE THERMAL AND ACOUSTIC PROPERTIES. IF YOU COMPRESS IT TOO MUCH, DAMAGE TO THE INSULATION BLANKET WILL OCCUR.

(12) Put the insulation blanket in a neat stack on a shelf or in a bag for shipping.



PASSENGER COMPARTMENT SIDEWALL
(LINER REMOVED)

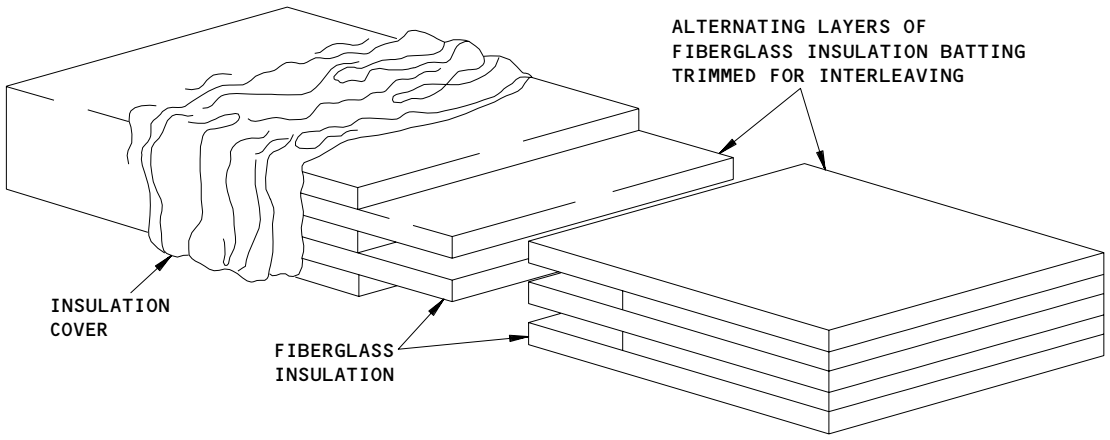


INSULATION BLANKET REPAIR
(EXAMPLE)

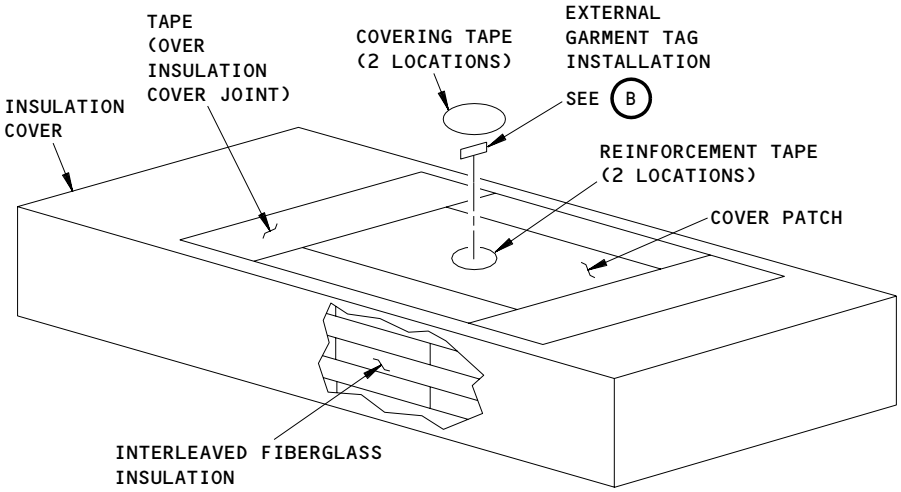
A

Insulation Blanket Repair
Figure 801 (Sheet 1)

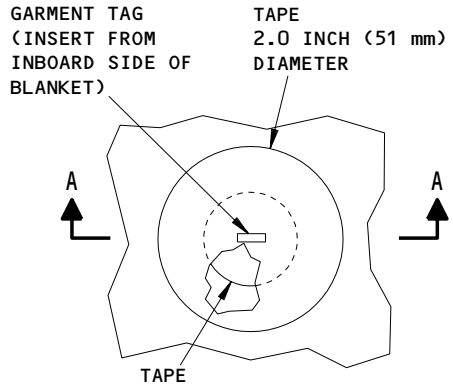
J42615



PROCEDURE TO INTERLEAVE FIBERGLASS INSULATION BATTING

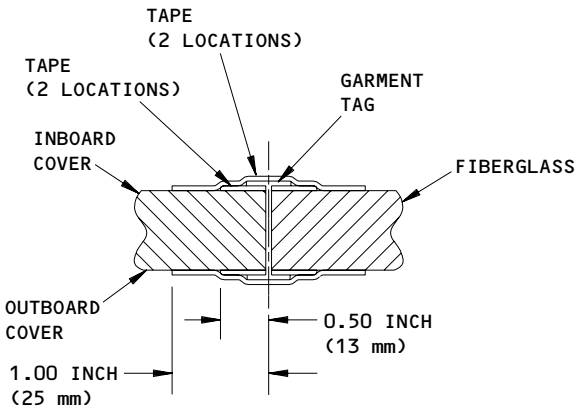


ATTACHMENT OF INTERLEAVED PARTS



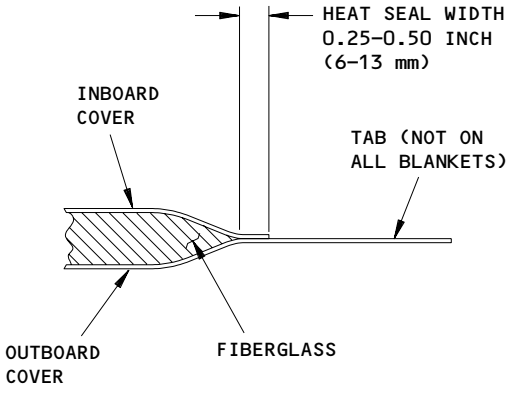
EXTERNAL GARMENT TAG INSTALLATION
(EXAMPLE)

(B)

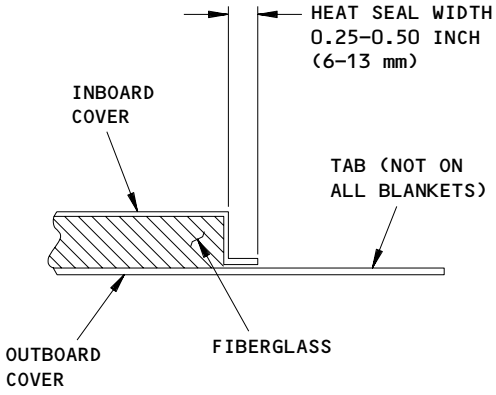


A-A

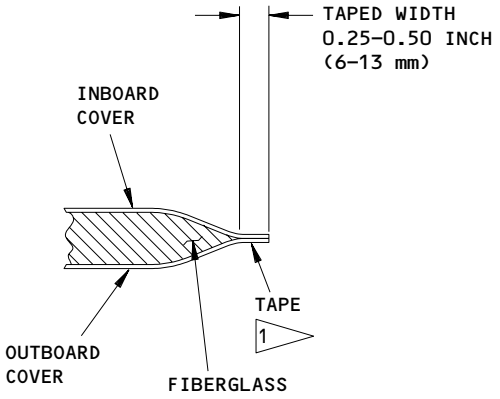
Insulation Blanket Repair
Figure 801 (Sheet 2)



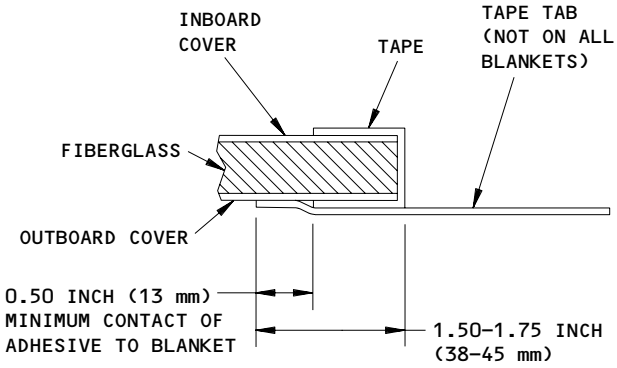
KNIFE EDGE, HEAT SEALED
(EXAMPLE)



BOX EDGE, HEAT SEALED
(EXAMPLE)



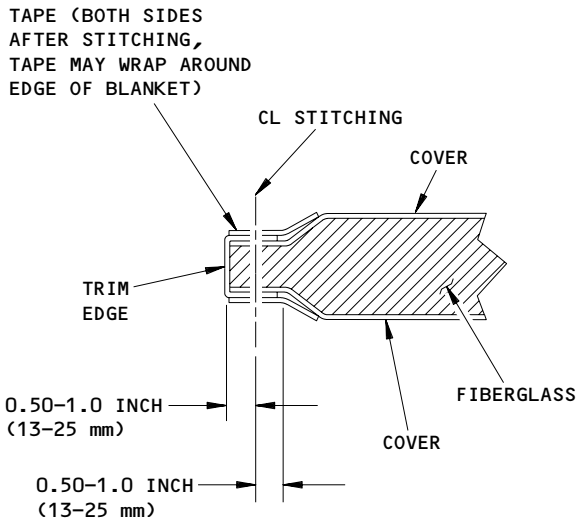
KNIFE EDGE, TAPED
(EXAMPLE)



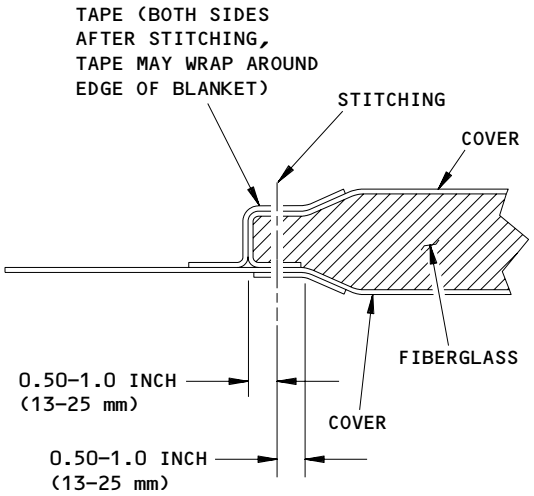
BOX EDGE, TAPED
(EXAMPLE)

1 USE DOUBLE BACK TAPE TO ATTACH INBOARD AND OUTBOARD COVER TOGETHER, THEN USE SINGLE BACK TAPE TO WRAP AROUND OUTSIDE OF KNIFE EDGE SEAM.

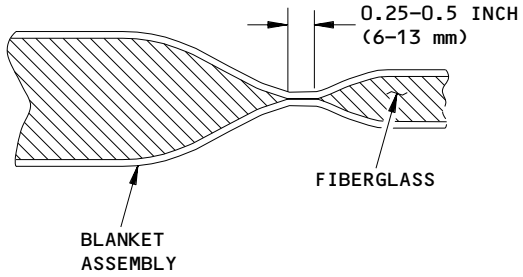
Insulation Blanket Manufacturing
Figure 802 (Sheet 1)



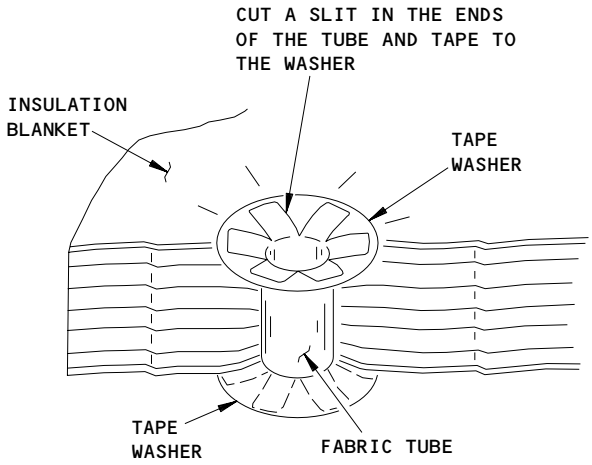
EDGE BINDING WITHOUT A TAB,
SEWN EDGE



EDGE BINDING WITH A TAB,
SEWN EDGE

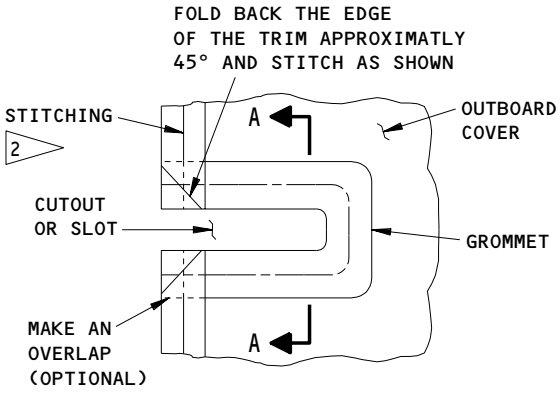


HEATSEAL SEAM LINE
(EXAMPLE)

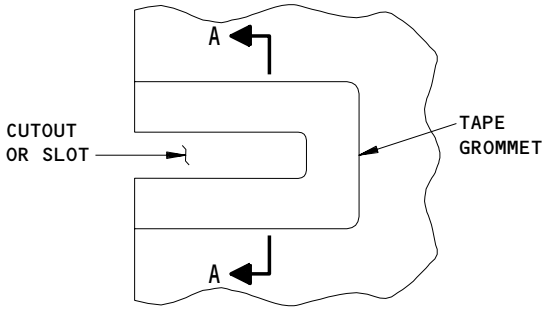


GROMMET INSTALLATION ON
INSULATION BLANKETS

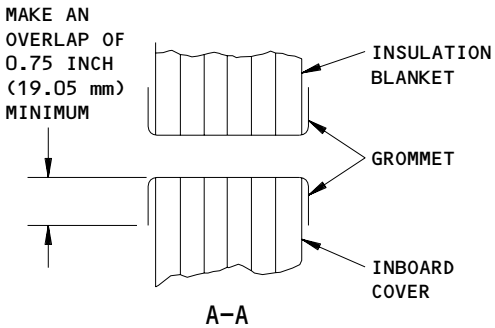
Insulation Blanket Manufacturing
Figure 802 (Sheet 2)



TRIM EDGE STITCHED
CUTOUT OR SLOT



TRIM EDGE TAPED
CUTOUT OR SLOT 3



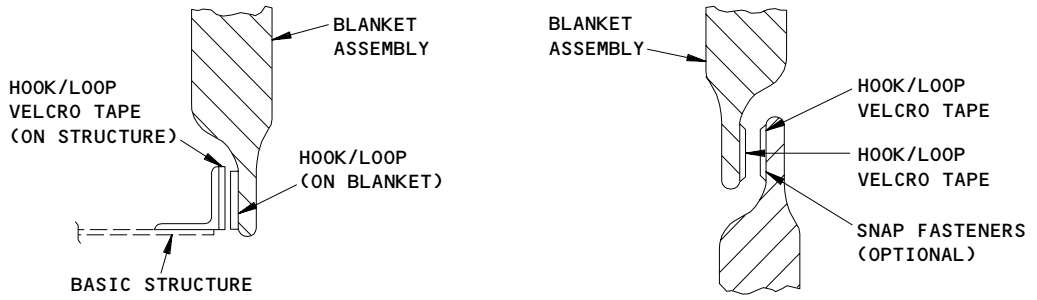
A-A

2 USE KEVLAR SEWING THREAD TO MAKE 5 ±1 STITCHES FOR EACH INCH.

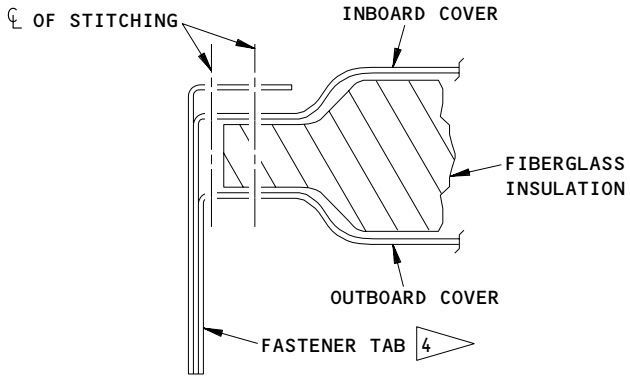
3 USE TAPE TO MAKE GROMMET.

Insulation Blanket Manufacturing
Figure 802 (Sheet 3)

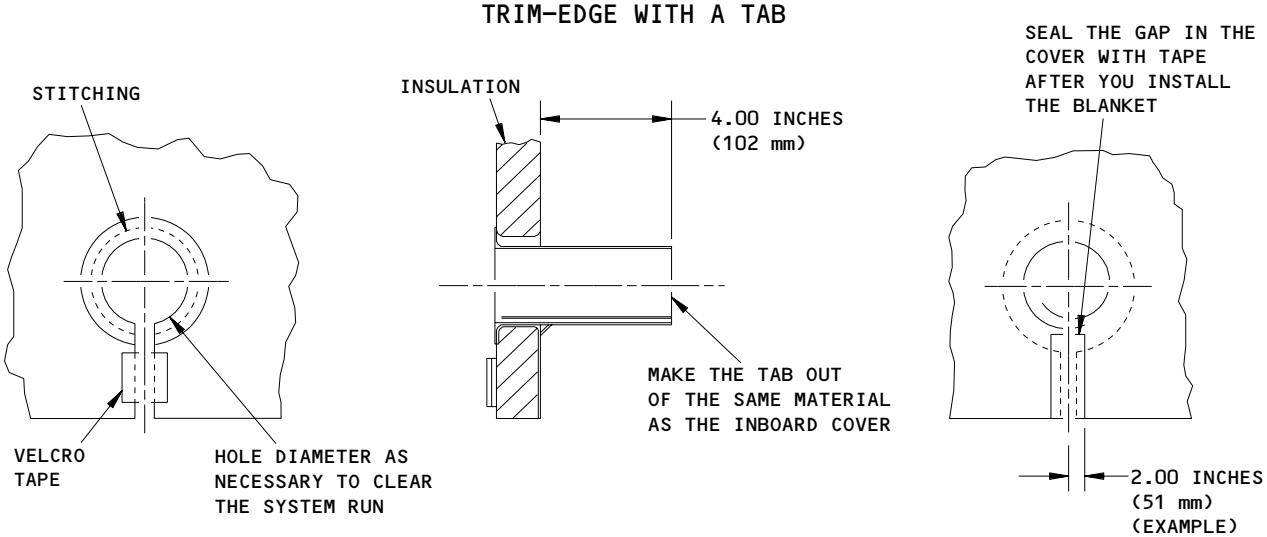
J42631



EXAMPLE PROCEDURE TO ATTACH THE BLANKET ASSEMBLIES TO THE AIRPLANE STRUCTURE OR TO OTHER BLANKET ASSEMBLIES WITH HOOK/LOOP TAPE



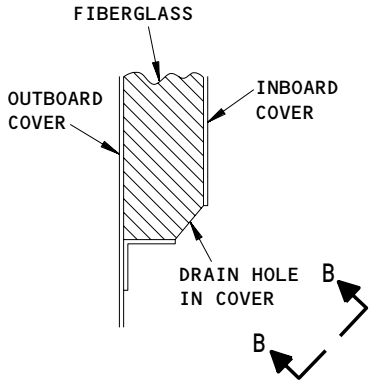
TRIM–EDGE WITH A TAB



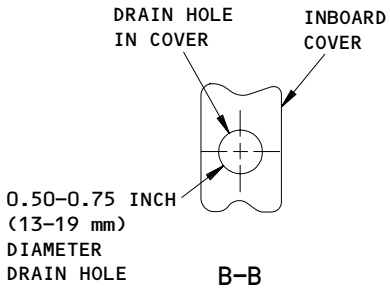
BLANKET OPENINGS FOR SYSTEM (TUBING, ETC)

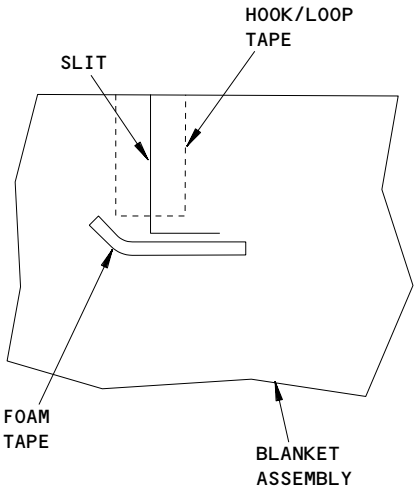
4 MAKE THE FASTENER TAB FROM THE INBOARD AND OUTBOARD COVER, PLUS ONE LAYER OF COVER FABRIC.

Insulation Blanket Manufacturing
Figure 802 (Sheet 4)

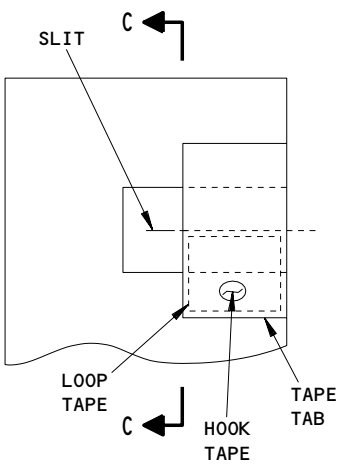


BOX EDGE DRAIN
(EXAMPLE)

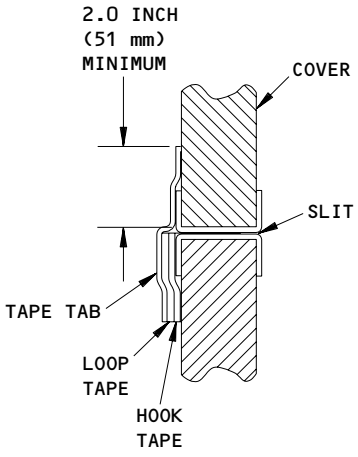




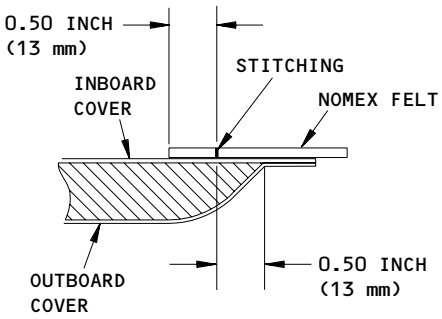
FOAM TAPE WATER DIVERTER
(FOAM TAPE LOCATED ON
OUTBOARD SIDE OF CAPSTRIP)
(EXAMPLE)



CLOSURE FOR SLITS
(EXAMPLE)

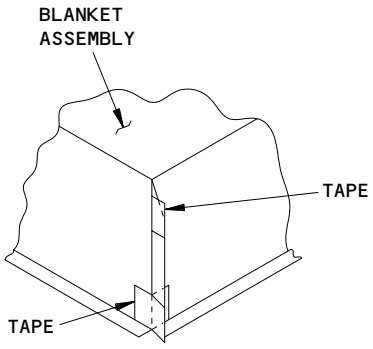


C–C

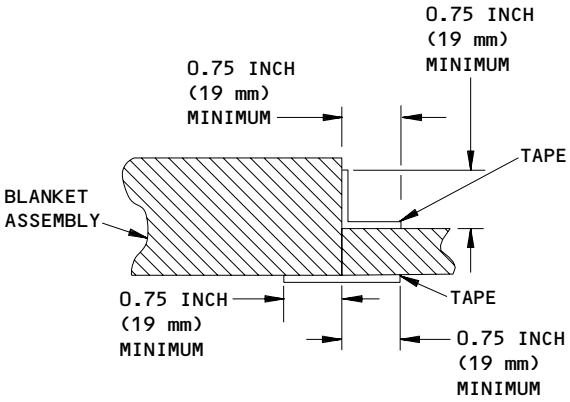


NOMEX ATTACHMENT
(EXAMPLE)

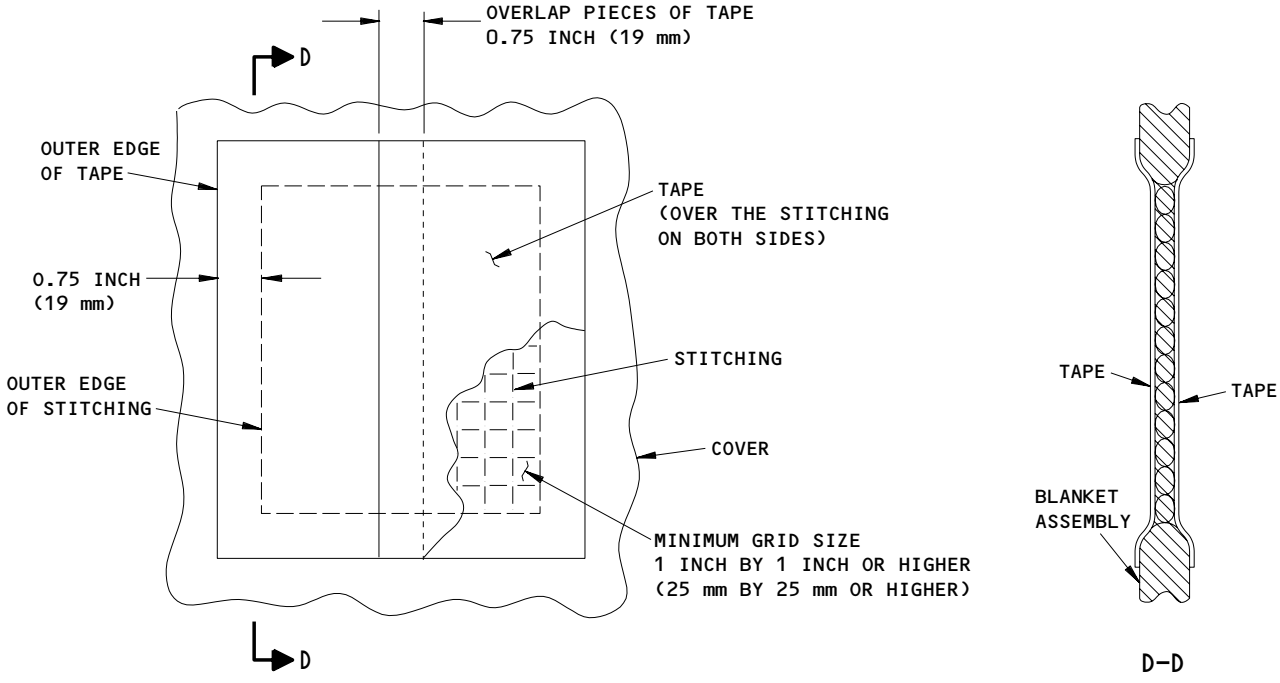
Insulation Blanket Manufacturing
Figure 802 (Sheet 5)



REINFORCED CORNER
OF BOXED BLANKET
(EXAMPLE)



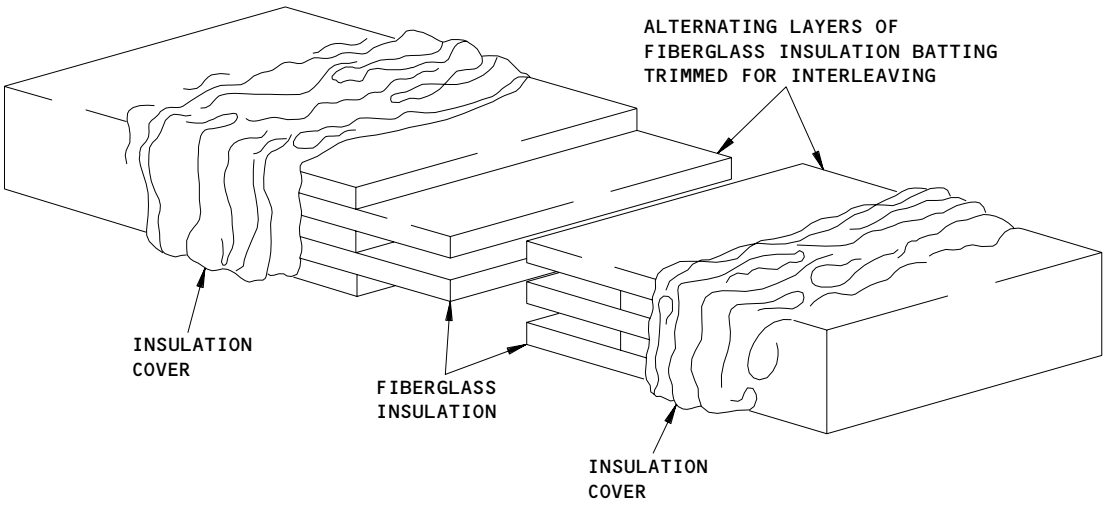
BLANKET ATTACHMENT
(EXAMPLE)



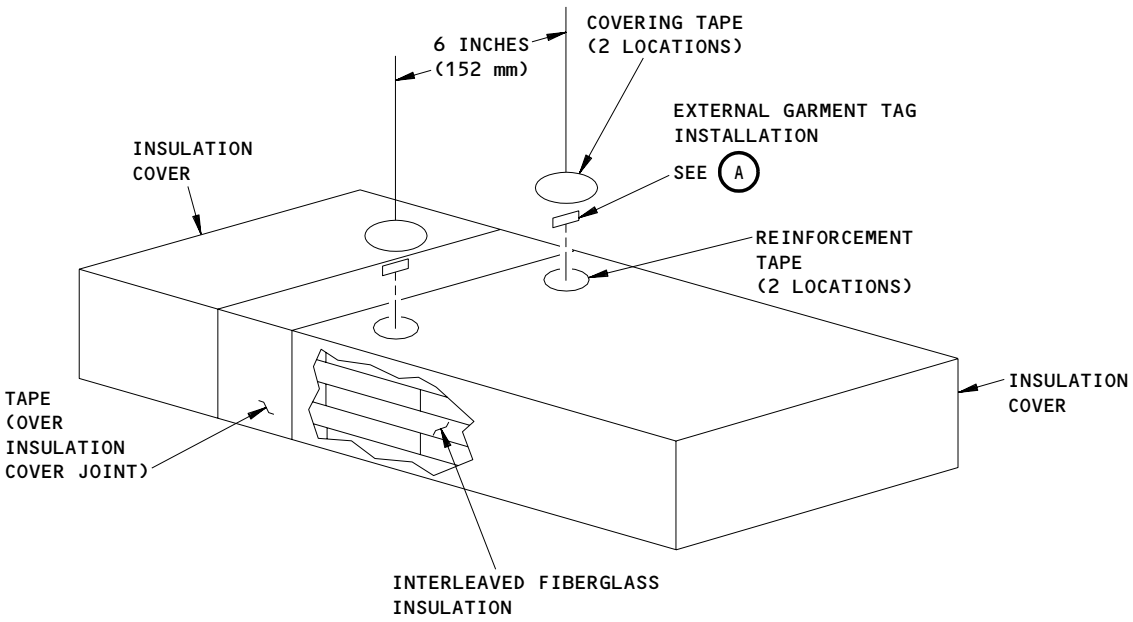
QUILTING
(EXAMPLE)

D–D

Insulation Blanket Manufacturing
Figure 802 (Sheet 6)

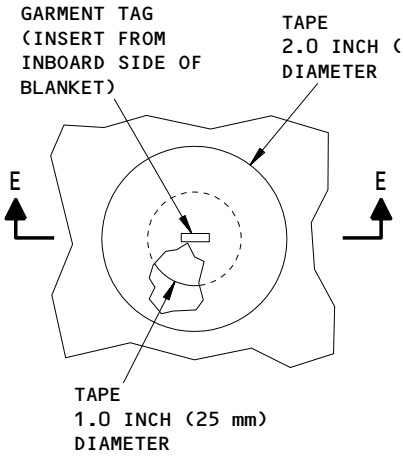


PROCEDURE TO INTERLEAVE FIBERGLASS INSULATION BATTING



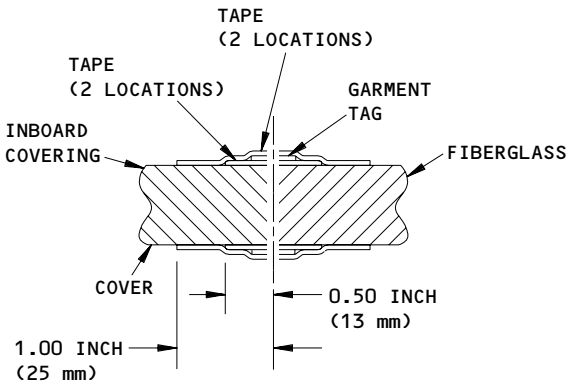
ATTACHMENT OF INTERLEAVED PARTS

Insulation Blanket Manufacturing
Figure 802 (Sheet 7)

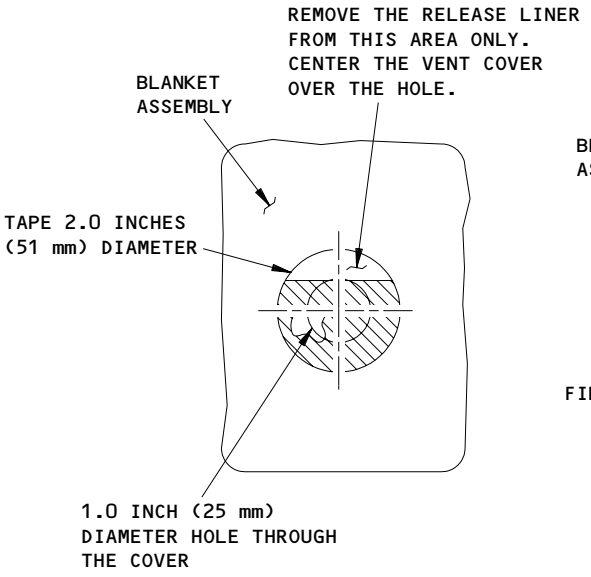


EXTERNAL GARMENT
TAG INSTALLATION
(EXAMPLE)

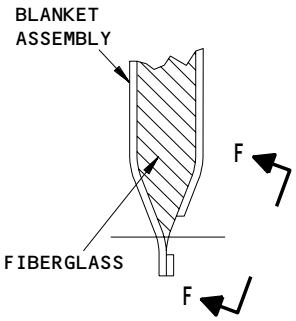
A



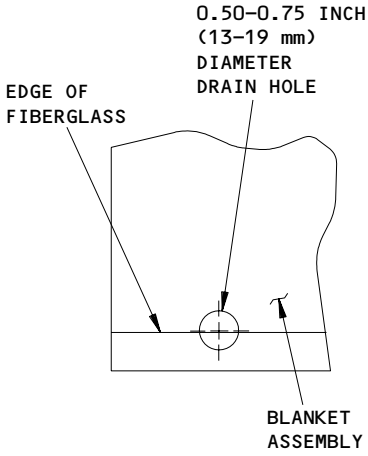
E-E



VENT INSTALLATION
(EXAMPLE)



KNIFE EDGE DRAIN
(EXAMPLE)

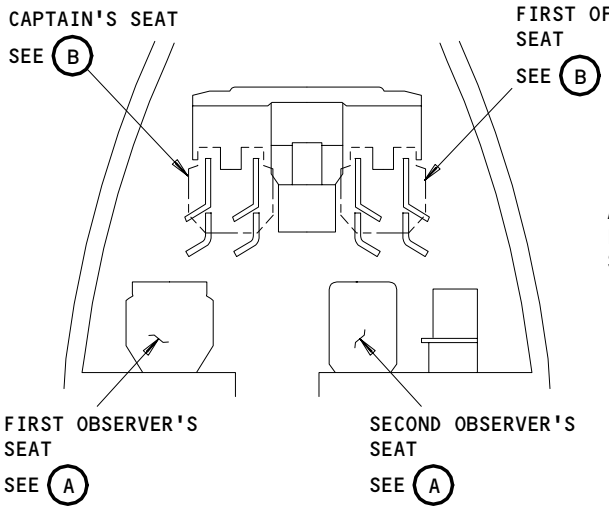


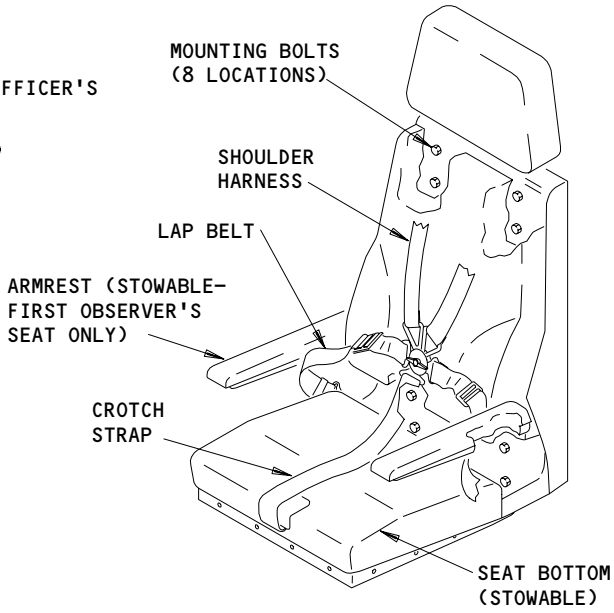
F-F

Insulation Blanket Manufacturing
Figure 802 (Sheet 8)

FLIGHT COMPARTMENT SEATS - DESCRIPTION AND OPERATION

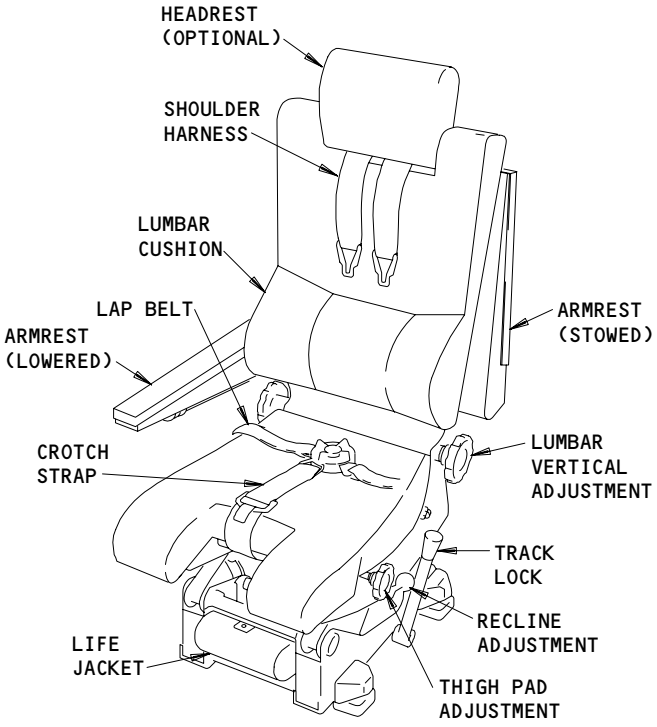
1. General
   A. Seats are in the flight compartment for the captain, first officer, and two observers.
   B. All seats have lap belts and shoulder harnesses. The captain's and first officer's seats are manually adjustable vertically and horizontally. Seat backs recline, seat bottoms tilt, and armrests also adjust manually.
2. Component Details
   A. Captain's and First Officer's Seats (Fig. 1)
      (1) Captain's and first officer's seats have similar configurations. Each seat includes manual controls to adjust lateral and vertical positions, seat back recline, lumbar support, thigh pad pressure, and inertia reel shoulder harness. The seats mount on curved tracks allowing forward and aft adjustment. The aft ends of the seat tracks are curved so that seats move outboard during the last inches of aft travel to ease ingress/egress. Two armrests have a height position adjustment and fold into the seat back when stowed. Seat belts include a crotch strap, lap belts, and inertia reel shoulder harness assembly. All seat belts are adjustable.
      (2) Adjustment controls are located on the lower sides of the seat. The tracklock, thigh pad and lumbar in/out adjustments are located on the inboard side. The vertical seat back recline and lumbar up/down adjustments are located on the outboard side. All control handles are black in color. On the lower rear face of the seat back is stowage for a life jacket.
   B. First Observer's Seat (Fig. 1)
      (1) The first observer's seat mounts on the partition directly behind the captain's seat. The seat consists of a stowable seat bottom and armrests, headrest, floatable seat back, and seat belts. Seat belts include a crotch strap, lap belts, and inertia reel shoulder harness assembly.
   C. Second Observer's Seat (Fig. 1)
      (1) The second observer's seat mounts on the partition directly behind the first officer's seat. The seat consists of a stowable seat bottom and armrests; headrest; back cushion with an individual floatation device and loop straps; and seat belts. Seat belts include a crotch strap, lap belts, and fixed shoulder harness assembly.



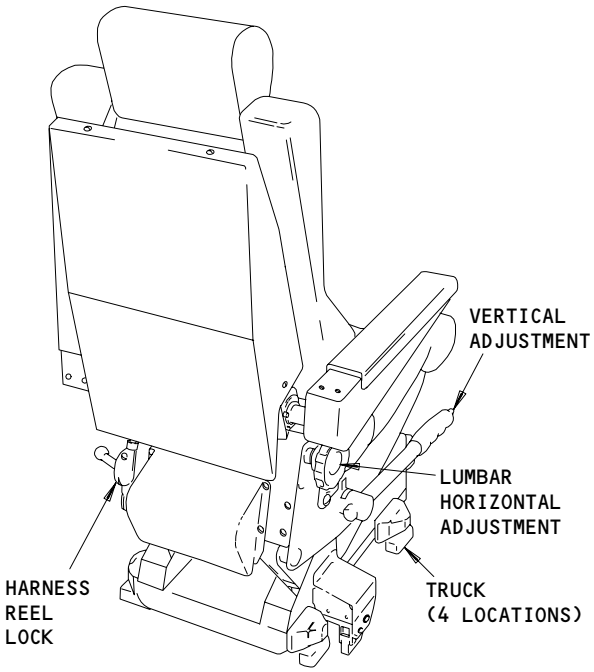


OBSERVER'S SEAT

A



FRONT VIEW



REAR VIEW

CAPTAIN'S SEAT SHOWN
(FIRST OFFICER'S SEAT OPPOSITE)

B

Flight Compartment Seats
Figure 1

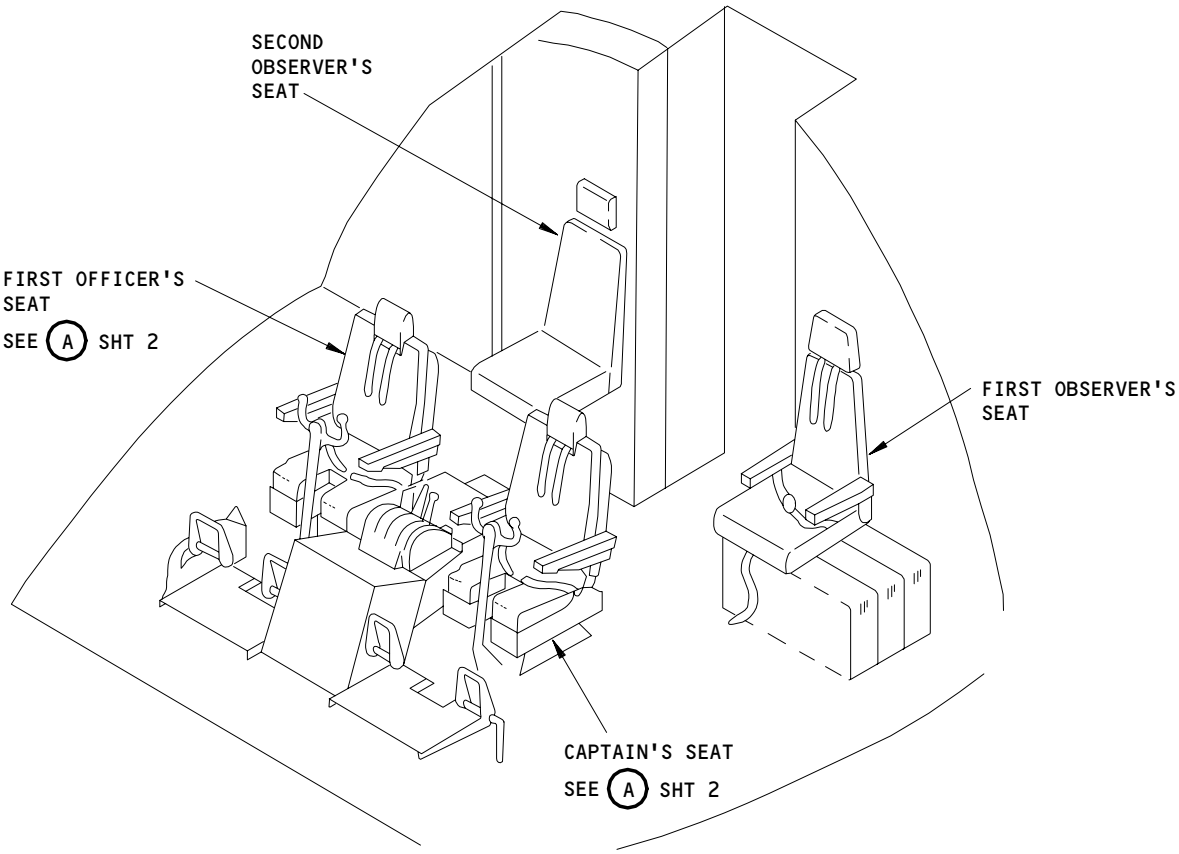
D. For more details on the Captain's/First Officer's Power Seats, refer to these wiring diagrams and functional schematics:
   (1) WDM 25-11-01: Power Seat - Captain
   (2) WDM 25-11-02: Power Seat - First Officer
   (3) SSM 25-11-01: Power Seat - Captain
   (4) SSM 25-11-02: Power Seat - First Officer

FLIGHT COMPARTMENT SEATS

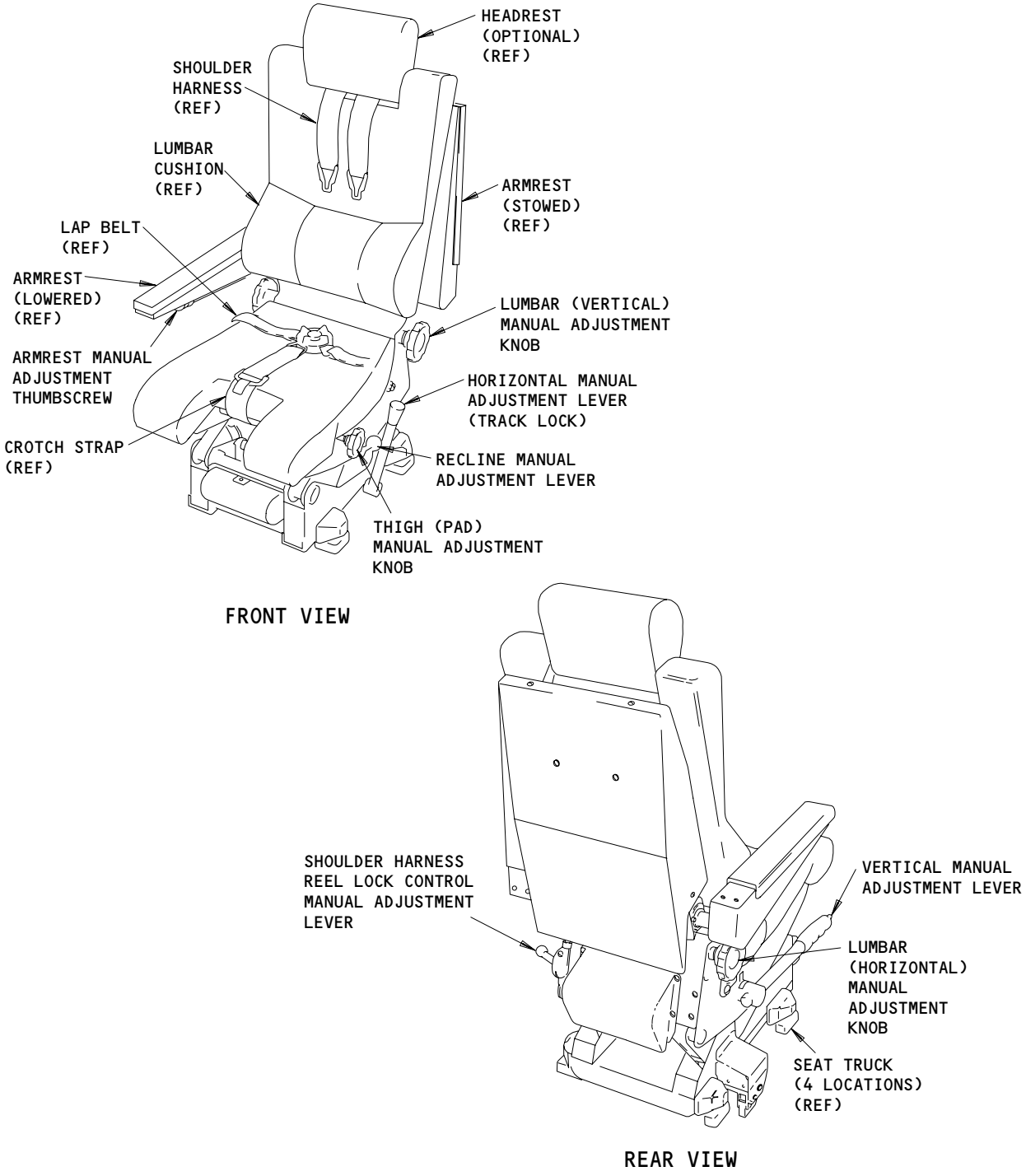
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
KNOB - MANUAL ADJUSTMENT LUMBAR	2	4	CAPT, F/O SEATS	25-11-01
KNOB - MANUAL ADJUSTMENT THIGH	2	2	CAPT, F/O SEATS	25-11-01
LEVER - MANUAL ADJUSTMENT HORIZONTAL	2	2	CAPT, F/O SEATS	25-11-01
LEVER - MANUAL ADJUSTMENT RECLINE	2	2	CAPT, F/O SEATS	25-11-01
LEVER - MANUAL ADJUSTMENT SHOULDER HARNESS	2	2	CAPT, F/O SEATS	25-11-01
LEVER - MANUAL ADJUSTMENT VERTICAL	2	2	CAPT, F/O SEATS	25-11-01
REEL LOCK CONTROL	2	2	CAPT, F/O SEATS	25-11-01
SEAT - CAPTAIN	1	1	FLT COMPT	25-11-01
SEAT - FIRST OBSERVER	1	1	FLT COMPT	25-11-01
SEAT - FIRST OFFICER	1	1	FLT COMPT	25-11-01
SEAT - SECOND OBSERVER	1	1	FLT COMPT	25-11-01
THUMBSCREW - MANUAL ADJUSTMENT ARMREST	2	4	CAPT, F/O SEATS	25-11-01

Flight Compartment Seats - Component Index
Figure 101

E45538



Flight Compartment Seats - Component Location
Figure 102 (Sheet 1)



CAPTAIN SEAT SHOWN
FIRST OFFICER SEAT OPPOSITE

(A)

Flight Compartment Seats - Component Location
Figure 102 (Sheet 2)

FLIGHT COMPARTMENT SEATS - INSPECTION/CHECK

1. General
   A. This procedure contains these tasks.
      (1) Examine the inertia reel.
      (2) Examine the crew seat adjustment/lock mechanism.
   B. All seats in the flight compartment, except those that are attached to the rear bulkhead, have an inertia reel.

TASK 25-11-00-216-001

2. Examine the Inertia Reel
   A. General
      (1) This task gives the instructions to examine the inertia reel for all shoulder straps.
   B. Access
      (1) Location Zones
          211 Control Cabin - Section 41 (Left)
          212 Control Cabin - Section 41 (Right)

   C. Procedure

      S 716-014
      (1) On the captain and the first officer seats, release the shoulder harness control which is on the seat back.

      S 716-016
      (2) Pull the shoulder strap in the forward direction, smoothly and symmetrically to extend the strap. Make sure the strap extends freely.

      S 716-018
      (3) Make sure the harness is free from the buckle fitting. Make sure the harness does not have too much wear.

      S 716-021
      (4) Let the shoulder strap retract. Make sure the shoulder strap retracts fully.

      S 716-022
      (5) Quickly pull the shoulder strap in the forward direction. Make sure the inertia reel locks. Make sure the shoulder strap does not extend.

      S 716-023
      (6) Release the shoulder strap. Make sure the inertia reel releases the strap.

S 716-024
(7) Do these steps for each shoulder strap on the captain and first officer seats:
(a) Pull the shoulder strap as far out as possible.
(b) Put the shoulder harness control in the locked position.

S 716-026
(8) Do these steps until the shoulder strap is fully retracted:
(a) Let the shoulder strap retract a short distance.
(b) Pull the shoulder strap to make sure that the inertia reel locks.

S 716-027
(9) Put the shoulder harness control back to the released position.

TASK 25-11-00-216-009

3. Examine the Crew Seat Adjustment/Lock Mechanism

A. General
(1) This task gives the instructions to examine the crew seat adjustment/lock mechanism.

B. Access
(1) Location Zones
211 Control Cabin - Section 41 (Left)
212 Control Cabin - Section 41 (Right)

C. Procedure

S 716-028
(1) While you are on the seat, operate the seat through its full range of movement (horizontal travel, vertical travel, and seat back recline).

S 716-029
(2) Operate the seat and release the adjustment lever.

S 866-033

WARNING: MAKE SURE THE SEAT TRACK LOCK PIN IS FULLY ENGAGED IN ALL SEAT TRACK LOCK POSITIONS. UNLOCKED SEATS CAN MOVE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(3) Make sure the seat track lock pin is fully engaged in all seat track lock positions.
   (a) Make sure seat track lock positions are engaged from the farthest forward position to the farthest aft position on the straight section.
   (b) Make sure seat track lock positions are engaged in the parked position.

S 716-030

(4) Make sure the seat locks in position.

S 716-031

(5) With the seat locks in position, try to move the seat in all directions to make sure the seat is held tightly and does not move.

FLIGHT COMPARTMENT SEATS - MAINTENANCE PRACTICES

1. General
   A. This procedure contains the following tasks:
      (1) Removal of the captain and the first officer seats.
      (2) Installation of the captain and the first officer seats.
      (3) Changing a 9G Seat to a 16G Seat
      (4) Changing a 16G Seat to a 9G Seat
      (5) Seat Movement Adjustment
      (6) Adjustment of the swivel roller.
      (7) Removal of the observer seat.
      (8) Installation of the observer seat.
      (9) Captain and First Officer Seat Track Installation and Adjustment.

TASK 25-11-01-002-002

2. Remove the Captain/First Officer Seat (Fig. 201, Fig. 201A)
   A. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

   B. To remove manual IPECO seats, do the steps that follow.

      S 012-169
      (1) Remove the stops at the forward end of the forward seat tracks.

      S 032-170
      (2) Move the track lock control handle in the aft direction.

      S 012-171
      (3) Move the seat forward to release the seat trucks from the seat tracks.

      S 022-172
      (4) Remove the seat.

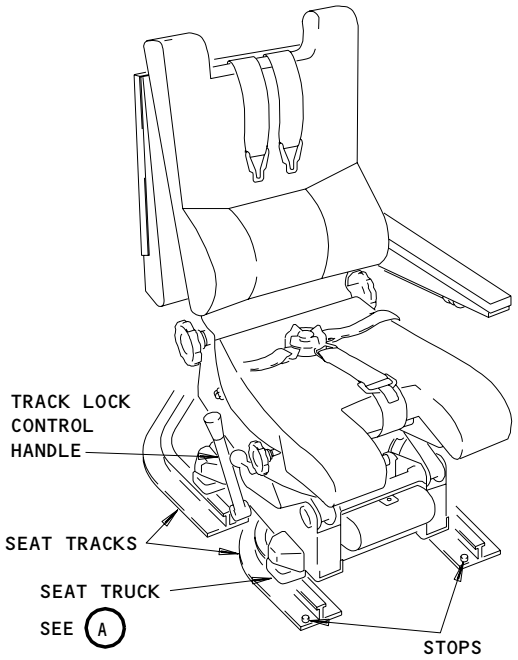
TASK 25-11-01-402-051

3. Install the Captain/First Officer Seat (Fig. 201, Fig. 201A)
   A. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

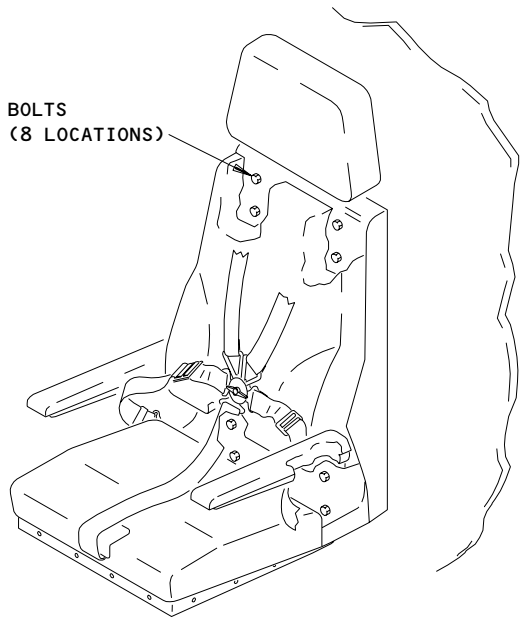
   B. To install manual IPECO seats do the steps that follow.

      S 422-174
      (1) Put the seat in the seat tracks.

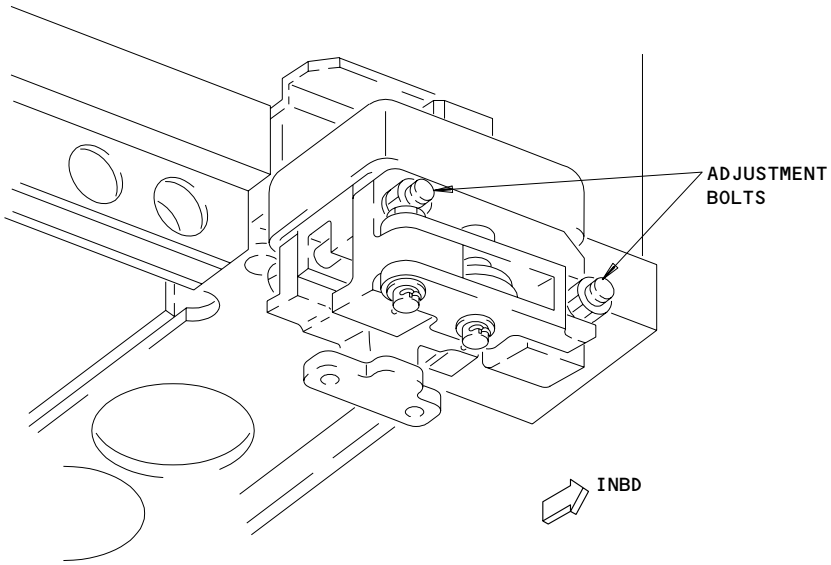
      S 822-176
      (2) 9G CAPTAIN AND FIRST OFFICER SEATS;
      Make sure the seat trucks are in a position that the adjustment bolts are inboard on each seat track (Fig. 201).



CAPTAIN SEAT SHOWN
FIRST OFFICER SEAT OPPOSITE

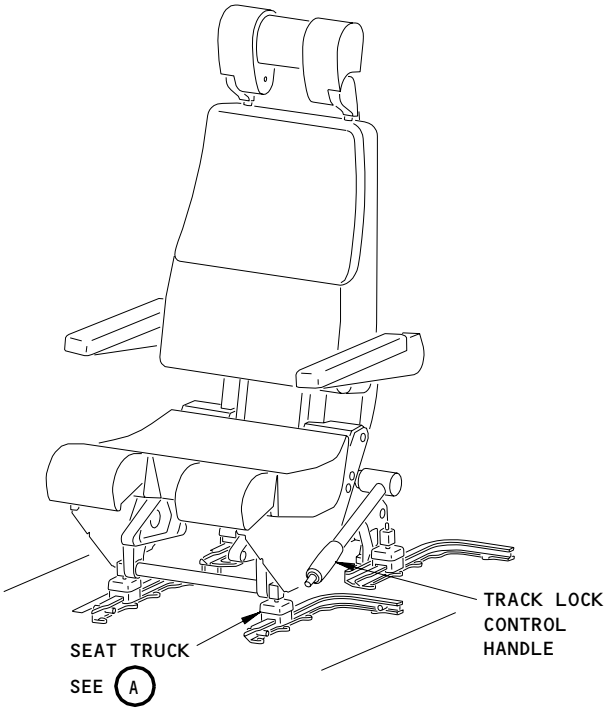


OBSERVER SEAT

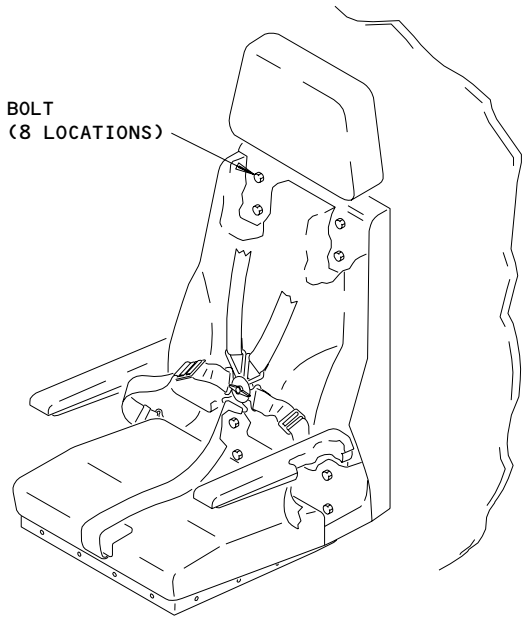


SEAT TRUCK
A

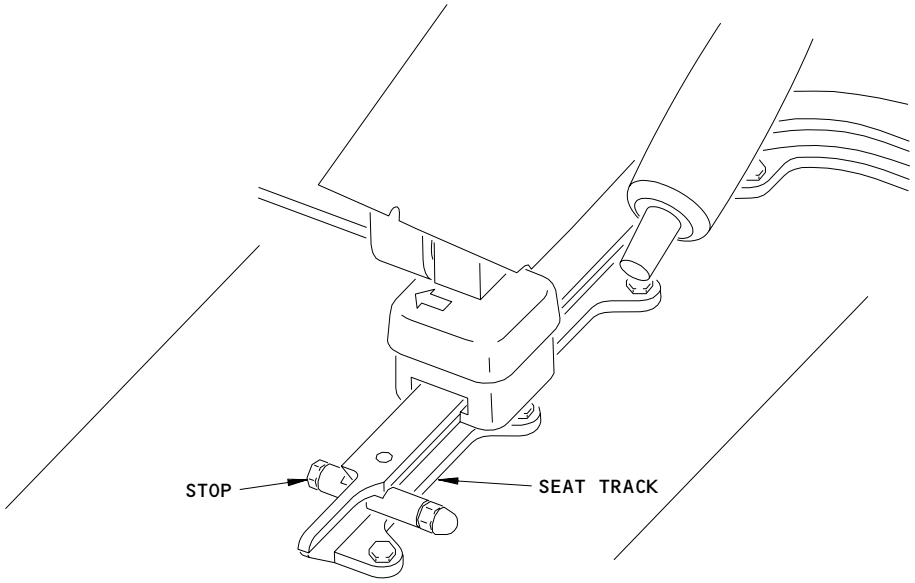
Flight Compartment Seats
Figure 201



SEAT
(EXAMPLE)



OBSERVER SEAT



SEAT TRUCK
(EXAMPLE)

(A)

Flight Compartment Seats
Figure 201A

S 432-178
(3) Move the track lock control handle in the aft direction.

S 822-179
(4) Align and engage the front and rear seat trucks on the seat tracks.

S 412-180
(5) Move the seat in the aft direction.

S 432-181
(6) Release the track lock control handle.

S 412-182
(7) Install the stops on the forward end of the forward seat tracks.

S 822-183
(8) 9G CAPTAIN AND FIRST OFFICER SEAT;
Adjust the swivel rollers (refer to the Swivel Roller Adjustment procedure).

TASK 25-11-01-862-226

4. Change the 9G Seat to a 16G Seat

A. Access

(1) Location Zones
211/212 Control Cabin

B. Procedure

S 022-228
(1) Remove the Captain and First Officer seat (refer to the seat removal procedure).

S 022-229
(2) Remove the 9G seat tracks.

S 422-230
(3) Install the 16G seat tracks to the universal adapter plate.

NOTE: Some of the bolts are attached from under the adapter plate.

S 862-233
(4) Align the universal adapter plate over the existing holes in the floor.

S 422-236
(5) Install the bolts and tighten.

S 862-237
(6) Adjust the seat tracks if it is necessary (refer to the seat track adjustment procedure).

S 422-238
(7) Install the 16G Captain and First Officer seat (refer to the seat installation procedure).

TASK 25-11-01-862-227

5. Change 16G Seat to a 9G Seat

A. Access

(1) Location Zones
211/212 Control Cabin

B. Procedure

S 022-205
(1) Remove the Captain and First Officer seat (refer to the removal procedure).

S 022-206
(2) Remove the 16G seat tracks.

S 822-207
(3) Align the universal adapter plate over the existing bolt holes in the floor.

S 422-208
(4) Install the bolts and tighten.

S 422-209
(5) Install the 9G seat tracks.

S 822-239
(6) Adjust the seat tracks if it is necessary (refer to seat track adjustment procedure).

S 422-210
(7) Install the 9G Captain and First Officer seat (refer to the installation procedure).

TASK 25-11-01-712-240

6. Seat Movement Adjustment

A. Do this operation check for the movement of the seat.

S 712-185

(1) While you are on the seat, operate the control lever for manual forward and aft travel along the seat tracks.

S 712-186

(2) Make sure the seat moves freely forward and aft along the seat tracks through its full range of movement.

S 712-187

(3) Operate the seat and release the control lever.

S 712-188

(4) Make sure the seat locks in position.

S 712-094

WARNING: MAKE SURE THE SEAT TRACK LOCK PIN IS FULLY ENGAGED IN ALL SEAT TRACK LOCK POSITIONS. UNLOCKED SEATS CAN MOVE AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

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

(a) Make sure the seat track lock pin fully engages in all seat track lock positions, from the furthest forward position to the furthest aft position on the straight section of the seat tracks.

S 822-085

(6) Adjust the seat tracks, as necessary (refer to the Seat Track Adjustment).

TASK 25-11-01-822-032

7. 9G CAPTAIN AND FIRST OFFICER CREW SEAT ONLY;
Swivel Roller Adjustment (Fig. 201)

A. General

(1) This procedure is applicable only to the 9G captain and first officer crew seat (Fig. 201). The swivel roller on the 16G captain and first officer crew seat is not adjustable (Fig. 201A).

B. Access

(1) Location Zones

211/212 Control Cabin - Section 41

C. Procedure

S 432-039
(1) Adjustment to the bogie assemblies is achieved by turning the adjusting nut to enable the seat to run smoothly with minimum lateral movement.

S 822-074
(2) Adjust the inboard bogies when the seat is fully forward and the outboard bogies when the seat is in the parked position for best access to the adjusting nut.

S 822-041
(3) Make sure the seat moves fully forward and fully aft.

TASK 25-11-01-002-042

8. Remove the Observer Seat (Fig. 201)

A. Access

(1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure

S 012-045
(1) Remove the seat cushion and the back cushion.

S 032-046
(2) Remove the bolts from the back of the seat.

S 022-047
(3) Remove the seat.

TASK 25-11-01-402-057

9. Install the Observer Seat (Fig. 201)

A. Access

(1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure

S 822-048
(1) Align the bolt holes in the seat with the holes in the wall.

S 432-049
(2) Install the bolts and tighten.

S 412-050
(3) Replace the seat cushion and the back cushion.

TASK 25-11-01-822-078

10. Captain and First Officer Seat Track Installation and Adjustment.

A. General

(1) This task is only applicable for Ipeco Captain and First Officer seat track installation, alignment, and lock mechanism adjustments.

B. Access

(1) Location Zones

211/212 Control Cabin - Section 41

C. Equipment

(1) OT900-0239 Setting Fixture (IPECO P/N) - for seat P/N 3A090-0015, P/N 3A090-0016, P/N 3A090-0077, and P/N 3A090-0078
Boeing P/N S232T303.
OT900-0927 Setting Fixture (IPECO P/N) - for seats P/N 3A254-0007, and P/N 3A254-0008 - Boeing P/N S232T311.

D. Procedure

S 422-079

(1) Install the tracks in the correct positions.

NOTE: You should remove stops that extend above the top surface.

(a) Do not tighten the bolts.

S 822-080

(2) Put the track setting fixture in position over the seat tracks.

S 822-081

(3) Apply a slight downward pressure.

NOTE: The locating pins of the fixture should fully engage in the holes in the top surface of each track.

S 422-082

(4) Tighten all the mounting bolts accessible through and around the edge of the fixture.

S 482-083

(5) Remove the fixture.

S 422-084

(6) Tighten all the remaining bolts.

FLIGHT COMPARTMENT SEAT TRACKS - INSPECTION/CHECK

1. General
   A. This procedure contains one task. The task gives instructions to examine the seat tracks of the flight compartment seats.

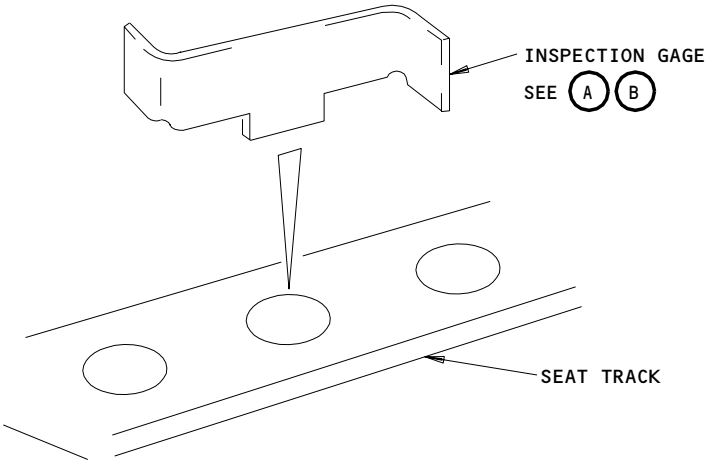
   TASK 25-11-01-206-001

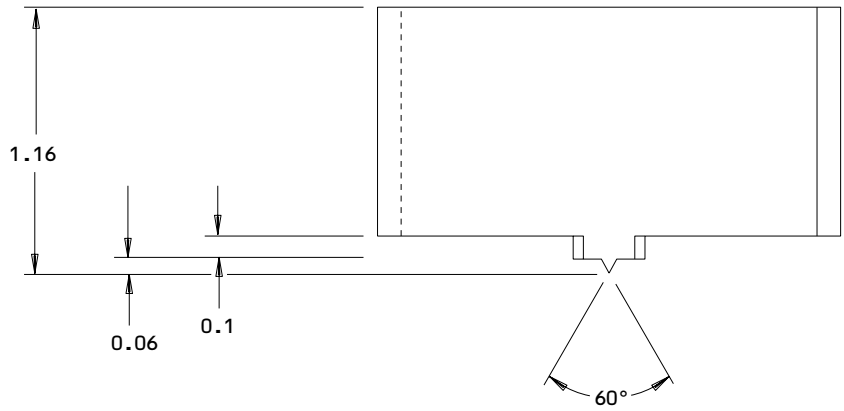
2. Flight Compartment Seat Tracks - Inspection/Check (Fig. 601)
   A. General
      (1) There are two conditions during which the seat track can become worn:
         (a) Condition 1 - The lock pin rubs on the surface of the seat track while the seat is adjusted.
         (b) Condition 2 - The lock hole becomes larger when the lock pin hits the edge of the lock hole too many times, when the seat is adjusted.
      (2) The seat track is in good condition when:
         (a) The maximum depth of a groove on the surface of the seat track is not more than 0.065 inch for the condition 1.
         (b) The lock hole is not larger than 0.30 inch in the diameter, and not thicker than 0.1 inch in depth for the condition 2.
   B. Equipment
      (1) A25020-8 Inspection Gage - Seat Track (Preferred)
          A25020-4 Inspection Gage - Seat Track (Optional)
   C. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

   D. Procedure

      S 226-002
      (1) To do a check on the surface of the seat track, do the steps that follow:
         (a) Put the point of the inspection gage in a groove that is on the surface of the seat track.
         (b) If the protrusion touches the surface of the seat track, replace the seat track.

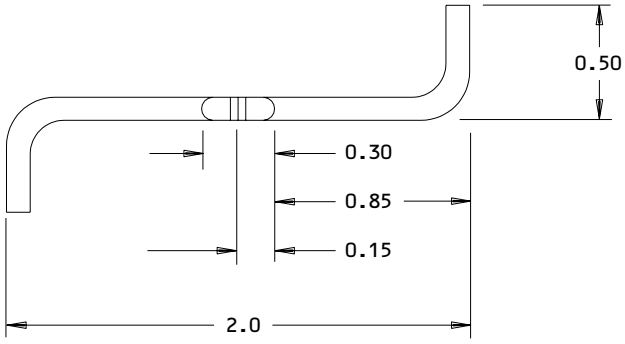
      S 226-003
      (2) To do a check of the lock hole, do the steps that follow:
         (a) Put the protrusion of the inspection gage in the lock hole.
         (b) If the bottom of the inspection gage touches the surface of the seat track, replace the seat track.





INSPECTION GAGE
(PLAN VIEW)

A



INSPECTION GAGE
(TOP VIEW)

B

NOTE: ALL DIMENSIONS ARE IN INCHES

Inspection Gage – Seat Track
Figure 601

FLIGHT DISPATCH KIT - MAINTENANCE PRACTICES

TASK 25-13-01-802-001

1. Flight Dispatch Kit - Maintenance Practices

A. General

(1) This procedure gives a list of the equipment in the flight dispatch kit. The flight dispatch kit is in the forward cargo compartment.

B. Access

(1) Location Zones

121/122 Forward Cargo Compartment

C. Procedure

S 802-002

(1) The equipment in the flight dispatch kit is given below (Fig. 201):

(a) Negative Pressure Relief Door Hold-Open Tool - B21001-1

(b) Main Battery Installation and Removal Tool - B24001-51

NOTE: The main battery installation and removal tool is installed on the forward face of the NLG wheel well bulkhead.

(c) Landing Gear Downlock - B32001-4

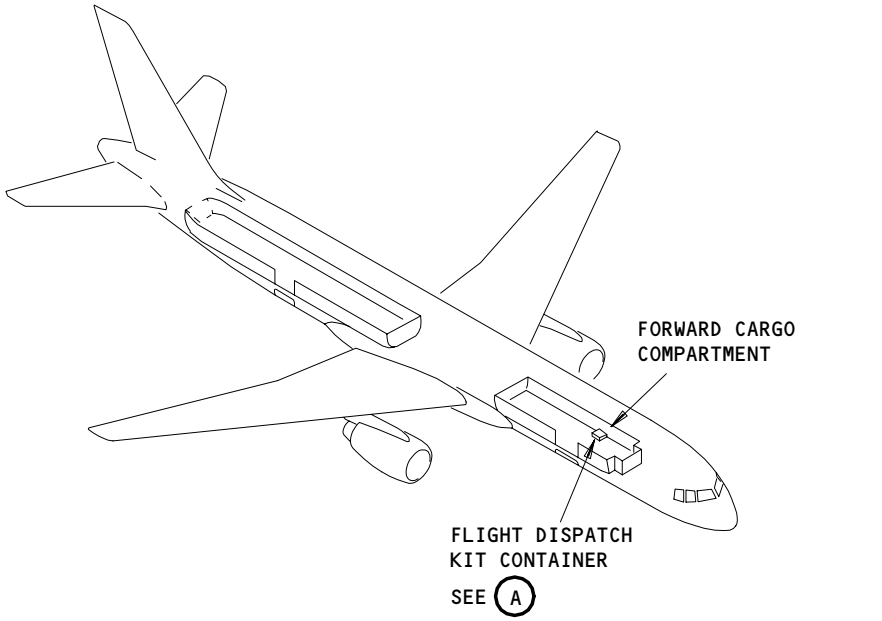
NOTE: The downlock pins are installed in the flight compartment.

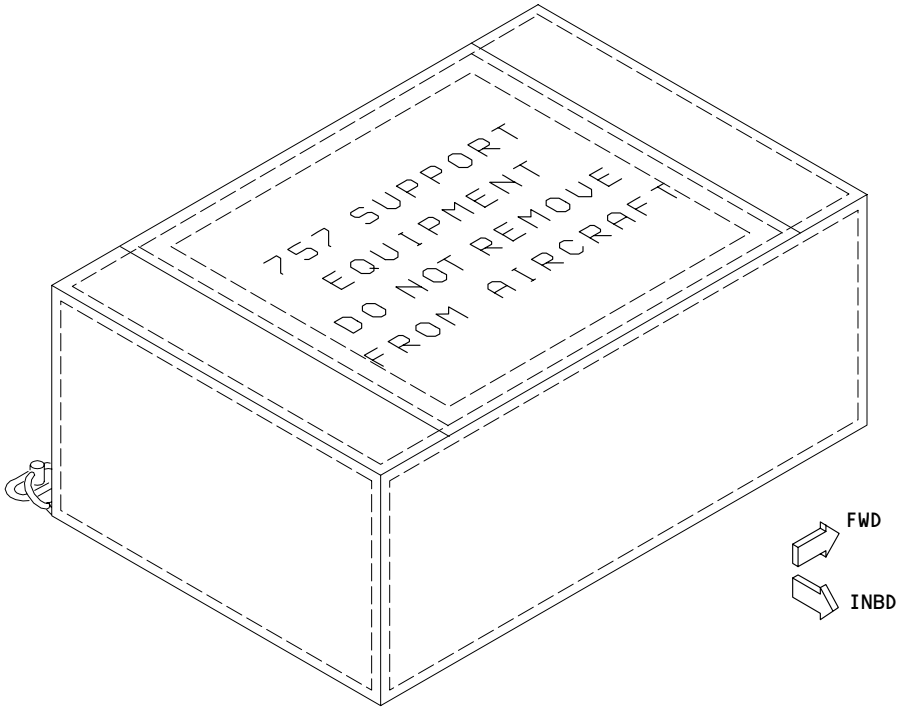
(d) Flight Dispatch Brake Disconnect - A32080-1

(e) APU Generator Removed Dispatch Kit - B49006-1

(f) Engine C-Duct/D Cowl Hydraulic Pump - B54001-1

(g) Thrust Reverser Isolation Valve Lock Dispatch Kit - B78001-2





FLIGHT DISPATCH KIT CONTAINER

A

Flight Dispatch Kit
Figure 201

SUNVISOR SLIDER - ADJUSTMENT/TEST

1. General
   A. This procedure is a task to adjust the slider of the window sunvisor in the flight compartment.

   TASK 25-13-02-825-001

2. Adjust the Sunvisor Slider (Fig. 501)
   A. Equipment
      (1) Roller adjuster - A25017-1
   B. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

   C. Procedure

      S 415-005
      (1) Remove the sunvisor from the slider.

      S 415-006
      (2) Remove the slider from the track.

      S 825-008

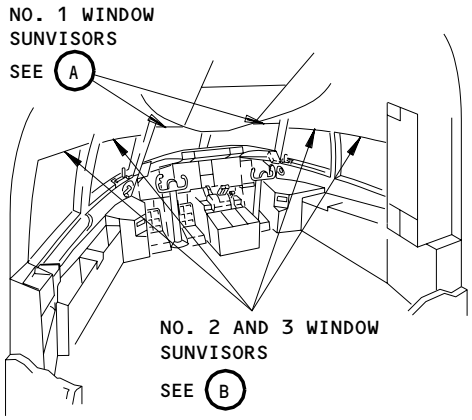
      CAUTION: DO NOT INSTALL NO. 3 WINDOW SLIDER IN THE WRONG DIRECTION. DAMAGE TO THE NO. 2 WINDOW CAN OCCUR DUE TO THE INTERFERENCE WITH THE NO. 3 WINDOW SLIDER WHEN THE NO. 2 WINDOW IS OPENED.

      (3) Use the roller adjustment tool to lift or lower the rollers in the slider to get the clearance shown in Fig. 501.

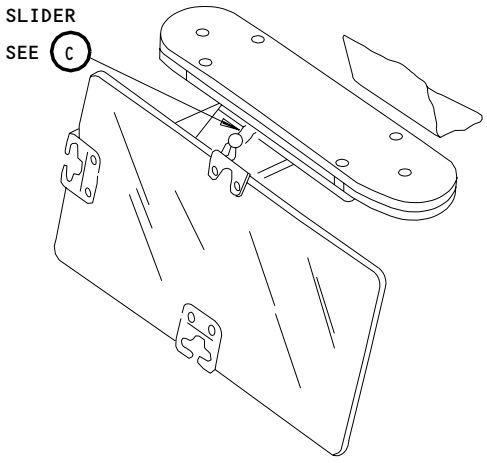
      S 415-002
      (4) Install the slider on the track.

      S 825-003
      (5) Make sure the slider moves easily.

      S 415-004
      (6) Install the sunvisor on the slider.

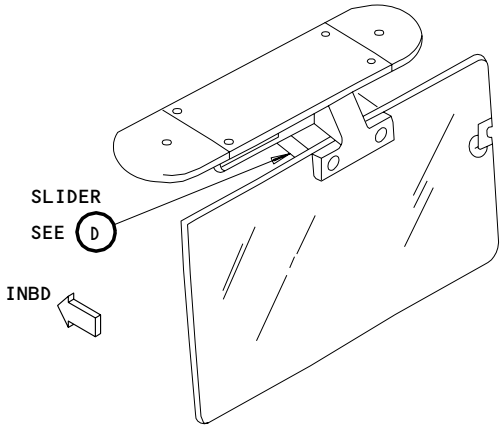


FLIGHT COMPARTMENT



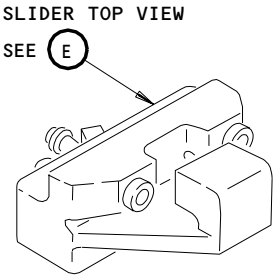
NO. 1 WINDOW SUNVISOR

A



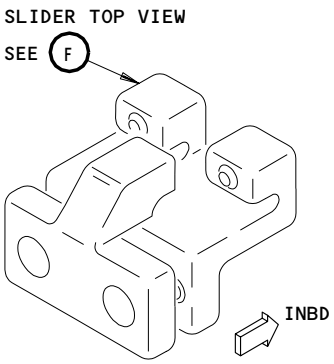
NO. 2 and 3 WINDOW SUNVISOR

B



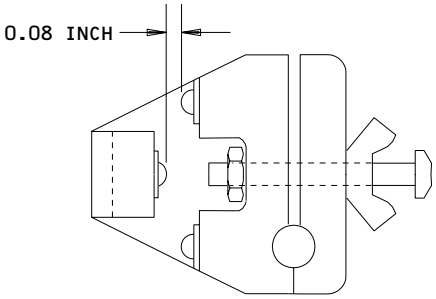
NO. 1 WINDOW SLIDER

C



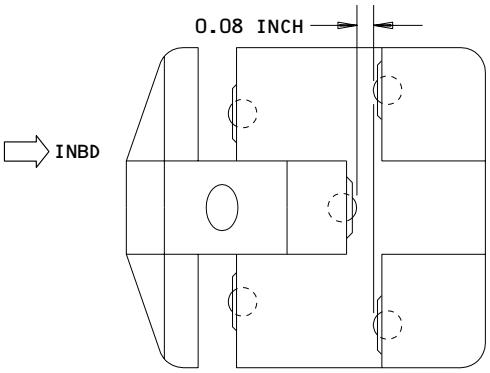
NO. 2 AND 3
WINDOW SLIDER

D



SLIDER TOP VIEW

E



SLIDER TOP VIEW

F

Sunvisor Slider Adjustment
Figure 501

GLARESHIELD - REMOVAL/INSTALLATION

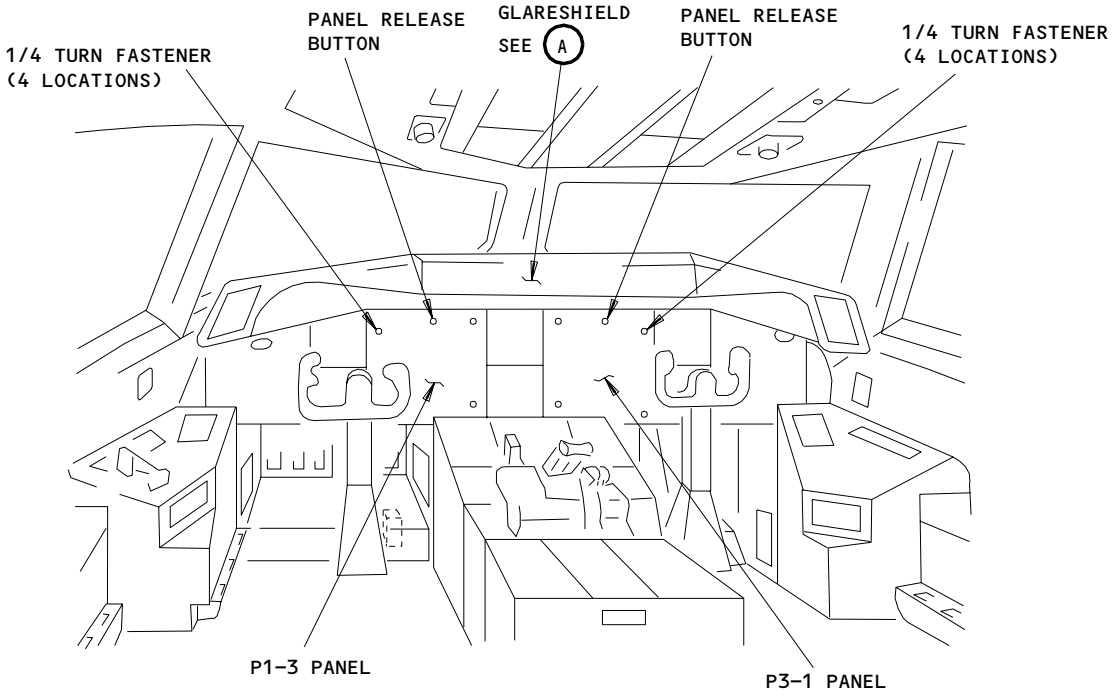
1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the glareshield. The second task is the procedure to install the glareshield.

   TASK 25-13-03-004-006

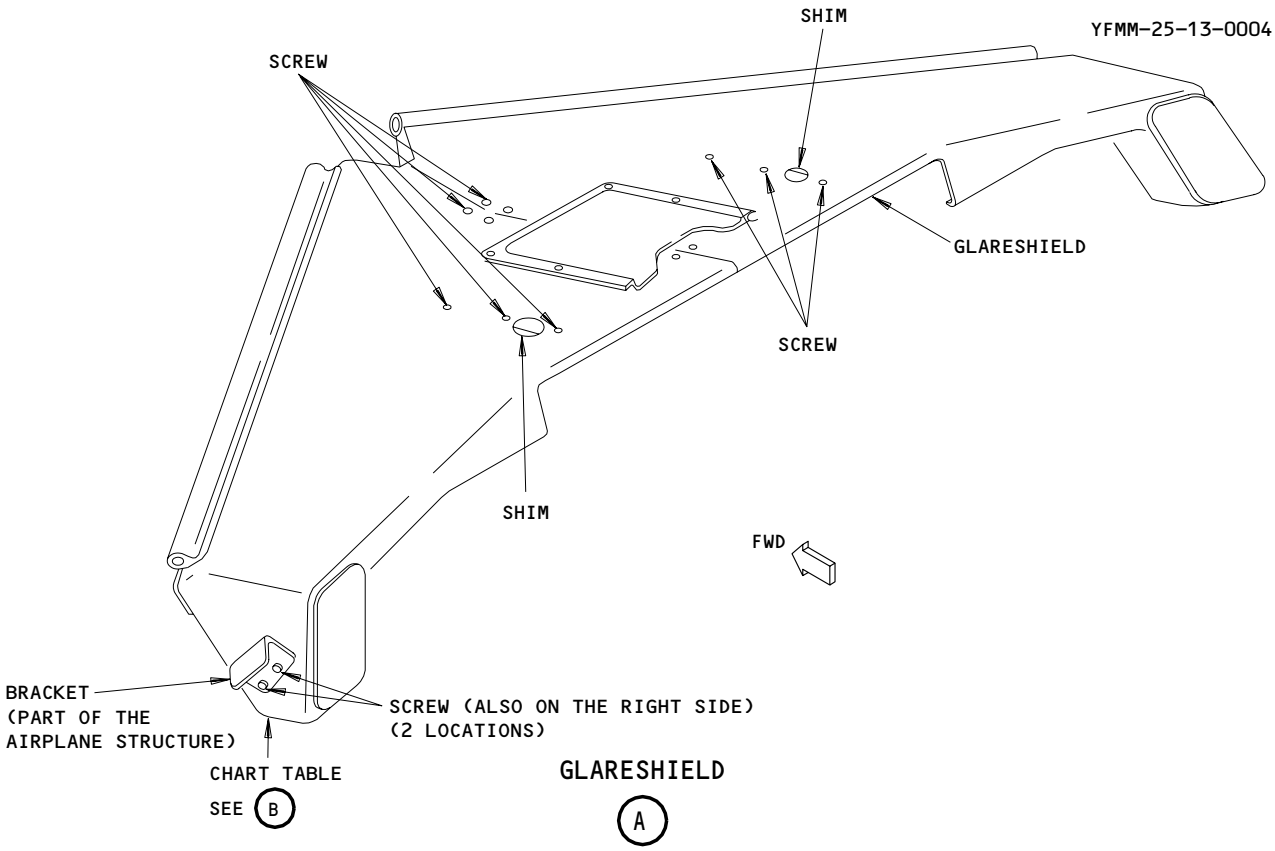
2. Remove the Glareshield (Fig. 401)
   A. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

   B. Procedure

      S 864-001
      (1) Open these circuit breakers on the main power distribution panel, P6, and attach DO-NOT-CLOSE tags:
          (a) 6G2, CLOCK TIME BASE L



Glareshield Installation
Figure 401 (Sheet 1)



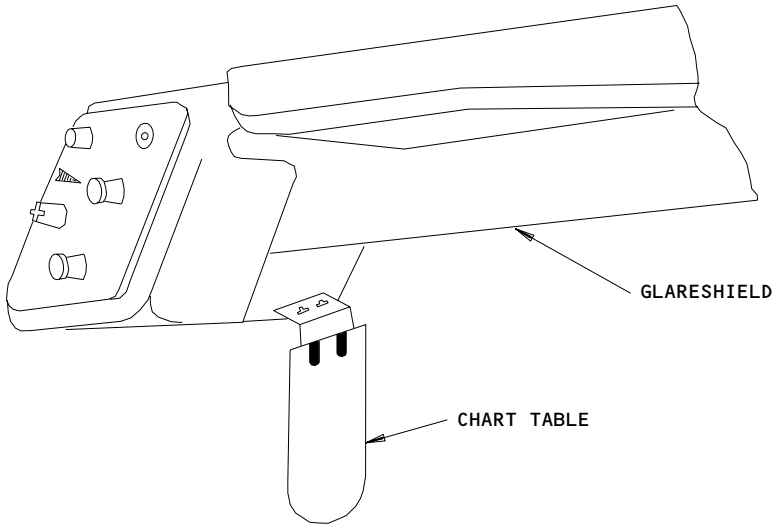


CHART TABLE
(EXAMPLE)
B

Glareshield Installation
Figure 401 (Sheet 2)

(b) 6G3, CLOCK TIME BASE R

S 864-002

(2) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
(a) 11B6, LIGHTS FLOOD MAIN PANEL
(b) 11B17 or 11J9, CLOCK IND LEFT
(c) 11E3, ADI LEFT
(d) 11E6, HSI LEFT
(e) 11E24, ADI RIGHT
(f) 11E27, HSI RIGHT
(g) 11J2, EICAS CMPTR LEFT
(h) 11J29, EICAS CMPTR RIGHT
(i) 11J35, CLOCK IND RIGHT
(j) 11N2, INSTRUMENT AND PANEL CAPT
(k) 11N6, F/O PANEL FLOOD
(l) 11N7, CHART TABLE or CHART
(m) 11N28, INSTRUMENT AND PANEL F/O
(n) 11N30, INSTRUMENT AND PANEL GLARESHIELD
(o) 11N31, MAP
(p) 11N33, FLOOD CAPT PANEL
(q) 11P7, LIGHTING FLOOD GLARESHIELD

S 014-008

(3) Remove the captain and the first officer chart tables from the glareshield.

S 014-009

(4) Do the steps that follow to open the P1-3 and P3-1 panels:
(a) Release the 1/4 turn fasteners to open the panel.
(b) Push the panel release button and pull the panel aft until the stop on the tracks engage.

S 024-031

(5) Remove the antifogging flex tubing from the left windshield duct.

NOTE: You can get access through the top of the P1-3 panel.

S 024-032

(6) Remove the antifogging flex tubing from the right windshield duct.

NOTE: You can get access through the top of the P3-1 panel.

S 024-033
(7) Disconnect the electrical connector from the left bottom of the glareshield.

S 024-034
(8) Disconnect the electrical connector fron the right bottom of the glareshield.

S 024-035
(9) Remove the shims (View A).

S 024-036
(10) Remove the screws on the top of the glareshield (View A).

S 024-037
(11) Remove the screws on the left and right side of the glareshield (View A).

S 024-016
(12) Move the glareshield aft while you lift the glareshield clear of the instrument panel.

TASK 25-13-03-404-017

3. Install the Glareshield (Fig. 401)

A. Consumable Materials
(1) C00259 Primer - BMS 10-11, Type I

B. Access
(1) Location Zones
211/212 Control Cabin - Section 41

C. Procedure

S 414-018
(1) Put the glareshield in position on the instrument panel.

S 424-038
(2) Install the shims (View A).

S 424-039
(3) Install the screws on the top of glareshield (View A).

S 214-021
(4) Make sure the glareshield is level with the instrument panel.

S 824-022
(5) If the glareshield is not level with the instrument panel, do the steps that follow:
(a) Remove the screws on the top of the glareshield.

(b) On the side of the glareshield that is high, remove a layer of the shim until the glareshield is level with the instrument panel.

S 824-023

(6) If the glareshield is level with the instrument panel, do the steps that follow:
(a) Remove the screws on the top of the glareshield.
(b) Remove the shims.
(c) Apply the primer to the shims.
(d) Install the shims at the position that they were removed from.
(e) Install the screws on the top of the glareshield.

S 424-040

(7) Install the screws on the left and right side of the glareshield (View A).

S 424-041

(8) Connect the electrical connectors on the left bottom and the right bottom of the glareshield.

S 424-042

(9) Install the antifogging flex tubing to the left windshield duct.

S 424-043

(10) Install the antifogging flex tubine to the right windshield duct.

S 414-027

(11) Do the steps that follow to close the P1-3 and P3-1 panels:
(a) Release the stop on the tracks.
(b) Let the panel move slowly to a closed position.
(c) Engage the 1/4 turn fasteners to close the panel.

S 414-028

(12) Latch the captain and first officer chart tables to the glareshield.

S 864-005

(13) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:
(a) 6G2, CLOCK TIME BASE L

(b) 6G3, CLOCK TIME BASE R

S 864-029

(14) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11B6, LIGHTS FLOOD MAIN PANEL
(b) 11B17 or 11J9, CLOCK IND LEFT
(c) 11E3, ADI LEFT
(d) 11E6, HSI LEFT
(e) 11E24, ADI RIGHT
(f) 11E27, HSI RIGHT
(g) 11J2, EICAS CMPTR LEFT
(h) 11J29, EICAS CMPTR RIGHT
(i) 11J35, CLOCK IND RIGHT
(j) 11N2, INSTRUMENT AND PANEL CAPT
(k) 11N6, F/O PANEL FLOOD
(l) 11N7, CHART TABLE or CHART
(m) 11N28, INSTRUMENT AND PANEL F/O
(n) 11N30, INSTRUMENT AND PANEL GLARESHIELD
(o) 11N31, MAP
(p) 11N33, FLOOD CAPT PANEL
(q) 11P7, LIGHTING FLOOD GLARESHIELD

FLIGHT DECK DRIPSHIELD FIRE BLOCKING - INSTALLATION

1. General
   A. This procedure has these tasks:
      (1) Dripshield Fire Blocking Installation
   B. Dripshield fire blocking has been installed on some airplanes to reduce a fire hazard.
   C. The dripshield fire blocking are installed in these areas of the flight deck:
      (1) Window area
      (2) Sidewall area

TASK 25-14-01-424-029

2. Dripshield Fire Blocking Installation
   A. General
      (1) This task has these procedures:
         (a) Fire blocking window area installation
         (b) Fire blocking sidewall area installation
   B. Consumables
      (1) GO2186 Silicone - BMS 1-68, Grade A, Form II
      (2) AOO160 Sealant - BMS 5-63, Type 2
      (3) AOO679 Adhesive - BMS 5-95 Class B
      (4) GO2361 Cargo Lining Tape - BMS 5-146, Type I
      (5) G50018 - Cargo Liner, BMS 8-343, Type 1
      (6) GO1528 Vinyl Film - BMS 10-26, Type 1, Grade A
   C. References
      (1) AMM 21-61-08/401, Zone Temperature Sensor
      (2) AMM 24-22-00/201, Manual Control
      (3) AMM 25-11-01/201, Flight Deck Seats
      (4) AMM 25-41-01/401, Forward Lavatory
      (5) AMM 52-51-01/401, Flight Compartment Door
   D. Access
      (1) Location Zones
         211 Control Cabin, Left
         212 Control Cabin, Right
   E. Prepare for the Fire Blocking Installation (Fig. 401)

      S 864-020
      (1) Remove the electrical power (AMM 24-22-00/201).

S 024-030
(2) Remove the lavatory, if necessary (AMM 25-41-01/401).

S 024-067
(3) Remove the galley, if necessary (AMM 25-31-01/401).

S 024-021
(4) Remove the flight compartment door, if necessary (AMM 52-51-01/401).

S 024-003
(5) Remove the flight deck seats (AMM 25-11-01/201).

S 024-064
(6) Remove flight deck partitions as required to gain access to the dripshields.

S 024-025
(7) Remove the lining panels as required to get access to the dripshields.

S 024-022
(8) Remove the modules from the pilots overhead panel if necessary.

S 024-065
(9) Remove the sunvisors if necessary.

S 024-066
(10) Remove the panel cover from the P26 Lighting Equipment panel if necessary.

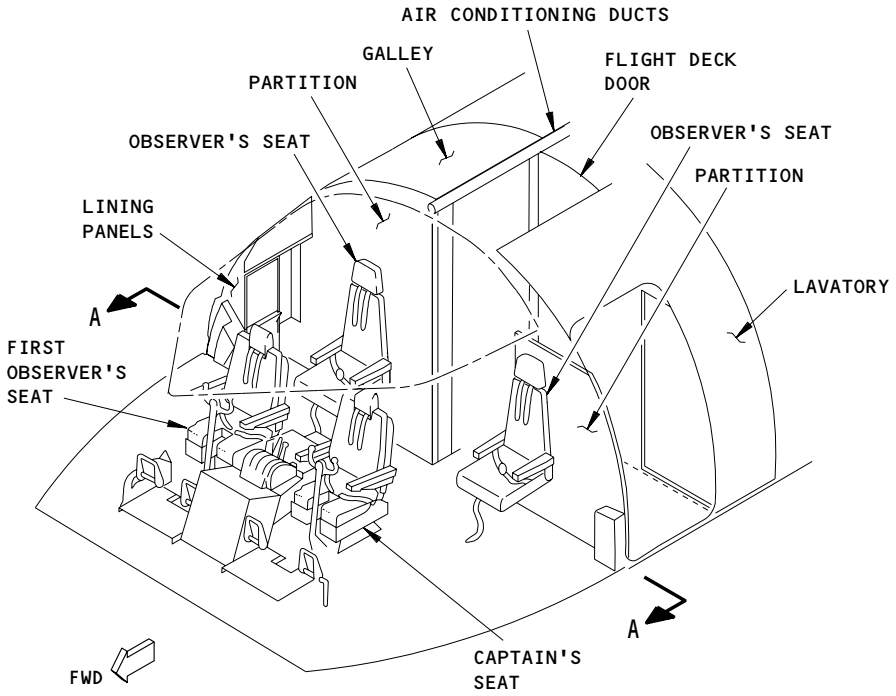
S 024-023
(11) Remove air conditioning ducts to gain access to the aft edge of the dripshield if it is necessary (AMM 21-22-00/001).

S 024-024
(12) Remove the flight deck zone temperature sensor (AMM 21-61-08/401).

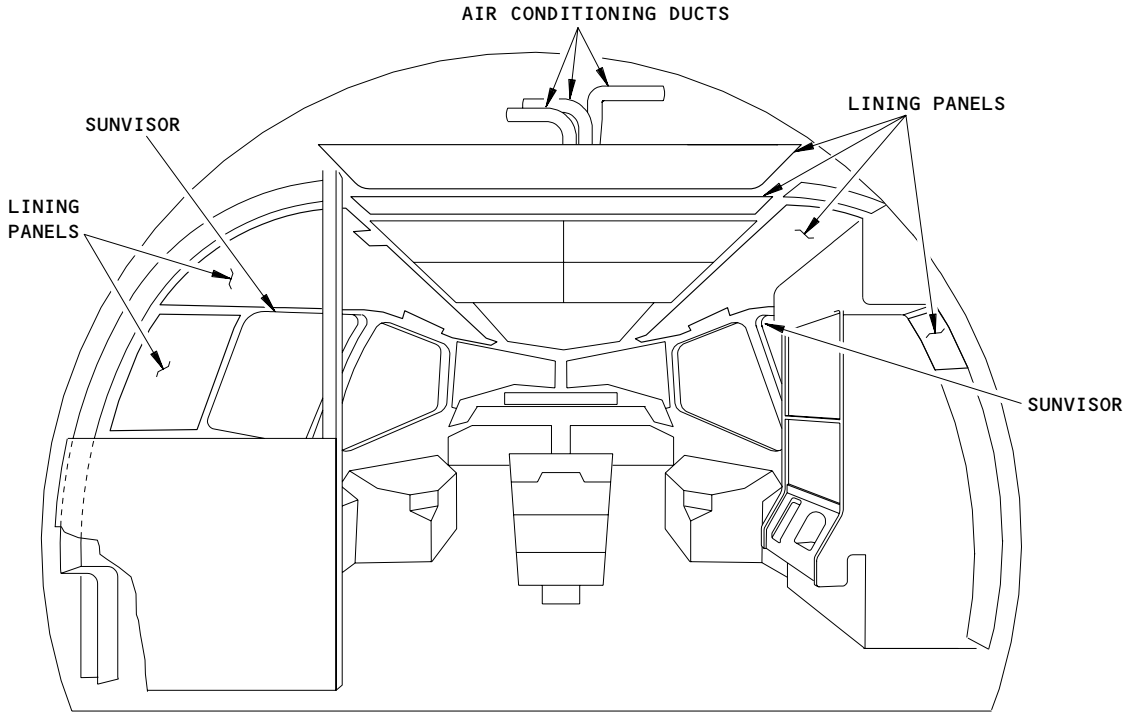
S 024-026
(13) Disconnect the electrical connectors from the bracket next to the circuit breaker panel.

S 024-027
(14) Remove the connector bracket.

S 024-028
(15) Lower the circuit breaker breaker panel doors at the aft edge of the overhead panel to gain access to the dripshield.



(EXAMPLE)



(VIEW IN THE FORWARD DIRECTION)
A-A

Flight Deck Dripshield Fire Blocking Installation
Figure 401

F. Fire Blocking Window Area Installation (Fig. 402)

S 164-002
(1) Clean the dripshield.

S 834-004
(2) Cut the fire blocking material to the necessary size.

NOTE: The material should fill the gap between the dripshield and airplane skin.

S 834-005
(3) Trim fire blocking material to provide a 0.25 inch (6.35 mm) gap between the edge of the material and the airplane structure.

S 424-034
(4) Install the insulation blanket stud.

S 834-048
(5) Apply sealant to the cargo liner.

S 424-068
(6) Install the fire blocking material.

S 434-069
(7) Apply tape to hold the fire blocking material in postion.

NOTE: Tape may not be used instead of sealant, but may be left in position permanently.

S 424-070
(8) Install the placard.

NOTE: The placard is installed on the dripshield near the fire blocking material. The placard must be visible with the fire blocking material installed.

S 844-071
(9) Do these steps to cut the foam to the necessary size:
(a) Cut the foam into a strip 1 inch (25.4 mm) thick.

NOTE: The foam strip should be cut at a length to extend 1.0-1.5 inches (25.4-38.1 mm) aft and 0.5-1.0 inch (12.7-25.4 mm) forward of the terminal blocks mounted on the number 3 window.

(b) Wrap the glass fabric around the foam strip a minimum 1.5 times.

(c) Make sure that the ends of the fabric extend approximately 1 inch (25.4 mm) past each end of the foam strip.
(d) Secure the glass fabric.

S 424-072
(10) Do these steps to install the foam strip:
(a) Put the foam strip up under the lining into the gap between the lining and the terminal blocks.
(b) Apply sealant to attach the foam strip to the lining and structure.

G. Fire Blocking Sidewall Area Installation (Fig. 403)

S 164-012
(1) Clean the dripshield.

S 834-013
(2) Cut the fire blocking material to the necessary size.

S 834-014
(3) Wrap the fire block material around the dripshield.

NOTE: The material should extend at least 0.85 inches (21.59 mm) past the fasteners or at least 1.5 inches (38.1 mm) past the end of the dripshield.

S 834-015
(4) Attach the fire block material to dripshield.

S 694-073
(5) Apply sealant.

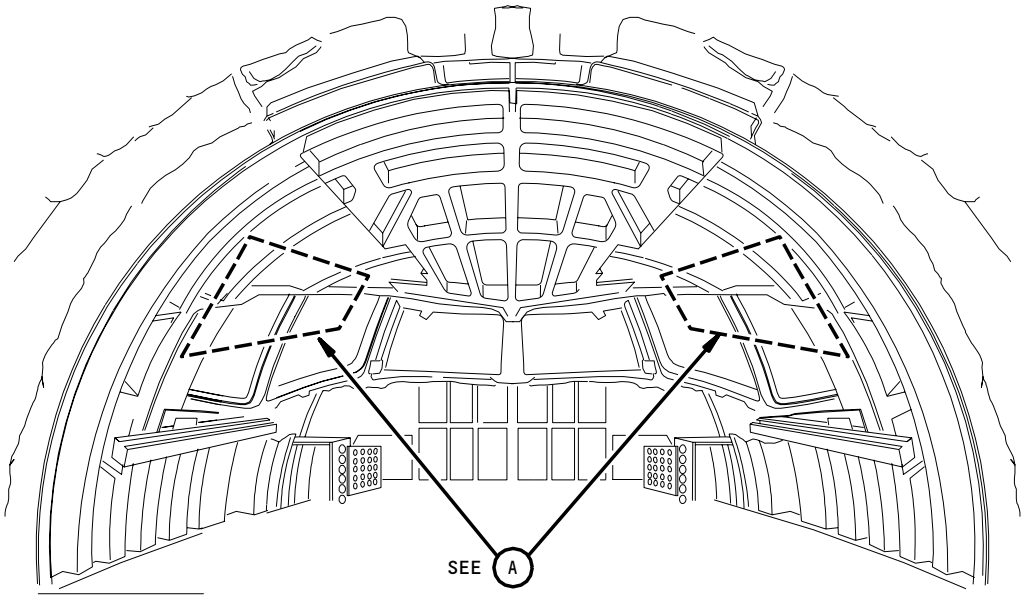
NOTE: Apply sealant to the rivet head If rivet and washer combination is used to fasten the fire blocking material to the dripshield.

S 834-016
(6) Make holes in fire block material to align with the holes in the insulation blanket.

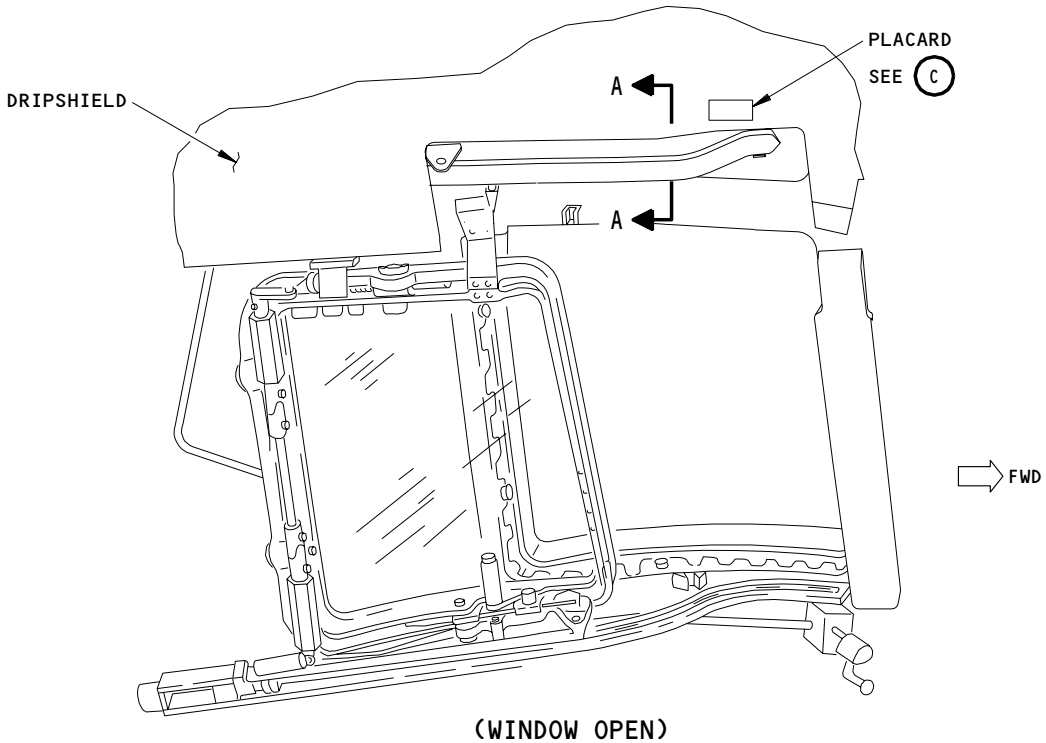
S 424-031
(7) Attach the fire block material at the insulation blanket stud postions.

S 434-050
(8) Trim the material as necessary.

NOTE: The minimum edge margin between attachment points and the edge of the material is 0.85 inch (21.59 mm).



(VIEW IN THE FORWARD DIRECTION)

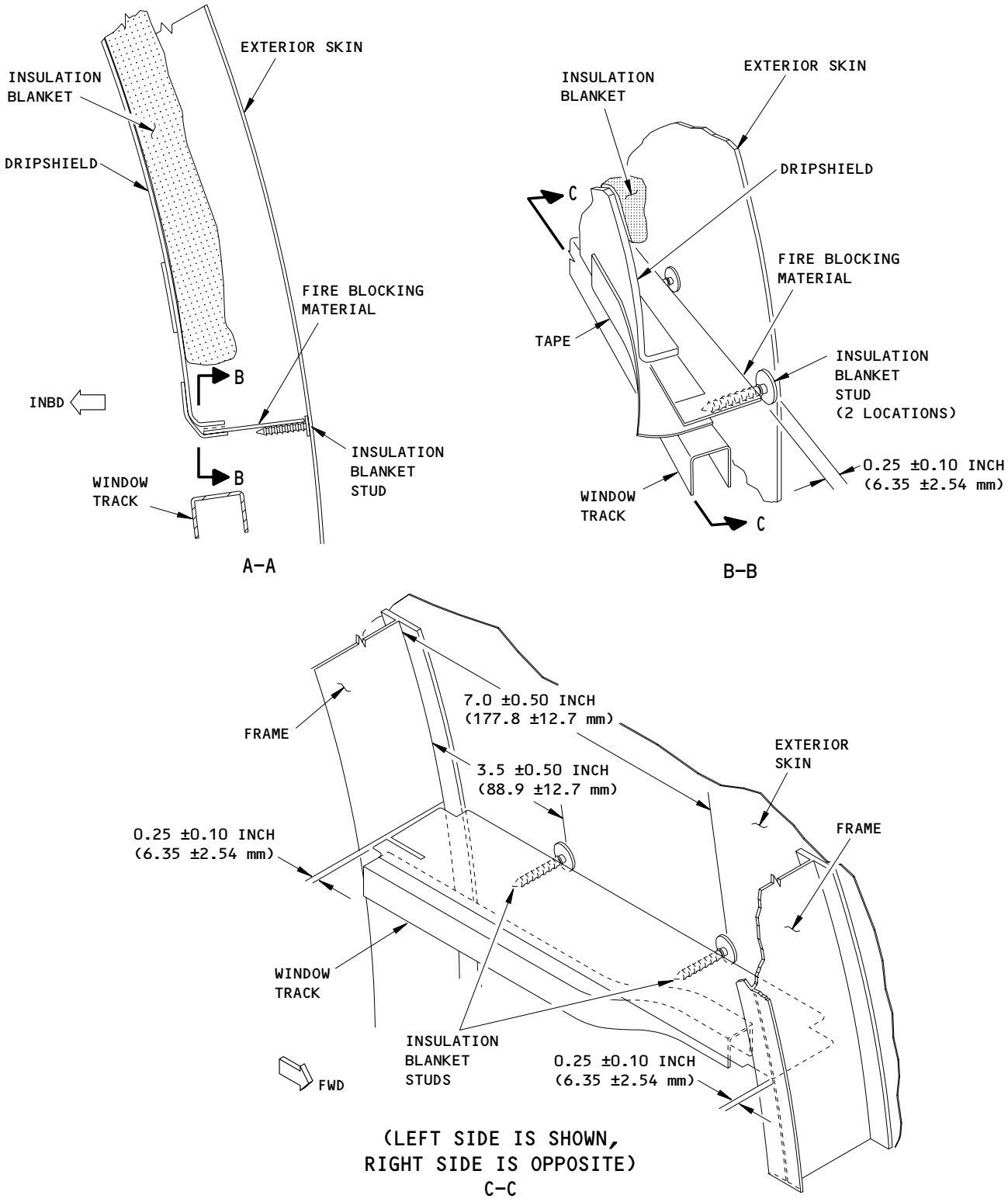


(WINDOW OPEN)
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

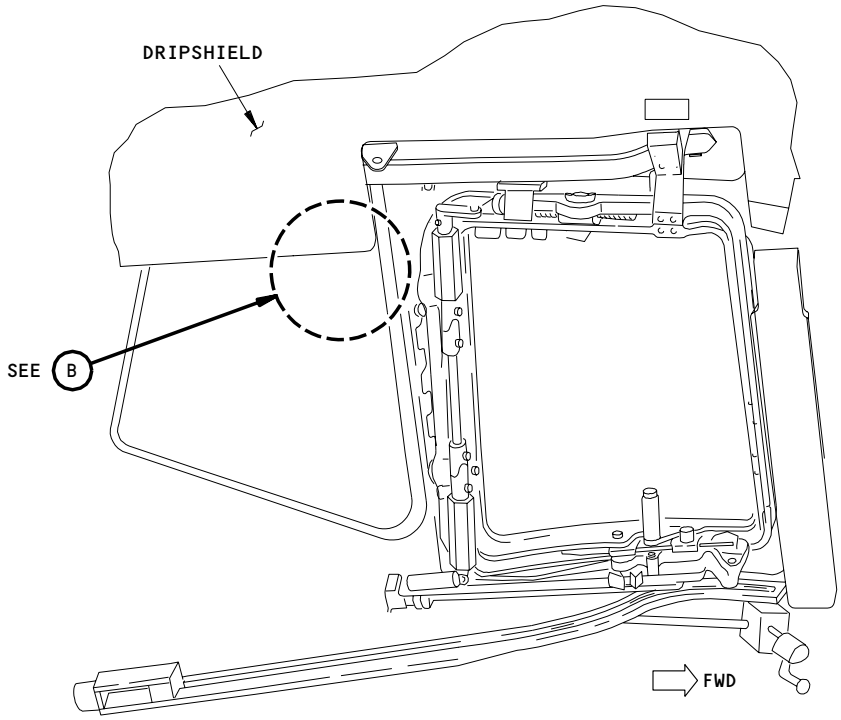
A

Flight Deck Dripshield Fire Blocking Window Area Installation
Figure 402 (Sheet 1)

W04466

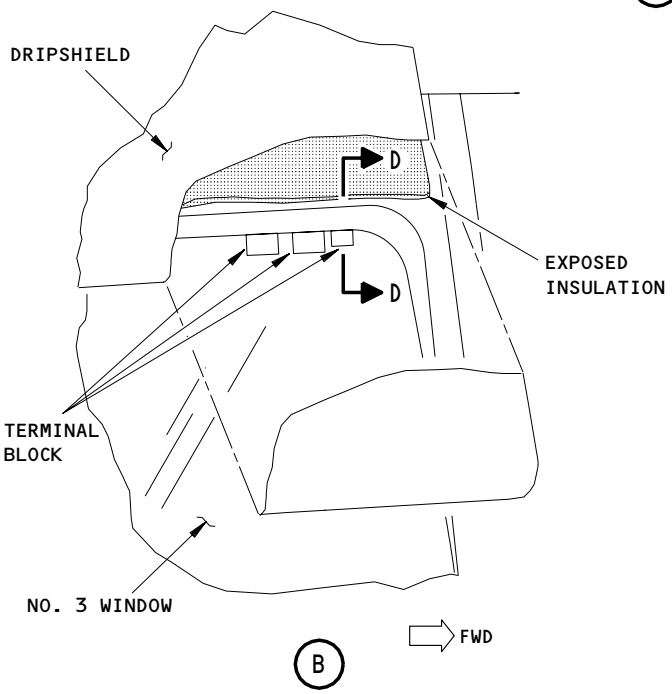


Flight Deck Dripshield Fire Blocking Window Area Installation
Figure 402 (Sheet 2)

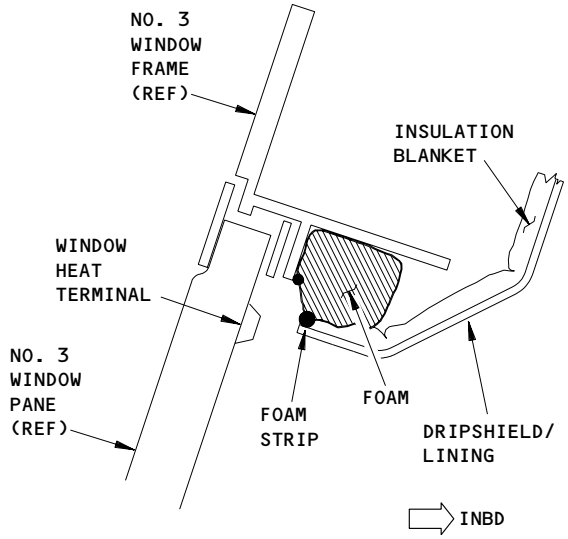


(WINDOW CLOSED)
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

A

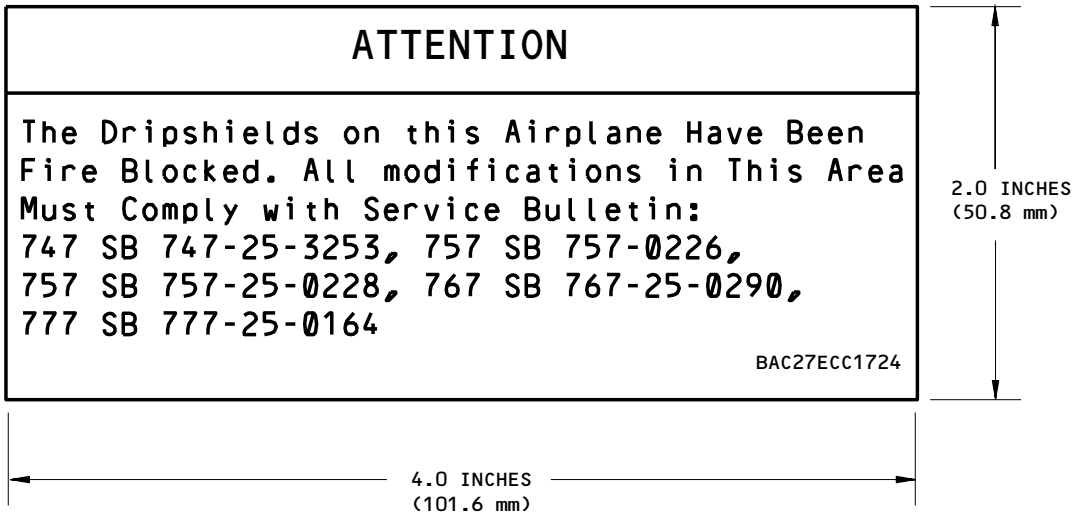


B



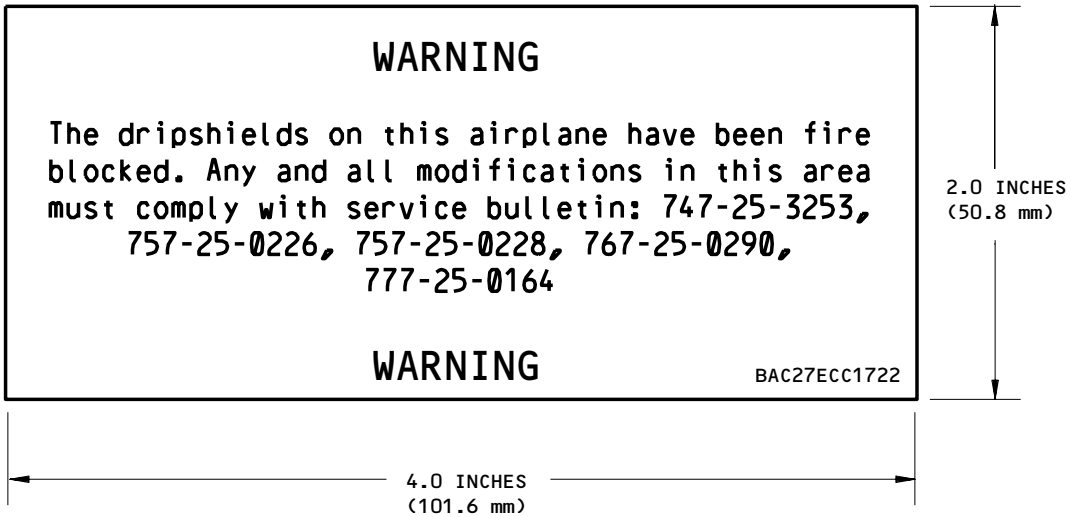
D–D

Flight Deck Dripshield Fire Blocking Window Area Installation
Figure 402 (Sheet 3)



PLACARD
(PREFERRED)

C



PLACARD
(OPTIONAL)

C

Flight Deck Dripshield Fire Blocking Window Area Installation
Figure 402 (Sheet 4)

S 424-074
(9) Install the placard near the fire blocking material.

NOTE: The placard must be visible with the fire blocking material installed.

S 864-075
(10) Write "FIRE BLOCK DO NOT REMOVE" on the fire blocking material.

H. Fire Blocking Aft Edge Installation (Fig. 404)

S 834-018
(1) Clean the dripshield.

S 834-019
(2) Cut the fire blocking material to the necessary dimension.

NOTE: The material must be sufficient to use the blanket stud.

S 424-032
(3) Attach the fire block material to the dripshield.

NOTE: If a rivet and washer combination is used to attach fire block material, apply BMS5-63 sealant to the rivet head.

S 864-033
(4) Make holes in fire block material to align with the holes in insulation blanket.

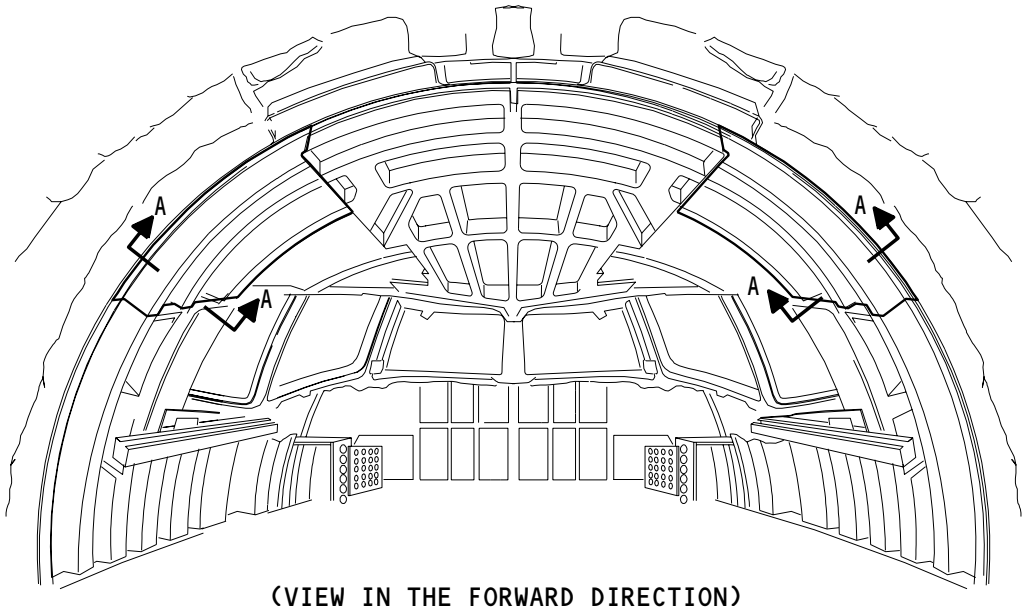
S 424-035
(5) Attach the fire block material at the insulation blanket stud locations.

S 434-051
(6) Wrap the material around the blanket and tuck it behind the blanket.

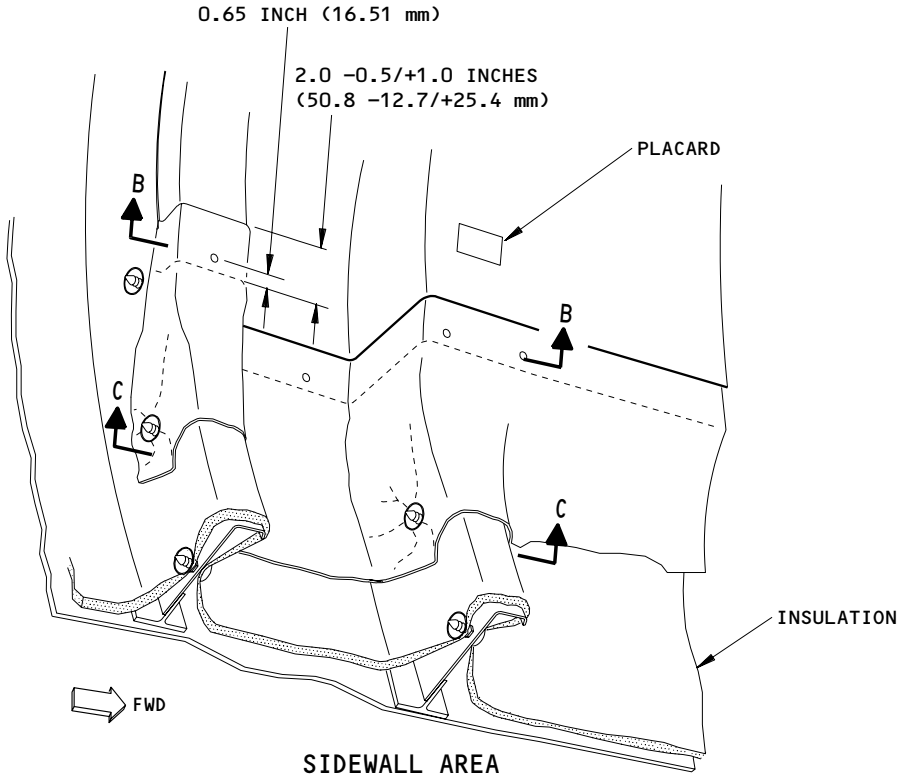
S 434-052
(7) Use the blanket studs to secure both layers of the material.

S 434-036
(8) Trim the material to fit.

NOTE: The minimum edge margin between attachment points and the edge of the material is 0.85 inch (21.59 mm).

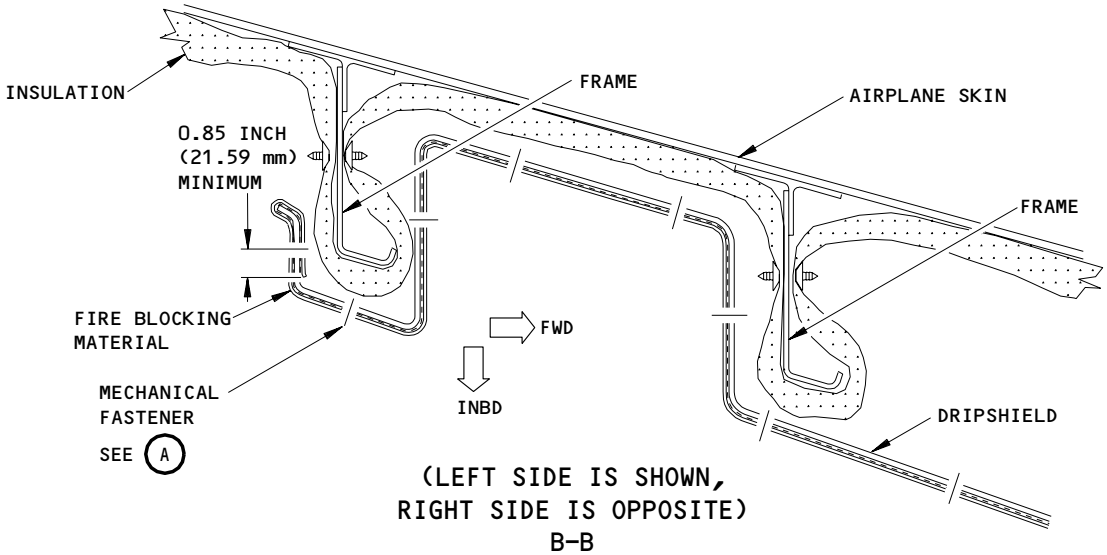


(VIEW IN THE FORWARD DIRECTION)

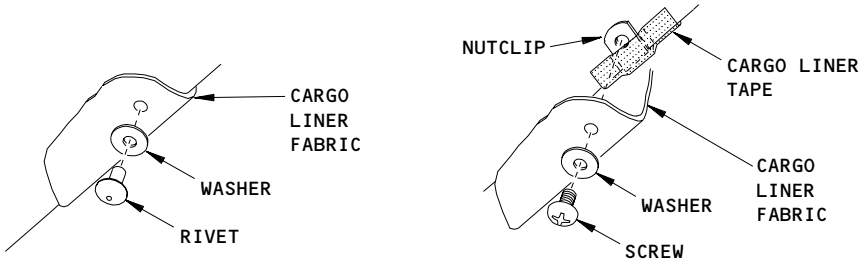


SIDEWALL AREA
(LEFT SIDE IS SHOWN,
RIGHT SIDE IS OPPOSITE)
A-A

Flight Deck Dripshield Fire Blocking Sidewall Area Installation
Figure 403 (Sheet 1)

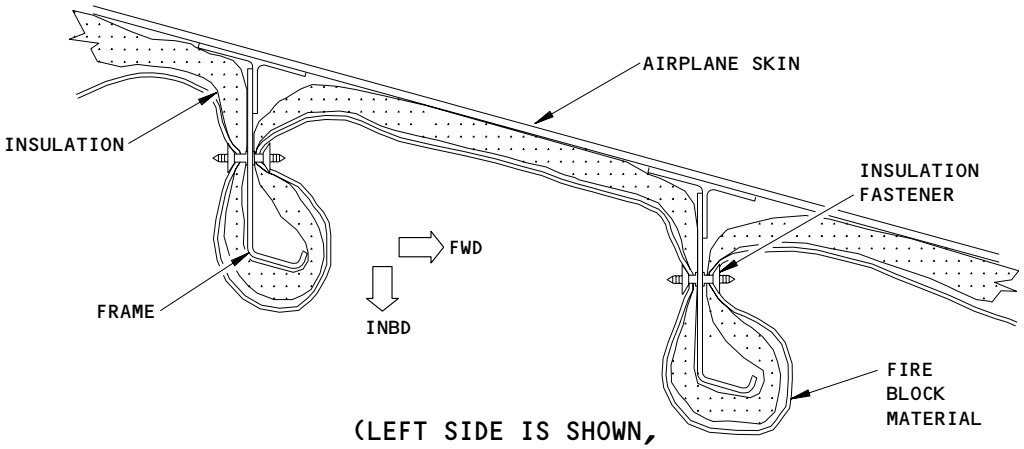


(LEFT SIDE IS SHOWN,
RIGHT SIDE IS OPPOSITE)
B-B



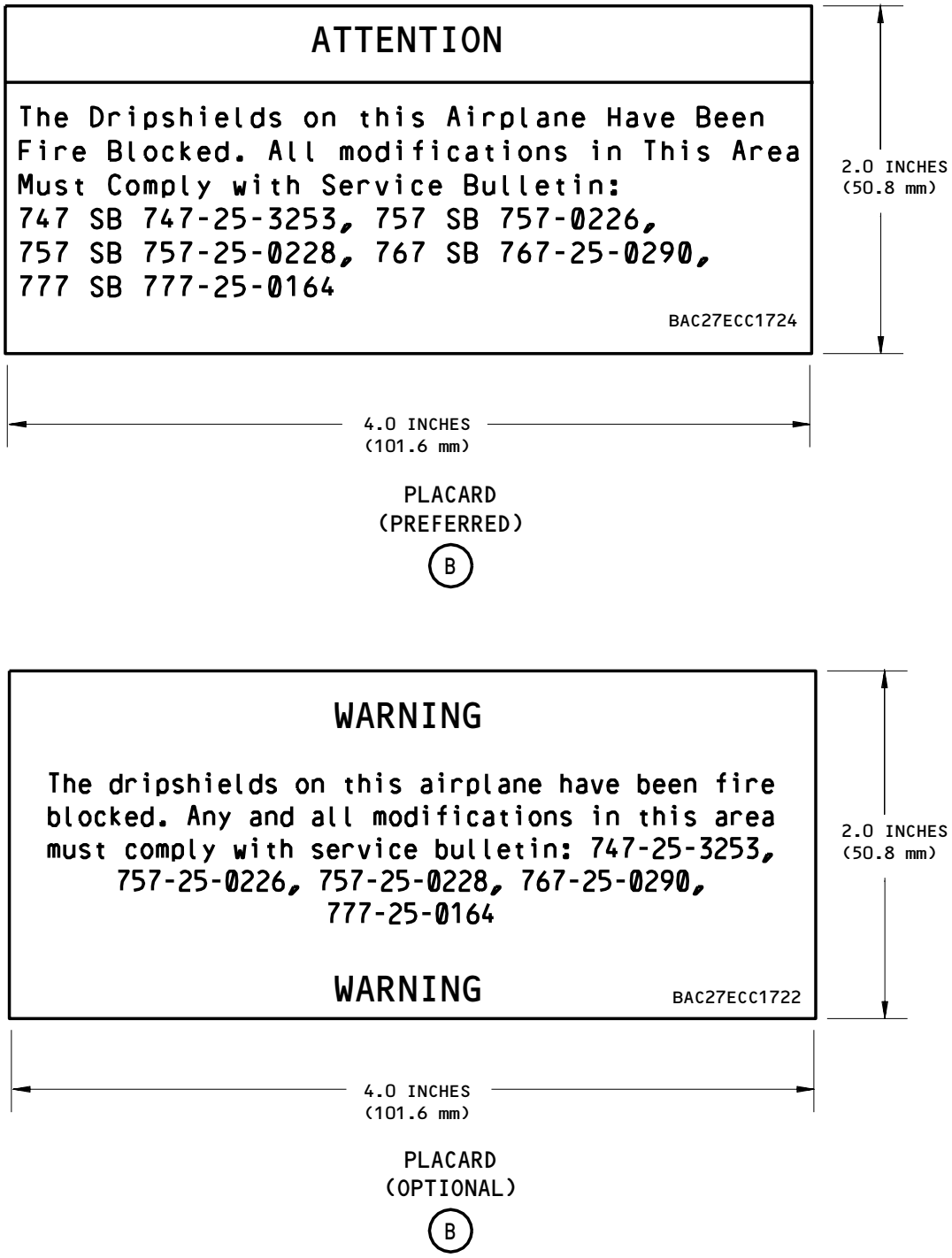
MECHANICAL FASTENER
(EXAMPLE)

A



(LEFT SIDE IS SHOWN,
RIGHT SIDE IS OPPOSITE)
C-C

Flight Deck Dripshield Fire Blocking Sidewall Area Installation
Figure 403 (Sheet 2)



Flight Deck Dripshield Fire Blocking Sidewall Area Installation
Figure 403 (Sheet 3)

S 424-076
(9) Install the placard on the dripshield near the fire blocking material.

NOTE: The placard must be visible with the fire blocking material installed.

S 864-077
(10) Write "FIRE BLOCK DO NOT REMOVE" on the fire blocking material.

I. Put the Airplane Back to Its Usual Condition

S 864-037
(1) Put the circuit breaker panel doors in their correct position on the overhead panel.

S 424-038
(2) Install the connector bracket.

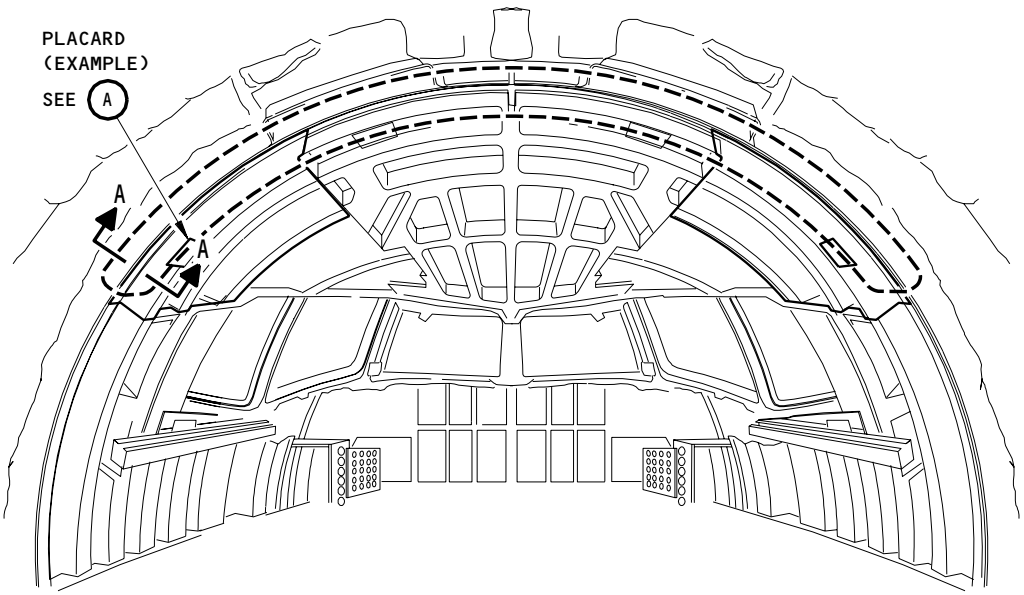
S 424-039
(3) Connect the electrical connectors to the bracket next to the circuit breaker panel.

S 424-040
(4) Install the flight deck zone temperature sensor (AMM 21-61-08/401).

S 424-041
(5) Install the air conditioning ducts if they were removed (AMM 21-22-00/001).

S 424-084
(6) Install the panel cover from the P26 Lighting Equipment panel if necessary.

S 424-085
(7) Install the sunvisors if necessary.



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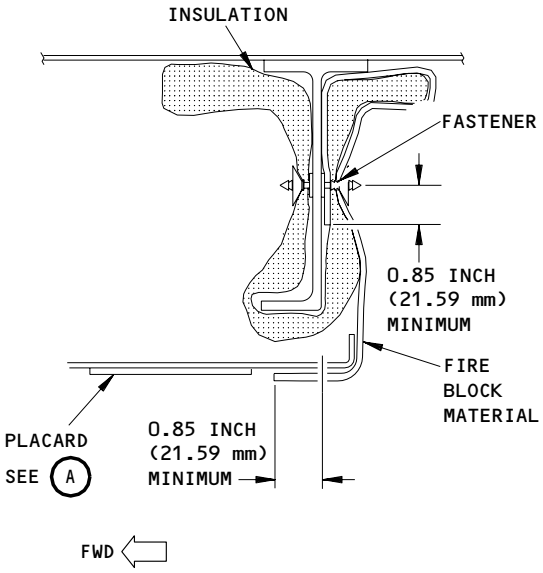
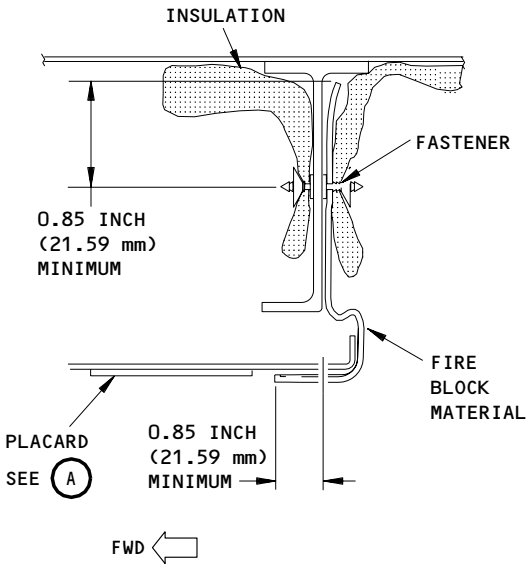
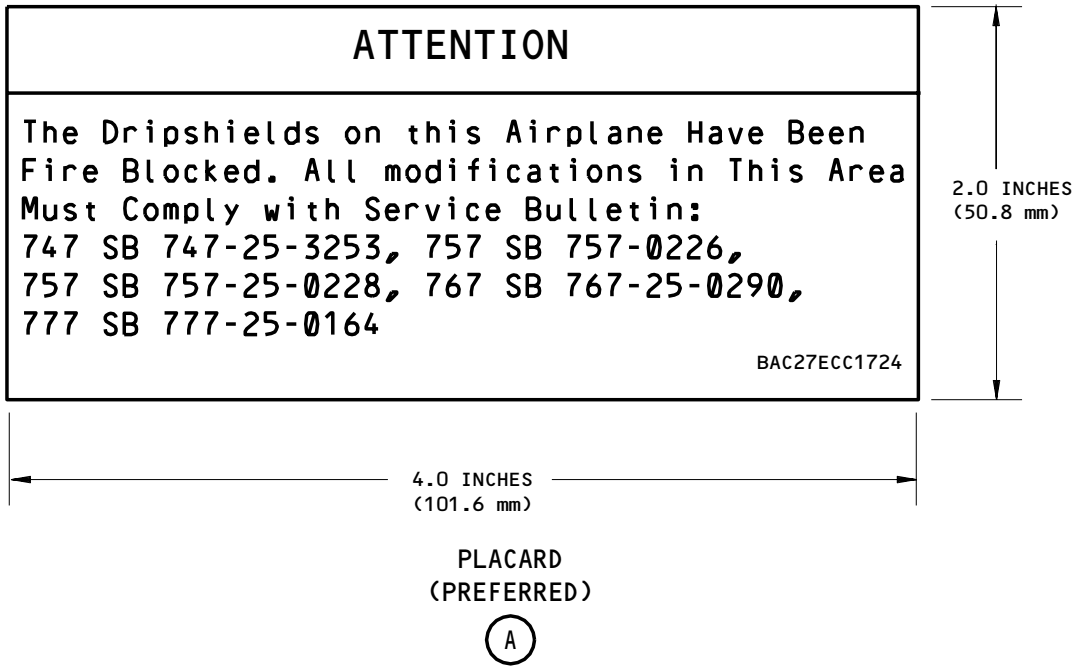


AFT EDGE
(TYPICAL FOR INSULATION
OVER THE FRAME CAP)
A-A



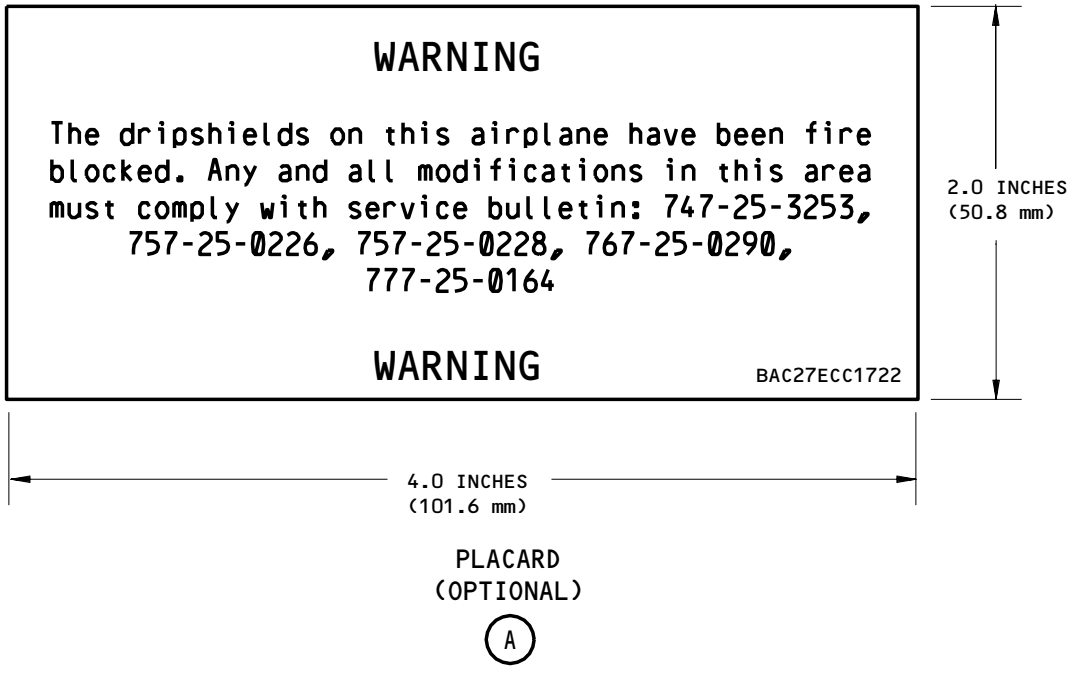
AFT EDGE
(TYPICAL FOR INSULATION
NOT OVER THE FRAME CAP)
A-A

Flight Deck Dripshield Fire Blocking Aft Edge Installation
Figure 404 (Sheet 1)



PLACARD
(PREFERRED)

A



PLACARD
(OPTIONAL)

A

Flight Deck Dripshield Fire Blocking Aft Edge Installation
Figure 404 (Sheet 2)

S 424-042
(8) Install the overhead lining panels if they were removed.

S 424-043
(9) Install the modules to the pilots overhead panel if they were removed.

S 424-086
(10) Install the lining panels as required to get access to the dripshields.

S 424-044
(11) Install the flight deck seats (AMM 25-11-01/201).

S 424-090
(12) Install the flight compartment door if necessary (AMM 52-51-01/401).

S 424-046
(13) Install the lavatory if necessary (AMM 25-41-01/401).

S 864-047
(14) Supply electrical power if it is necessary (AMM 24-22-00/201).

SIDE AND CENTER CONSOLES - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the forward console, the center console, and the aft console from the flight compartment. The second task is the procedure to install the forward console, the center console, and the aft console in the flight compartment.
   B. The forward console and the center console on the left side of the flight compartment are the same as the consoles on the right side. The aft console is only on the left side of the flight compartment.

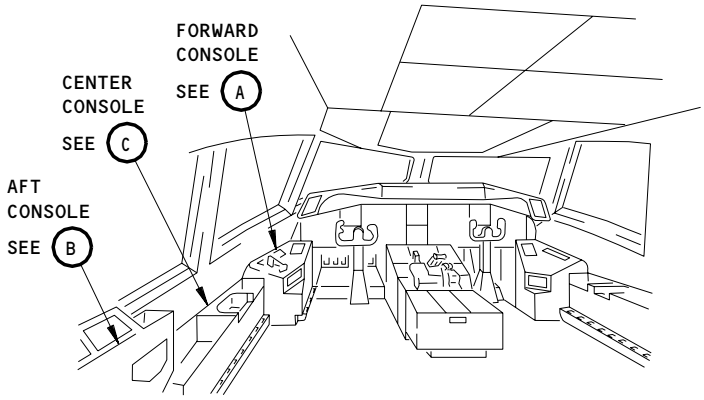
TASK 25-15-01-004-002

2. Remove the Forward Console, Center Console, and Aft Console (Fig. 401)
   A. References
      (1) AMM 21-22-01/401, Floor Outlets
      (2) AMM 23-51-01/401, Audio Selector Panel
      (3) AMM 23-51-02/401, Interphone Speakers
      (4) AMM 32-51-01/401, Nose Wheel Steering Tiller and Gearbox Mechanism
      (5) AMM 35-11-51/401, Crew Oxygen Mask/Stowage Box
   B. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41
   C. Prepare for Removal

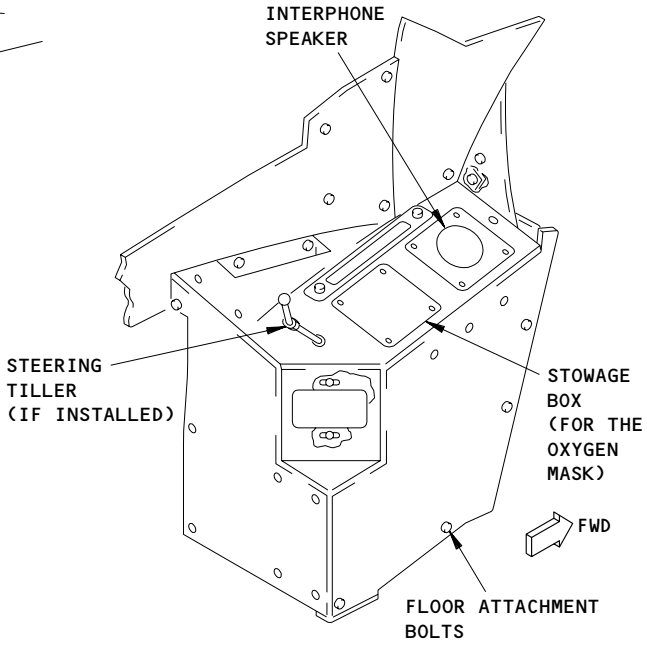
      S 864-003
      (1) Open this circuit breaker on the right miscellaneous electrical equipment panel, P37, and attach a DO-NOT-CLOSE tag:
          (a) 37E8, FMC DATA BASE LOADER

      S 864-004
      (2) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
          (a) 11C25, INTERPHONE CAPT FLT AMPL
          (b) 11C26, INTERPHONE F/O OBS
          (c) 11G29, INTERPHONE CAPT FLT AMPL
          (d) 11G30, INTERPHONE F/O OBS

      S 014-005
      (3) Remove the flight compartment seats if it is necessary (AMM 25-11-01/201).

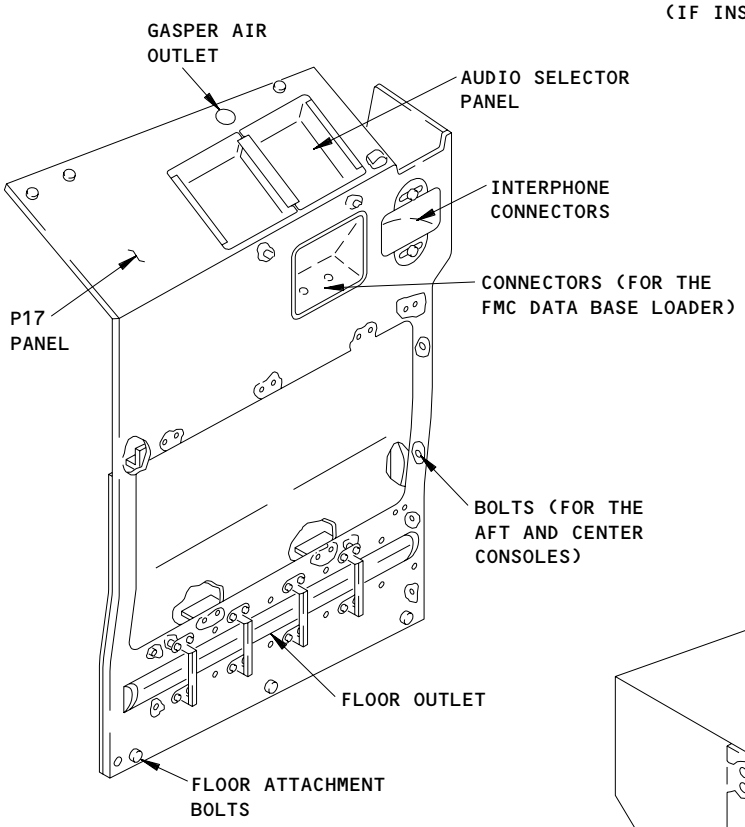


FLIGHT COMPARTMENT



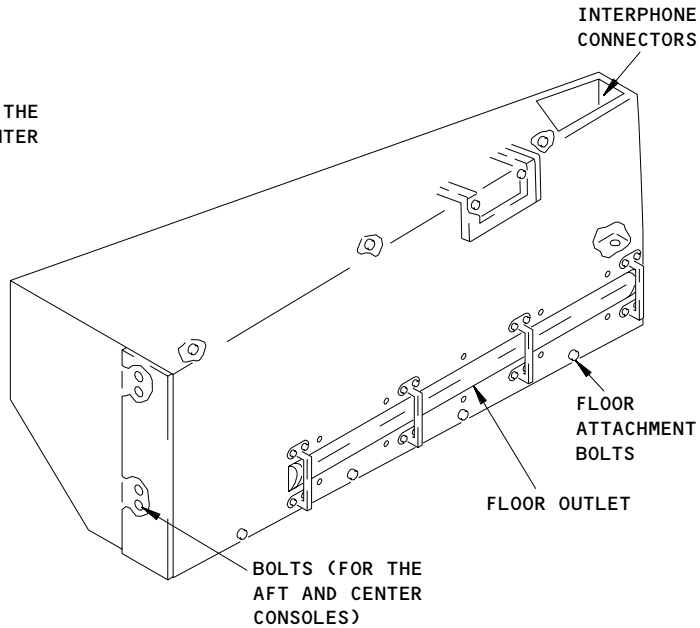
FORWARD CONSOLE

A



AFT CONSOLE
(LEFT SIDE ONLY)

B



CENTER CONSOLE

C

Sidewall Lining Installation
Figure 401

D. Procedure - Remove the Aft Console (View B, Fig. 401)

S 014-008
(1) Remove the floor outlet (AMM 21-22-01/401).

S 014-006
(2) Remove the gasper air outlet.

S 024-057
(3) Disconnect the connectors for the FMC data base loader from the aft console.

S 014-009
(4) Remove the audio selector panel (AMM 23-51-01/401).

S 024-058
(5) Disconnect the interphone connectors.

S 024-059
(6) Remove the floor attachment bolts.

S 024-060
(7) Remove the bolts for the aft and center consoles.

S 024-013
(8) Remove the aft console.

E. Procedure - Remove the Center Console (View C, Fig. 401)

S 024-061
(1) Disconnect the interphone connectors from the center console.

S 024-062
(2) Remove the oxygen box from the forward console (AMM 35-11-51/401).

S 014-015
(3) Remove the floor outlet (AMM 21-22-01/401).

S 024-063
(4) Remove the floor attachment bolts.

S 024-064
(5) Remove the bolts for the aft and center consoles.

S 024-033
(6) Remove the velcro strap that attaches the outboard panel of the center console to the aft panel of the forward console.

NOTE: Get access through the opening of the oxygen box.

S 024-065
(7) Disconnect the conditioned air supply.

S 024-018
(8) Remove the center console.

F. Procedure - Remove the Forward Console (View A, Fig. 401)

S 024-066
(1) Disconnect the interphone connectors from the forward console.

S 014-020
(2) Remove the steering tiller (if installed) (AMM 32-51-01/401).

S 014-022
(3) Remove the interphone speaker (AMM 23-51-02/401).

S 014-023
(4) Remove the oxygen box (AMM 35-11-51/401).

S 024-067
(5) Loosen the screw and remove the oxygen valve knob on the first officer's forward console.

S 024-068
(6) Remove the screws that attach the oxygen shutoff valve to the first officer's forward console.

S 024-069
(7) Remove the floor attachment bolts.

S 024-028
(8) Remove the forward console.

TASK 25-15-01-404-029

3. Install the Forward Console, Center Console, and Aft Console (Fig. 401)

A. References
(1) AMM 21-22-01/401, Floor Outlets

(2) AMM 23-51-00/501, Flight Interphone System
(3) AMM 23-51-01/401, Audio Selector Panel
(4) AMM 23-51-02/401, Interphone Speakers

(5) AMM 32-51-01/401, Nose Wheel Steering Tiller and Gearbox Mechanism
(6) AMM 35-11-51/401, Crew Oxygen Mask/Stowage Box

B. Access

(1) Location Zones

211/212 Control Cabin - Section 41

C. Procedure - Install the Forward Console (View A, Fig. 401)

S 424-031
(1) Put the forward console in position on the mounts.

S 424-072
(2) Install the floor attachment bolts.

S 424-073
(3) Install the screws that attach the oxygen shutoff valve to the first officer's forward console.

S 424-037
(4) Install the oxygen valve knob on the first officer's forward console.

S 414-038
(5) Install the oxygen box (AMM 35-11-51/401).

S 414-039
(6) Install the interphone speaker (AMM 23-51-02/401).

S 414-040
(7) Install the steering tiller (if installed) (AMM 32-51-01/401).

S 424-074
(8) Connect the interphone connectors to the forward console.

D. Procedure - Install the Center Console (View C, Fig. 401)

S 424-033
(1) Put the center console in position on the mounts.

NOTE: Be careful not to cause damage to the seal on the forward edge of the inboard panel.

S 424-075
(2) Connect the conditioned air supply.

S 424-076
(3) Install the floor attachment bolts.

S 424-043
(4) Install the floor outlet (AMM 21-22-01/401).

S 424-036
(5) Install the velcro strap to attach the outboard panel of the center console to the aft panel of the forward console.

NOTE: Get access through the opening of the oxygen mask.

S 424-077
(6) Connect the interphone connectors to the center console.

E. Procedure - Install the Aft Console (View B, Fig. 401)

S 424-055
(1) Put the aft console in position on the mounts.

S 424-078
(2) Install the floor attachment bolts.

S 424-079
(3) Install the bolts for the aft and center consoles.

S 424-080
(4) Connect the connectors for the FMC data base loader to the aft console.

S 414-047
(5) Install the audio selector panel.

S 414-048
(6) Install the gasper air outlet.

S 414-049
(7) Install the floor outlet (AMM 21-22-01/401).

F. Put the Airplane Back to Its Usual Condition

S 414-050
(1) Install the flight compartment seats if it is necessary (AMM 25-11-01/201).

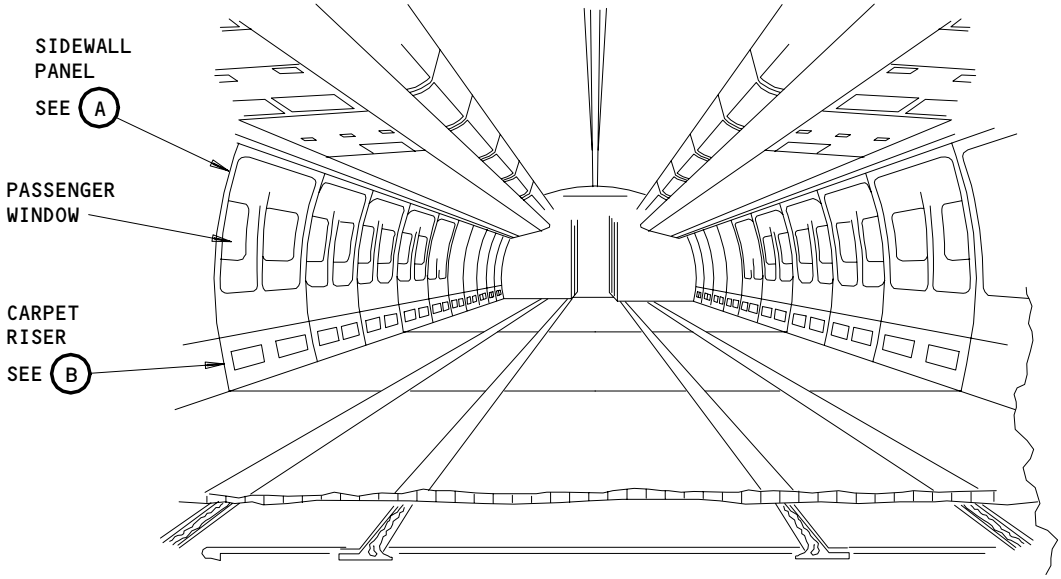
S 864-052
(2) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P37 panel:
(a) 37E8, FMC DATA BASE LOADER

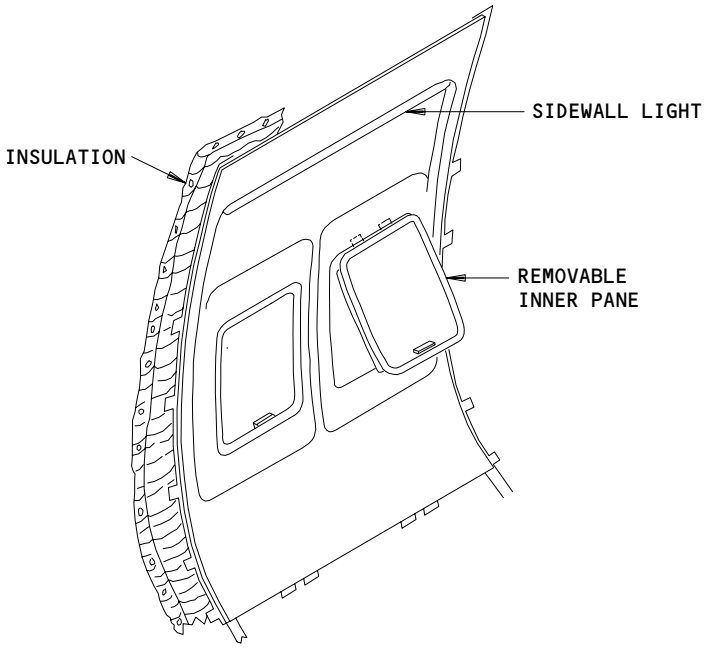
S 864-053
(3) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11C25, INTERPHONE CAPT FLT AMPL
(b) 11C26, INTERPHONE F/O OBS
(c) 11G29, INTERPHONE CAPT FLT AMPL
(d) 11G30, INTERPHONE F/O OBS

S 714-054
(4) Do a test of the flight interphone system (AMM 23-51-00/501).

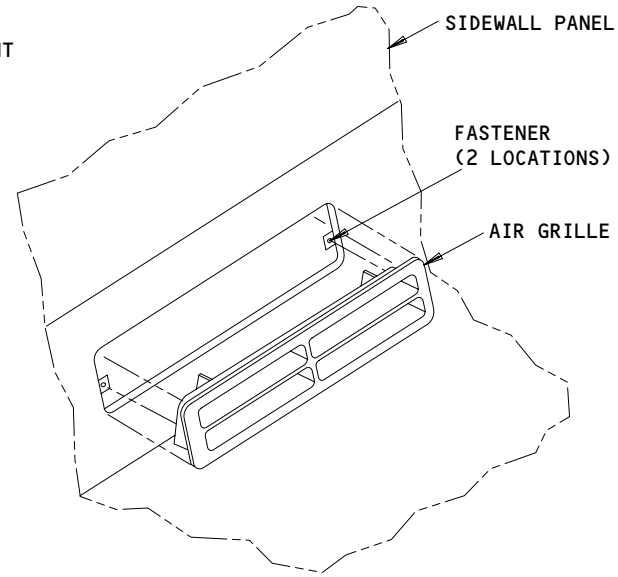
SIDEWALL LINING AND INSULATION - DESCRIPTION AND OPERATION

1. Sidewall Panels (Fig. 1)
   A. The sidewall panels extend from the carpet risers to the overhead stowage bins. The sidewall panels are crushed nomex honeycomb between two layers of fiberglass. The exposed surface has a decorative, scratch-resistant tedlar covering. The inner window pane mounts near the middle of each panel. Sidewall panels have one or two window cutouts. The inner pane is removable with the panel in place. A wash light is near the top of each panel. The ballast may be removed with the panel in place. The sidewall panels mount to the airplane structure by support brackets on the vertical edges. A trim strip fits between each sidewall panel to cover the fasteners. Spring clips secure the bottom to the carpet riser. The upper edge slides into the air outlet extrusion.
2. Carpet Risers (Fig. 1)
   A. The carpet riser is a nomex crushed core panel with carpet or tedlar added on the outer side of each panel. The lower edge of the panel is attached to the crease beam angle with clips bonded to the outboard lower edge of the panel. The upper edge of the panel is attached between the lower edge of the sidewall panel and clips added to the outboard lower edge of the sidewall panel. To remove the panel, lift the panel up and inboard to release the panel from the crease beam, then down to release from the lower edge of the sidewall panel. Most panels have air grilles attached to the panels with clips on the outboard side of the air grilles. When the panels are removed, turn the lower clips to remove the air grilles from the opening.
3. Sidewall Insulation
   A. Fiberglass insulation blankets between the sidewall lining and fuselage skin, thermally and acoustically insulate the passenger compartment. The blankets have a water proof covering to prevent condensation from leaking inside the compartment. Snaps, tape, and stitching secure the blankets to the fuselage and attach overlapping blankets.





SIDEWALL PANEL
A



CARPET RISER
B

Sidewall Lining
Figure 1

SIDEWALL PANELS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the sidewall panels. The second task is the procedure to install the sidewall panels.

   TASK 25-21-02-004-007

2. Remove the Sidewall Panel
   A. References
      (1) AMM 25-25-01/201, Passenger Seats
   B. Access
      (1) Location Zones
          221/222 Passenger Cabin - Section 41
          231/232 Passenger Cabin - Section 43
          251/252 Passenger Cabin - Section 46

   C. Prepare for Removal

      S 864-001
      (1) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
          (a) 34B11, LIGHTS LEFT SIDEWALL
          (b) 34B12, LIGHTS RIGHT SIDEWALL

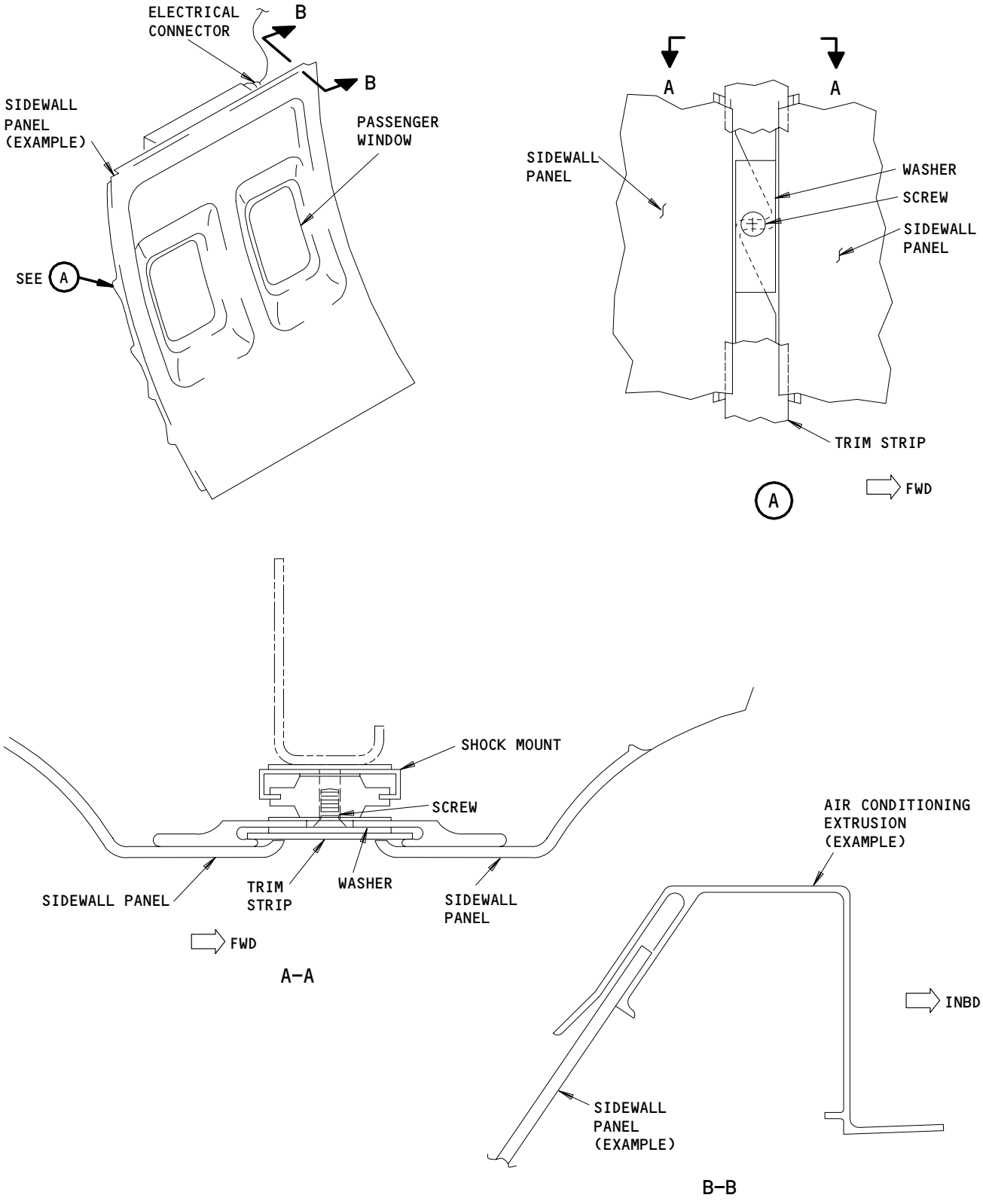
      S 864-002
      (2) Open these circuit breakers on the right miscellaneous electrical equipment panel, P37, and attach DO-NOT-CLOSE tags:
          (a) 37H5, LIGHTS SIDEWALL L
          (b) 37H6, LIGHTS SIDEWALL R
          (c) 37G5, O/W EXIT HATCH HEATERS-R (on airplanes so equipped)

      S 864-038
      (3) Open this circuit breaker on the electrical equipment panel, P70, and attach DO-NOT-CLOSE tag:
          (a) 70A9, O/W EXIT HATCH HEATERS-L (on airplanes so equipped)

      S 414-008
      (4) Remove the passenger seats to get access to the sidewall panel (AMM 25-25-01/201).
   D. Procedure

      S 024-042
      (1) Remove the trim strips on each side of the sidewall panel (Fig. 401).

      S 024-043
      (2) Hold the sidewall panel. Remove the screws and washers at the shock mounts (View A-A, Fig. 401).



Sidewall Panel
Figure 401

S 024-011
(3) Move the sidewall panel down until the top edge of the sidewall panel disengages from the air conditioning extrusion.

S 024-044
(4) Disconnect the electrical connector from the sidewall light, if applicable.

S 024-013
(5) Remove the sidewall panel.

TASK 25-21-02-404-023

3. Install the Sidewall Panel

A. References
(1) AMM 25-25-01/201, Passenger Seats
(2) AMM 33-21-00/501, Passenger Compartment Illumination
(3) AMM 21-45-00/501, Supplemental Heating System

B. Access
(1) Location Zones
221/222 Passenger Cabin - Section 41
231/232 Passenger Cabin - Section 43
251/252 Passenger Cabin - Section 46

C. Procedure

S 824-024
(1) Put the sidewall panel in position (Fig. 401).

S 424-047
(2) Connect the electrical connector to the sidewall light, if applicable.

S 424-025
(3) Put the top edge of the sidewall panel in the air conditioning extrusion.

S 424-048
(4) Install the screws and washers at the shock mounts. Do not tighten the screws.

S 424-049
(5) Put the trim strip at the bottom edge of the sidewall panel.

S 424-050
(6) Tighten each screw before you move the trim strip up to the top of the sidewall panel.

D. Put the Airplane Back to Its Usual Condition

S 424-035
(1) Replace the passenger seats (AMM 25-25-01/201).

S 864-005
(2) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
(a) 34B11, LIGHTS LEFT SIDEWALL
(b) 34B12, LIGHTS RIGHT SIDEWALL

S 864-006
(3) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P37 panel:
(a) 37H5, LIGHTS SIDEWALL L
(b) 37H6, LIGHTS SIDEWALL R
(c) 37G5, O/W EXIT HATCH HEATERS-R (on airplanes so equipped)

S 864-039
(4) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P70 panel:
(a) 70A9, O/W EXIT HATCH HEATERS-L (on airplanes so equipped)

S 714-036
(5) Do a test of the sidewall lights (AMM 33-21-00/501).

S 714-040
(6) Do a test of the offwing exit hatch heaters (AMM 21-45-00/501) if installed.

SIDEWALL INSULATION - REMOVAL/INSTALLATION

1. General
   A. This procedure has these tasks:
      (1) Insulation Removal.
      (2) Insulation Installation.
   B. This procedure has instructions for the removal and installation of insulation blankets and capstrips for the sidewall, ceiling, and the aft pressure bulkhead.

TASK 25-21-05-004-001

2. Insulation Removal (Fig. 401, 402)

NOTE: For the sidewall insulation, refer to Fig. 401. For the aft pressure bulkhead insulation, refer to Fig. 402.

A. References
   (1) AMM 25-21-02/401, Sidewall Panels
   (2) AMM 25-22-01/401, Sculptured Ceiling Panels
   (3) AMM 25-22-02/401, Lowered Ceiling Panels
   (4) AMM 25-28-02/401, Overhead Stowage Bin
   (5) AMM 25-31-04/401, Aft Galley

B. Access
   (1) Location Zone
       200 Upper Half of Fuselage

C. Remove the Insulation

S 014-002
(1) For the sidewall insulation, remove the sidewall panels (AMM 25-21-02/401).

S 014-003
(2) For the sidewall insulation, remove the overhead stowage bins (AMM 25-28-02/401)

S 014-004
(3) For the ceiling insulation, remove the sculptured ceiling panels (AMM 25-22-01/401).

S 014-005
(4) For the ceiling insulation, remove the lowered ceiling panels (AMM 25-22-02/401).

S 014-006
(5) For the aft pressure bulkhead insulation, remove the aft galley G4B (AMM 25-31-04/401).

S 014-007
(6) Put a tag on the blankets and capstrips to help you install them in the correct position.

S 024-031
(7) Remove the disk fasteners from the studs.

S 024-032
(8) Pull the blanket away from the hook and loop tape at the edges.

S 014-010
(9) Remove the blanket and the capstrip.

TASK 25-21-05-404-011

3. Insulation Installation (Fig. 401, 402)

NOTE: For the sidewall insulation, refer to Fig. 401. For the aft pressure bulkhead insulation, refer to Fig. 402.

A. Consumable Materials
(1) G02305 Tape - Insulation Blanket, BMS5-149
(2) G50327 Tape - Advanced Insulation Blanket, BMS5-157
(3) G02360 Tape - Hook/Loop Fastener, (Polypropylene Hook & Nylon Loop) BMS8-285, Type IV
(4) G50333 Tape - Hook/Loop Fastener, Flame Propagation Resistant, BMS8-372

B. References
(1) AMM 25-21-02/401, Sidewall Panels
(2) AMM 25-22-01/401, Sculptured Ceiling Panels
(3) AMM 25-22-02/401, Lowered Ceiling Panels
(4) AMM 25-28-02/401, Overhead Stowage Bin
(5) AMM 25-31-04/401, Aft Galley

C. Access
(1) Location Zone
200 Upper Half of Fuselage

D. Check for Insulation Blanket Contamination

S 394-035

WARNING: LET THE CORROSION-INHIBITING COMPOUNDS (CIC) BECOME FULLY DRY. IF CIC GETS ON THE INSULATION BLANKET, THE INSULATION BLANKET WILL BECOME LESS FLAME-RESISTANT. THIS INCREASES THE RISK OF FIRE, WHICH CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) To prevent CIC contamination of insulation blankets, let the corrosion-inhibiting compounds fully dry before you install the insulation blankets.
   (a) Let the corrosion-inhibiting compounds dry longer than the minimum times listed below if you have one of these conditions:
      1) Low temperature.
      2) High humidity.
      3) Thick layer of corrosion-inhibiting compounds.
   (b) Ventilate areas, after application of CIC such as BMS 3-23, for a minimum of 1 hour.
   (c) Ventilate areas treated with CIC such as BMS 3-26 or BMS 3-29, for a minimum of 4 hours.

S 164-036

WARNING: DO NOT USE DETERGENTS OR SOLVENTS TO CLEAN THE INSULATION BLANKET. IT CAN REMOVE FLAME RETARDANTS AND CAUSE FLAMMABLE RESIDUES ON THE INSULATION BLANKET WHICH INCREASES THE RISK OF FIRE. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(2) If there is CIC contamination, oily or waxy substances, or other fluids (which typically changes the color and appearance of the insulation blanket cover), replace the insulation blanket.

S 164-047

(3) If there are dust, lint or other loose debris on the insulation blanket, use a vacuum cleaner or a non-metallic soft brush to remove the contamination.

S 164-038

(4) Make sure the area is clean before you install the insulation blanket.

E. Install the Insulation Blanket

S 424-050

(1) If you replace an insulation blanket or a capstrip, install an insulation blanket or a capstrip that complies with FAR 25.856.
   (a) Use tape (BMS5-157) or hook and loop tape (BMS8-372), where necessary.

      NOTE: Tape (BMS5-157) and hook and loop tape (BMS8-372) are FAR 25.856 compliant.

   (b) Replace the part of the hook and loop tape that is installed on the airplane structure where the replacement insulation blanket attaches, with hook and loop tape (BMS8-372).

S 424-033

(2) Replace damaged or broken studs as necessary.

S 424-039

(3) Do these steps to install the insulation blanket to the airplane structure:
   (a) Align the holes in the insulation blanket or capstrip to the applicable studs.
   (b) Make sure the insulation part number shows on the inboard side.
   (c) Make an overlap with the blanket ends and push the insulation blanket on the studs.
   (d) Install the capstrips over the frames and push them on the studs.
   (e) Install new disk fasteners on the studs.
   (f) Install clamps where applicable.
   (g) At the window, align the opening in the blanket until the reveal attaches smoothly when installed.

      NOTE: The blanket must touch the reveal around its edges to make an air seal.

S 424-048
(4) ALL AIRPLANES PRE SEP 2, 2003 FAR STD; AIRPLANES WITHOUT FAR 25.856 COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Use tape (BMS5-149 or BMS5-157) or hook and loop tape (BMS8-285 or BMS8-372), where necessary to reduce any gaps between blankets, or between blanket and structure.

NOTE: Tape (BMS5-157) and hook and loop tape (BMS8-372) are FAR 25.856 compliant. These items are the preferred alternative to tape (BMS5-149) and hook and loop tape (BMS8-285), respectively.

S 424-049
(5) ALL AIRPLANES POST SEP 2, 2003 FAR STD; AIRPLANES WITH FAR 25.856 COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Use tape (BMS5-157) or hook and loop tape (BMS8-372), where necessary to reduce any gaps between blankets, or between blanket and structure.

S 394-046
(6) For replacement insulation blanket, push on the insulation blanket to remove the air that is inside the insulation blanket through the vent hole(s).
(a) Peel off the attach release liner on the circle tape and seal the vent hole(s).

S 214-042
(7) Make sure the openings in the intercostals are not blocked by the insulation blanket.

S 214-041
(8) Make sure that the insulation blankets is clear from the stringers to permit moisture from condensation to dry easily.

S 364-043
(9) Make sure moisture penetration through to the inboard side of the insulation blanket is minimized.
(a) Make sure all the insulation blankets are correctly overlapped to keep out any condensation that can flow between insulation blankets into the inboard side of the insulation blanket.

F. Put the Airplane Back to Its Usual Condition

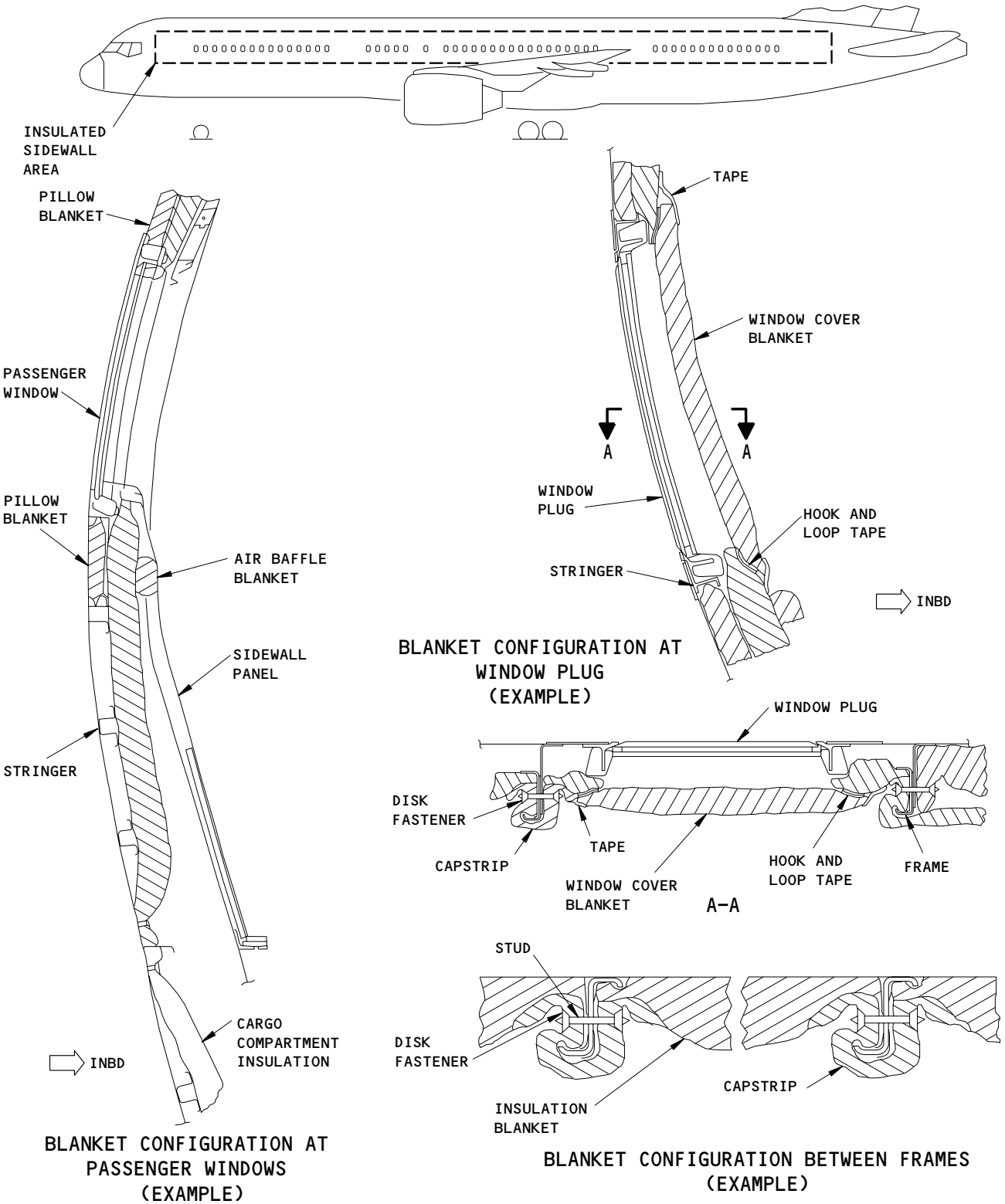
S 414-020
(1) For the sidewall insulation, install the overhead stowage bin.

S 414-021
(2) For the sidewall insulation, install the sidewall panels (AMM 25-21-02/401).

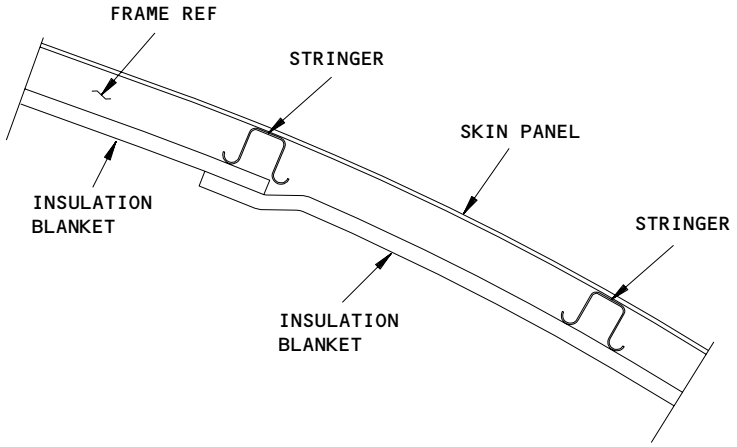
S 414-022
(3) For the ceiling insulation, install the sculptured ceiling panels (AMM 25-22-01/401).

S 414-023
(4) For the ceiling insulation, install the lowered ceiling panels (AMM 25-22-02/401).

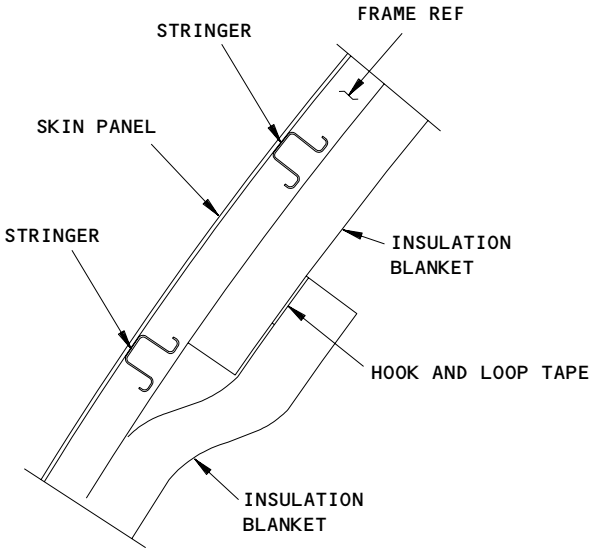
S 414-024
(5) For the aft pressure bulkhead, install the aft galley G4B (AMM 25-31-04/401).



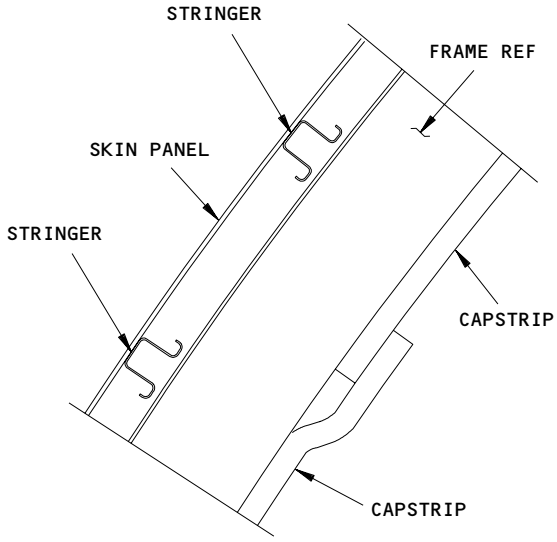
Sidewall Insulation Installation
Figure 401 (Sheet 1)



BLANKET TO BLANKET INSTALLATION
(EXAMPLE)

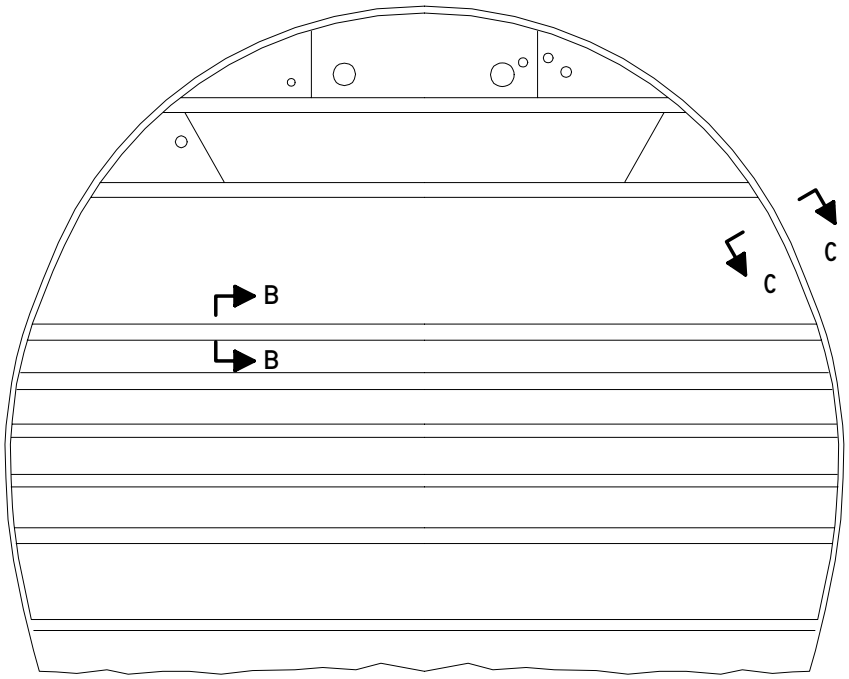


BLANKET OVERLAP
(EXAMPLE)

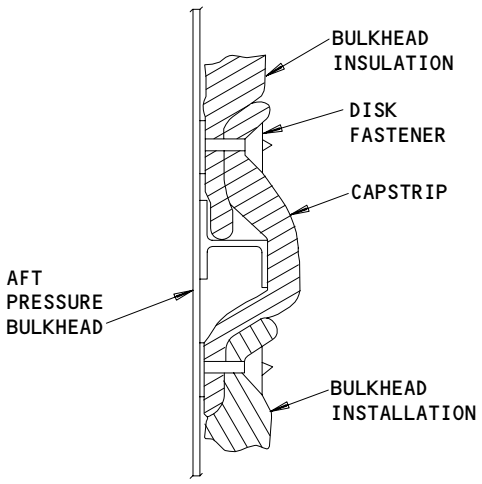


CAPSTRIP OVERLAP
(EXAMPLE)

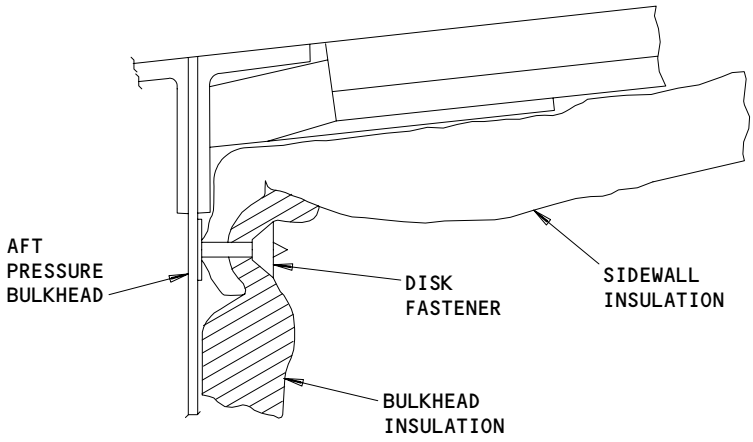
Sidewall Insulation Installation
Figure 401 (Sheet 2)



AFT PRESSURE BULKHEAD



B–B



C–C

Sidewall Insulation Installation
Figure 402

SIDEWALL INSULATION - APPROVED REPAIRS

TASK 25-21-05-308-021

1. Sidewall Insulation - Approved Repairs

A. Procedure

S 308-022

(1) Refer to 25-00-00/801, Equipment/Furnishings - Approved Repairs, for the sidewall insulation.

DOORWAY LINING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks.
      (1) Remove the left No. 1 doorway lining.
      (2) Install the left No. 1 doorway lining.
      (3) Remove the right No. 1 doorway lining.
      (4) Install the right No. 1 doorway lining.
      (5) Remove the No. 2 doorway lining.
      (6) Install the No. 2 doorway lining.
      (7) AIRPLANES WITH EMERGENCY DOOR NO. 3;
          Remove the No. 3 doorway lining.
      (8) AIRPLANES WITH EMERGENCY DOOR NO. 3;
          Install the No. 3 doorway lining.
      (9) Remove the No. 4 doorway lining.
      (10) Install the No. 4 doorway lining.
   B. In this procedure, the No. 1 doorway lining, the No. 2 doorway lining, the No. 3 doorway lining, and the No. 4 doorway lining are referred to as the doorway lining.

      NOTE: On airplanes with Overwing Emergency Escape Hatch electric surface heaters, care must be taken when removing the hatch doorway lining. The electric surface heaters are attached to the outboard surface of the trim, threshold, and center panel which are around the overwing exits.

TASK 25-21-06-004-001

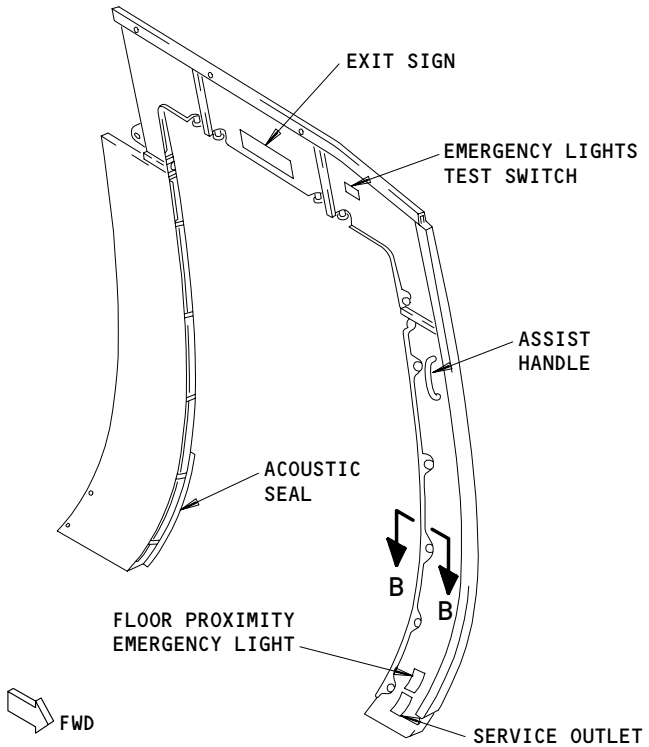
2. Remove the Left No. 1 Doorway Lining (Fig. 401)
   A. References
      (1) AMM 25-24-01/401, Windscreens
      (2) AMM 33-51-00/201, Floor Proximity Emergency Lights.
      (3) AMM 33-51-01/201, Electrically Illuminated Exit Signs
   B. Access
      (1) Location Zone
          831 No. 1 Passenger Door
   C. Procedure

      S 014-002
      (1) Open the left No. 1 passenger door.

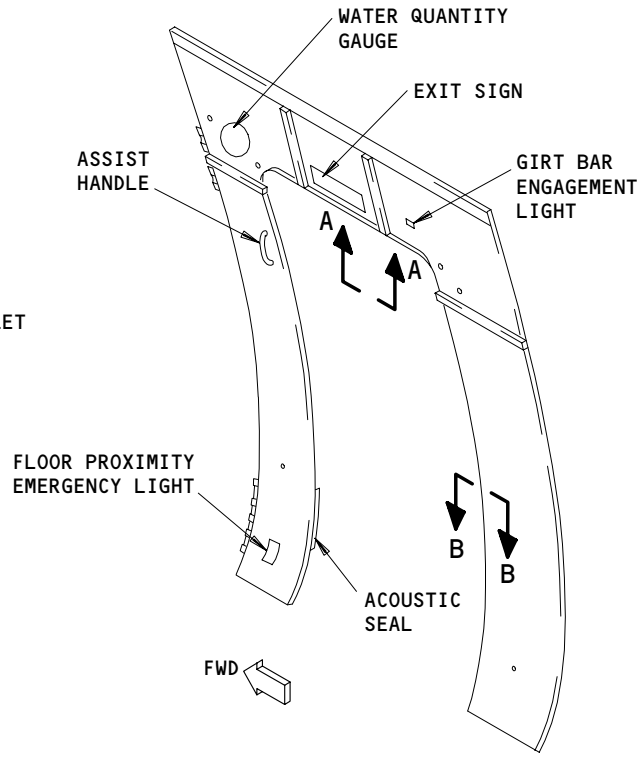
      S 024-136
      (2) Remove the acoustic seal from the doorway.

      S 024-137
      (3) Remove the screws which are behind the acoustic seal.

      S 024-138
      (4) Remove the trim strips (View A-A, Fig. 401).



LEFT NO. 1 DOORWAY LINING



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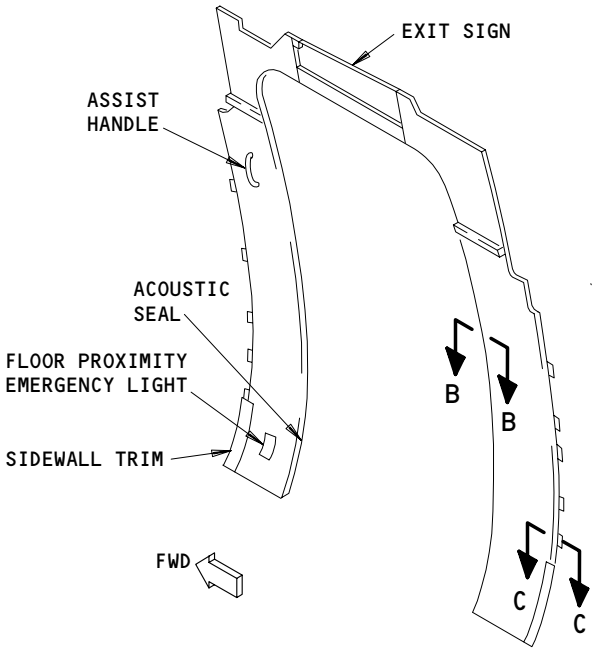
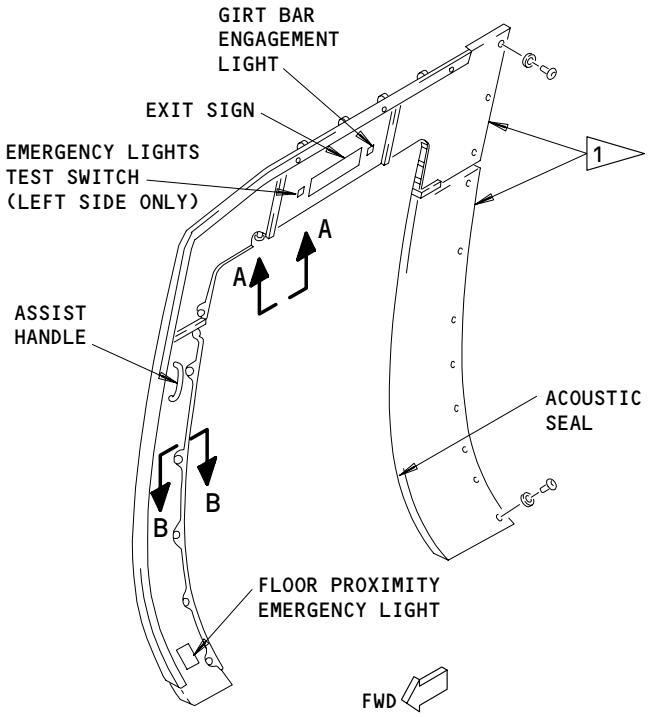
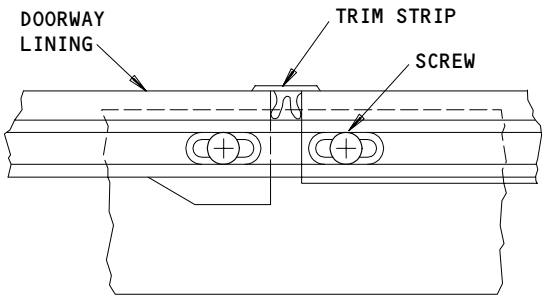


NO. 2 DOORWAY LINING
(RIGHT SIDE SHOWN)
(LEFT SIDE OPPOSITE)

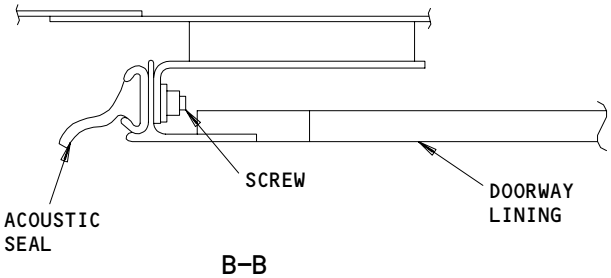
Doorway Lining Installation
Figure 401 (Sheet 1)



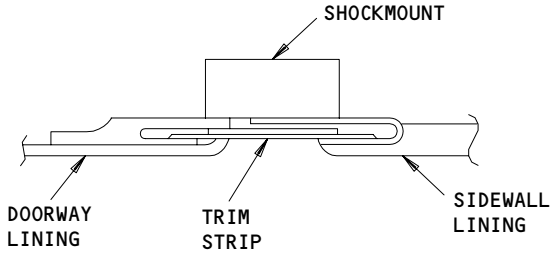
NO.4 DOORWAY LINING
(RIGHT SIDE SHOWN)
(LEFT SIDE OPPOSITE)



A–A



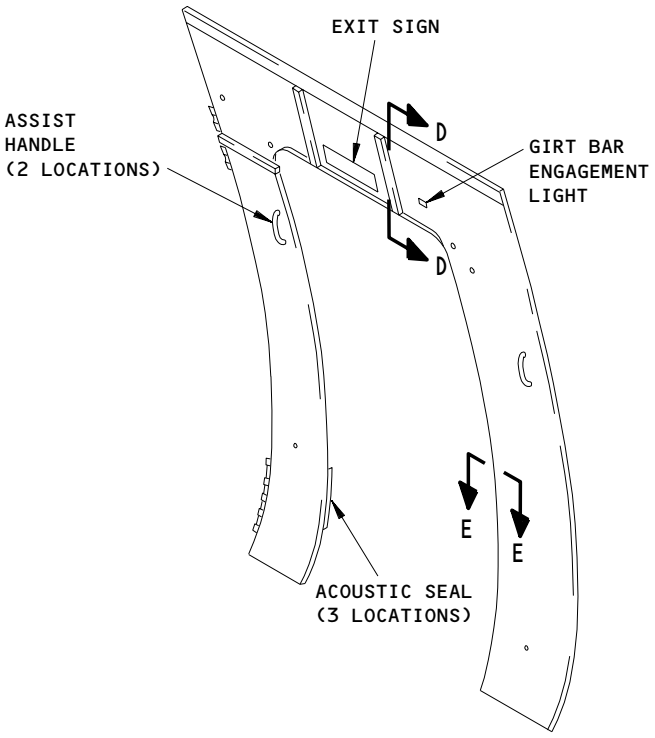
B–B



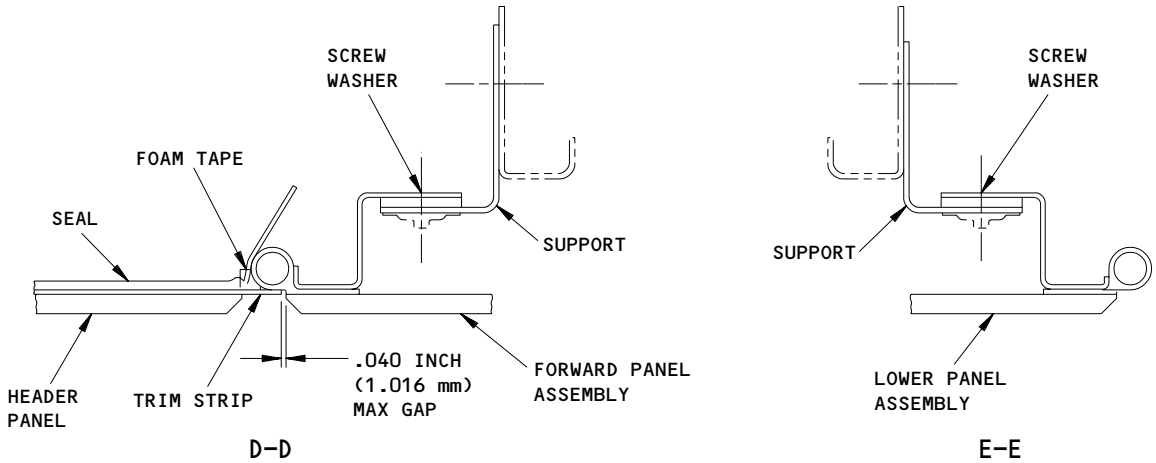
C–C

1 IT IS NOT EASY TO GET ACCESS TO THESE PANELS BECAUSE OF THE PASSENGER COMPARTMENT EQUIPMENT/FURNISHINGS

Doorway Lining Installation
Figure 401 (Sheet 2)



EMERGENCY DOOR NO. 3 DOORWAY LINING
(RIGHT SIDE IS SHOWN, LEFT SIDE IS OPPOSITE)
(EXAMPLE)



Doorway Lining Installation
Figure 401 (Sheet 3)

S 024-139
(5) Disconnect the service outlet.

S 024-140
(6) Disconnect the floor proximity emergency light (AMM 33-51-00)

S 014-009
(7) Do the steps that follow to remove the assist handle:
(a) Remove the plastic covers.
(b) Remove the bolts.
(c) Remove the assist handle.

S 024-142
(8) Remove the forward doorway lining.

S 014-011
(9) Remove the exit sign (AMM 33-51-02/201).

S 024-157
(10) Disconnect the emergency lights test switch.

S 024-158
(11) Remove the top doorway lining.

S 014-017
(12) Remove the attendant panel/windscreen (AMM 25-24-01/401).

S 024-143
(13) Remove the aft doorway lining.

TASK 25-21-06-404-019

3. Install the Left No. 1 Doorway Lining (Fig. 401)

A. References
(1) AMM 25-24-01/401, Windscreens
(2) AMM 33-51-00/201, Floor Proximity Emergency Lights
(3) AMM 33-51-01/201, Electrically Illuminated Exit Signs

B. Procedure

S 414-020
(1) Put the aft doorway lining in position in the bracket.

S 424-144
(2) Install the screws in the seal retainer.

S 424-145
(3) Install the attendant panel/windscreen (AMM 25-24-01/401).

S 414-026
(4) Put the top doorway lining in position in the bracket.

S 424-146
(5) Install the screws in the seal retainer.

S 414-028
(6) Install the exit sign (AMM 33-51-02/201).

S 424-147
(7) Connect the emergency lights test switch.

S 414-030
(8) Put the forward doorway lining in position behind the trim strip.

S 424-148
(9) Install the screws in the seal retainer.

S 414-032
(10) Install the assist handle.

S 424-149
(11) Connect the service outlet.

S 424-150
(12) Connect the floor proximity emergency light (AMM 33-51-00).

S 424-152
(13) Install the trim strips (View A-A, Fig. 401).

S 424-153
(14) Install the acoustic seal in the seal retainer.

TASK 25-21-06-004-038

4. Remove the Right No. 1 Doorway Lining (Fig. 401)

A. References
(1) AMM 33-51-00/201, Floor Proximity Lights
(2) AMM 33-51-01/201, Electrically Illuminated Exit Signs

B. Access
(1) Location Zone
841 No. 1 Passenger Door

C. Procedure

S 014-039
(1) Open the right No. 1 passenger door.

S 024-154
(2) Remove the acoustic seal from the doorway.

S 024-155
(3) Remove the screws which are behind the acoustic seal.

S 024-156
(4) Remove the trim strips (View A-A, Fig. 401).

S 014-043
(5) Do the steps that follow to remove the assist handle:
(a) Remove the plastic covers.
(b) Remove the bolts.
(c) Remove the assist handle.

S 024-159
(6) Disconnect the floor proximity emergency light (AM3

S 024-161
(7) Remove the forward doorway lining.

S 014-047
(8) Remove the exit sign (AMM 33-51-01).

S 024-162
(9) Disconnect the girt bar engagement light.

S 024-163
(10) Disconnect the water quantity gage.

S 024-164
(11) Remove the top doorway lining.

S 024-165
(12) Remove the aft doorway lining.

TASK 25-21-06-404-054
5. Install the Right No. 1 Doorway Lining (Fig. 401)
A. References
(1) 33-51-00/201, Floor Proximity Emergency Lights
(2) 33-51-01/201, Electrically Illuminated Exit Signs
B. Access
(1) Location Zone
841 No. 1 Passenger Door

C. Procedure

S 414-055
(1) Put the aft doorway lining in position in the bracket.

S 424-166
(2) Install the screws in the seal retainer.

S 414-057
(3) Put the top doorway lining in position in the bracket.

S 424-167
(4) Install the screws in the seal retainer.

S 424-168
(5) Connect the water quantity gage.

S 424-169
(6) Connect the girt bar engagement light.

S 414-061
(7) Install the exit sign (AMM 33-51-01).

S 414-062
(8) Put the forward doorway lining in position in the bracket.

S 424-170
(9) Install the screws in the seal retainer.

S 414-064
(10) Install the assist handle.

S 424-171
(11) Install the trim strips (View A-A, Fig. 401).

S 424-172
(12) Connect the floor proximity emergency light (AMM 33-51-00).

S 424-174
(13) Install the acoustic seal in the seal retainer.

TASK 25-21-06-004-071

6. Remove the No. 2 Doorway Lining (Fig. 401)

A. References
(1) 33-51-00/201, Floor Proximity Emergency Lights
(2) 33-51-01/201, Electrically Illuminated Exit Signs

B. Access
(1) Location Zones
832/842 No. 2 Passenger Door

C. Procedure

S 014-073
(1) Open the No. 2 passenger door.

S 024-175
(2) Remove the acoustic seal from the doorway.

S 024-176
(3) Remove the screws which are behind the acoustic seal.

S 014-109
(4) Remove the literature pockets.

S 014-076
(5) Do the steps that follow to remove the assist handle:
(a) Remove the plastic covers.
(b) Remove the bolts.
(c) Remove the assist handle.

S 024-177
(6) Remove the trim strips (View A-A, Fig. 401).

S 024-178
(7) Remove the trim strips at the sidewall lining (View C-C, Fig. 401).

S 024-179
(8) Disconnect the floor proximity emergency light (AMM 33-51-00).

S 024-181
(9) Remove the screws at the shockmounts.

S 014-083
(10) Remove the forward doorway lining and the aft doorway lining.

S 014-112
(11) Remove the exit sign (AMM 33-51-01).

S 024-182
(12) Remove the screws at the top doorway lining.

S 014-086
(13) Remove the top doorway lining.

TASK 25-21-06-404-087

7. Install the No. 2 Doorway Lining (Fig. 401)

A. References
(1) 33-51-00/201, Floor Proximity Emergency Lights
(2) 33-51-01/201, Electrically Illuminated Exit Signs

B. Access
(1) Location Zones
832/842 No. 2 Passenger Door

C. Procedure

S 414-088
(1) Put the top doorway lining in position in the brackets.

S 424-183
(2) Install the screws in the seal retainer.

S 414-114
(3) Install the exit sign (AMM 33-51-01).

S 414-115
(4) Put the forward doorway lining in position.

S 424-184
(5) Install the screws at the shockmounts.

S 414-093
(6) Put the aft doorway lining in position.

S 424-185
(7) Install the screws at the shockmounts.

S 424-186
(8) Install the trim strips at the sidewall lining (View C-C, Fig. 401).

S 424-187
(9) Install the trim strips (View A-A, Fig. 401).

S 424-188
(10) Connect the floor proximity emergency light (AMM 33-51-00).

S 414-099
(11) Install the assist handle.

S 414-100
(12) Install the literature pockets.

S 424-190
(13) Install the acoustic seal in the seal retainer.

TASK 25-21-06-004-208

8. AIRPLANES WITH EMERGENCY DOOR NO. 3;
Remove the No. 3 Doorway Lining (Fig. 401)

A. References
(1) AMM 25-24-01/401, Windscreens
(2) AMM 25-24-02/401, Closets
(3) AMM 33-51-00/201, Emergency Lights
(4) AMM 33-51-01/201, Emergency Exit Signs

B. Access
(1) Location Zone
835 No. 3 Emergency Exit
845 No. 3 Emergency Exit

C. Procedure

S 014-209
(1) Open the No. 3 emergency exit door.

S 024-210
(2) Remove the acoustic seal from the doorway.

S 024-211
(3) Remove the screws which are behind the acoustic seal.

S 024-212
(4) Remove the trim strips (View A-A, Fig. 401).

S 024-213
(5) Disconnect the service outlet.

S 024-214
(6) Disconnect the floor proximity emergency light (AMM 33-51-00/201).

S 024-215
(7) Do the steps that follow to remove the assist handles:
(a) Remove the plastic covers.
(b) Remove the bolts.
(c) Remove the assist handles.

S 014-216
(8) Remove the forward doorway lining.

S 024-217
(9) Remove the exit sign (AMM 33-51-01/201).

S 014-218
(10) Remove the top doorway lining.

S 014-219
(11) If necessary, remove the closet (AMM 25-24-02/401).

S 014-220
(12) If necessary, remove the attendant panel/windscreen (AMM 25-24-01/401).

S 014-221
(13) If necessary, remove the aft doorway lining.

TASK 25-21-06-404-222

9. AIRPLANES WITH EMERGENCY DOOR NO. 3;
Install the No. 3 Doorway Lining (Fig. 401)

A. Consumable Materials
(1) G50025 Foam - Flexible Urethane, BMS 8-39, Type I, Grade 25, Class A65

B. References
(1) AMM 25-24-01/401, Windscreens
(2) AMM 25-24-02/401, Closets
(3) AMM 33-51-00/201, Emergency Lights

(4) AMM 33-51-01/201, Emergency Exit Signs

C. Procedure

S 424-223

(1) If necessary, do these steps to install the aft doorway lining:
(a) Put the aft doorway lining in position in the bracket.
(b) Install the screws in the seal retainer.

S 414-224

(2) If necessary, install the attendant panel/windscreen (AMM 25-24-01/401).

S 414-225

(3) If necessary, install the closet (AMM 25-24-02/401).

S 414-226

(4) Put the top doorway lining in position in the bracket.

S 424-227

(5) Install the screws in the seal retainer.

S 424-228

(6) Install the exit sign (AMM 33-51-01/201).

S 414-229

(7) Put the forward doorway lining in position behind the trim strip.

S 424-230

(8) Install the screws in the seal retainer.

S 424-231

(9) Install the assist handles.

S 424-232

(10) Connect the service outlet.

S 424-233

(11) Connect the floor proximity emergency light (AMM 33-51-00/201).

S 424-234

(12) Install the trim strips (View A-A, Fig. 401).

NOTE: Adjust the trim strip on the header panel to allow no more than 0.04 inches between the trim strip and the doorway side panel. Attach foam tape to keep gaps to a minimum and to give the best acoustic seal. Put the foam tape approximately 0.25 inches from the bottom edge of the trim strip.

S 424-235

(13) Install the acoustic seal in the seal retainer.

TASK 25-21-06-004-103

10. Remove the No. 4 Doorway Lining (Fig. 401)

A. References

(1) 33-51-00/201, Floor Porximity Emergency Lights

(2) 33-51-01/201, Electrically Illuminated Exit Signs

B. Access

(1) Location Zone

836/846 No. 4 Passenger Door

C. Procedure

S 014-104

(1) Open the No. 4 passenger door.

S 024-191

(2) Remove the acoustic seal from the doorway.

S 024-192

(3) Remove the screws behind the acoustic seal.

S 024-193

(4) Remove the trim strips (View A-A, Fig. 401).

S 014-117

(5) Do the steps that follow to remove the assist handle:

(a) Remove the plastic covers.

(b) Remove the bolts.

(c) Remove the assist handle.

S 024-194

(6) Disconnect the floor proximity emergency light (AMM 33-51-00).

S 024-196

(7) Remove the screws at the lower side of the forward doorway lining.

S 014-079

(8) Remove the forward doorway lining.

S 014-080

(9) Remove the exit sign (AMM 33-51-01).

S 024-197

(10) Disconnect the girt bar engagement light.

S 024-198

(11) Disconnect the emergency lights test switch.

S 024-199
(12) Remove the screws at the top doorway lining.

S 014-119
(13) Remove the top doorway lining.

TASK 25-21-06-404-086
11. Install the No. 4 Doorway Lining (Fig. 401)
A. References
(1) 33-51-00/201, Floor Proximity Emergency Lights
(2) 33-51-01/201, Electrically Illuminated Exit Signs
B. Access
(1) Location Zone
836/846 No. 4 Passenger Door

C. Procedure

S 424-099
(1) Put the top doorway lining in position in the bracket.

S 424-200
(2) Install the screws in the seal retainer.

S 424-201
(3) Connect the emergency lights test switch.

S 424-202
(4) Connect the girt bar engagement light.

S 414-120
(5) Install the exit sign (AMM 33-51-01).

S 414-121
(6) Put the forward doorway lining in position in the bracket.

S 424-203
(7) Install the screws in the seal retainer.

S 414-092
(8) Install the assist handle.

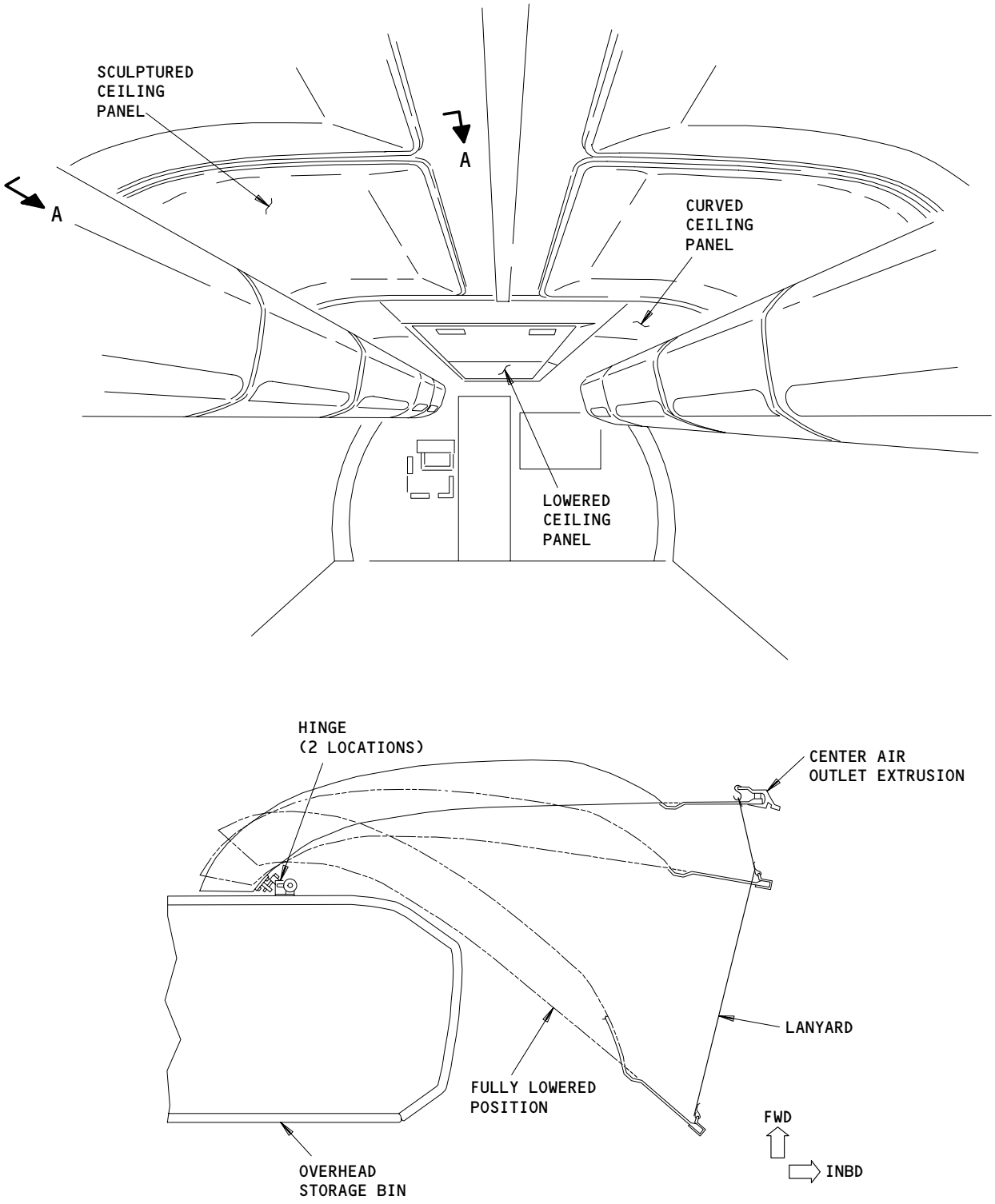
S 424-204
(9) Connect the floor proximity emergency light (AMM 33-51-00).

S 424-206
(10) Install the trim strips (View A-A, Fig. 401).

S 424-207
(11) Install the acoustic seal in the seal retainer.

CEILING LINING AND INSULATION - DESCRIPTION AND OPERATION

1. Sculptured Ceiling Panels (Fig. 1)
   A. The sculptured ceiling panels line the ceiling over the passenger compartment aisle. The sculptured ceiling panels are crush core with a tedlar covering on the exposed side. Two hinges support the sculptured ceiling panel on the outboard edge. The inboard edge fits in a groove on the center conditioned air outlet. A lanyard on the inboard edge, prevents the sculptured ceiling panel from swinging fully open.
2. Lowered Ceiling Panels (Fig. 1)
   A. The ceiling is lowered in galley and lavatory areas to provide space for lights, service units, galley vents, and life rafts. The lowered ceiling panels are hinged for access to these furnishings. Curved ceiling panels are outboard of the life raft compartments.
3. Ceiling Insulation
   A. The ceiling panels are insulated with fiberglass blankets attached to fuselage structure. The blankets thermally and acoustically insulate the passenger compartment. A waterproof covering protects the compartment from condensation.



Ceiling Panels
Figure 1

SCULPTURED CEILING PANELS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the sculptured ceiling panel. The second task is the procedure to install the sculptured ceiling panel.
   B. The sculptured ceiling panel is referred to as the ceiling panel in this procedure.

TASK 25-22-01-004-001

2. Remove the Sculptured Ceiling Panel (Fig. 401)
   A. Access
      (1) Location Zones

221/222	Passenger Cabin - Section 41
231/232	Passenger Cabin - Section 43
251/252	Passenger Cabin - Section 46

   B. Procedure (Fig. 401)

S 014-003
(1) Get access to the latches of the ceiling panel that are above the overhead stowage bin.

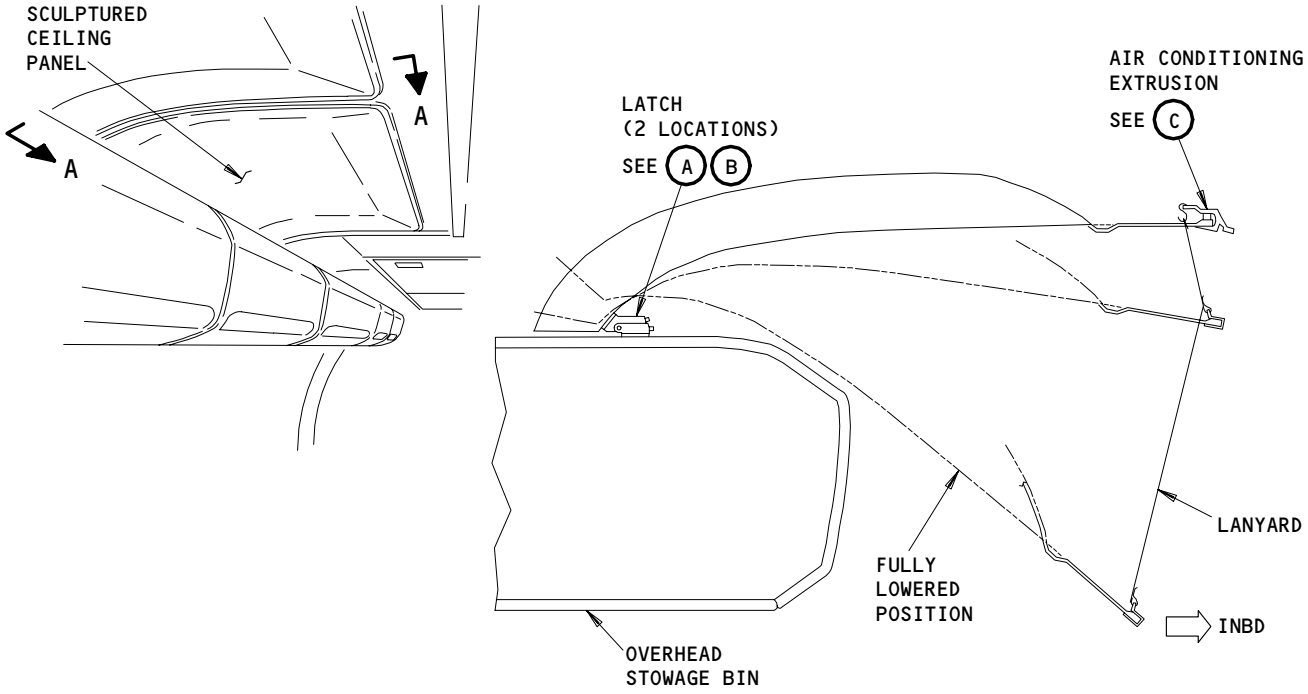
S 024-041
(2) Push the release lever on the latch.

S 024-005
(3) Move the ceiling panel outboard to release it from the air conditioning extrusion.

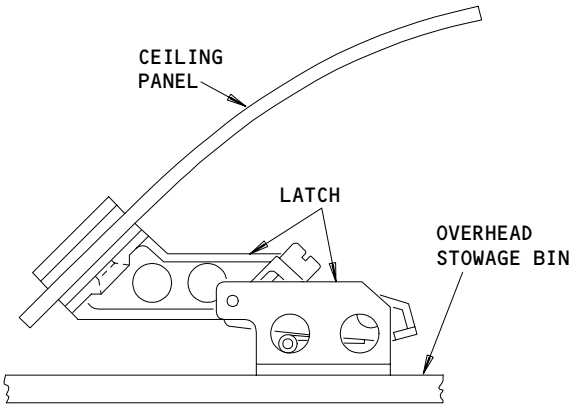
S 024-006
(4) Lower the ceiling panel.

S 024-042
(5) Disconnect the lanyard from the air conditioning extrusion.

S 024-015
(6) Move the ceiling panel inboard to release the ceiling panel from the overhead stowage bin.

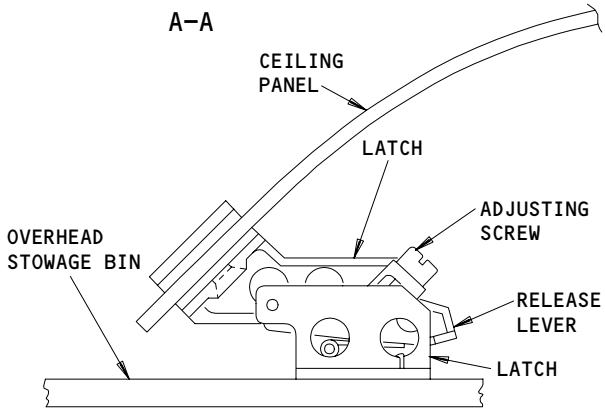


A-A



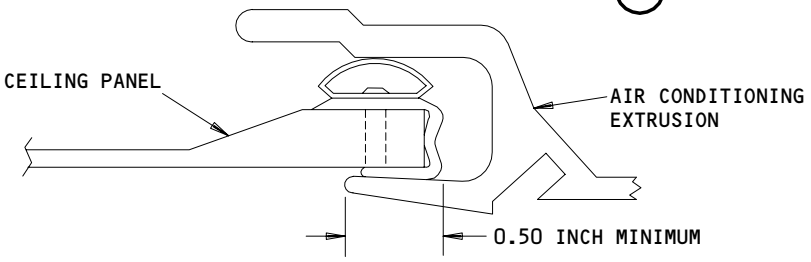
LATCH (CEILING PANEL IN THE OUTBOARD POSITION)

A



LATCH (CEILING PANEL IN THE INBOARD POSITION)

B



AIR OUTLET EXTRUSION

C

Sculptured Ceiling Panel
Figure 401

S 024-011
(7) Remove the ceiling panel.

TASK 25-22-01-404-027

3. Install the Sculptured Ceiling Panel (Fig. 401)

A. Access

(1) Location Zones

221/222	Passenger Cabin - Section 41
231/232	Passenger Cabin - Section 43
251/252	Passenger Cabin - Section 46

B. Procedure (Fig. 401)

S 424-029
(1) Attach the ceiling panel to the overhead stowage bin with the latch.

S 424-048
(2) Connect the lanyard to the air conditioning extrusion.

S 824-031
(3) Lift the ceiling panel. Move the ceiling panel inboard until it touches the air conditioning extrusion.

S 824-012
(4) If the ceiling panel does not touch the air conditioning extrusion, adjust the latch (View C).

LOWERED CEILING PANELS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks:
      (1) The first task is the removal of the lowered ceiling panels.
      (2) The second task is the installation of the lowered ceiling panels.
   B. The lowered ceiling panels are in the forward, middle, and aft areas of the passsenger compartment.

TASK 25-22-02-004-001

2. Remove the Lowered Ceiling Panel

NOTE: Refer to Fig. 401 for the forward lowered ceiling panels.
Refer to Fig. 402 for the mid lowered ceiling panels.
Refer to Fig. 403 for the aft lowered ceiling panels.

A. References

(1) AMM 33-22-00/201, Passenger Loading Lights
(2) AMM 33-27-00/201, Galley Lights
(3) AMM 33-51-01/201, Electrically Illuminated Exit Signs
(4) AMM 33-51-07/201, Power Supply

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure

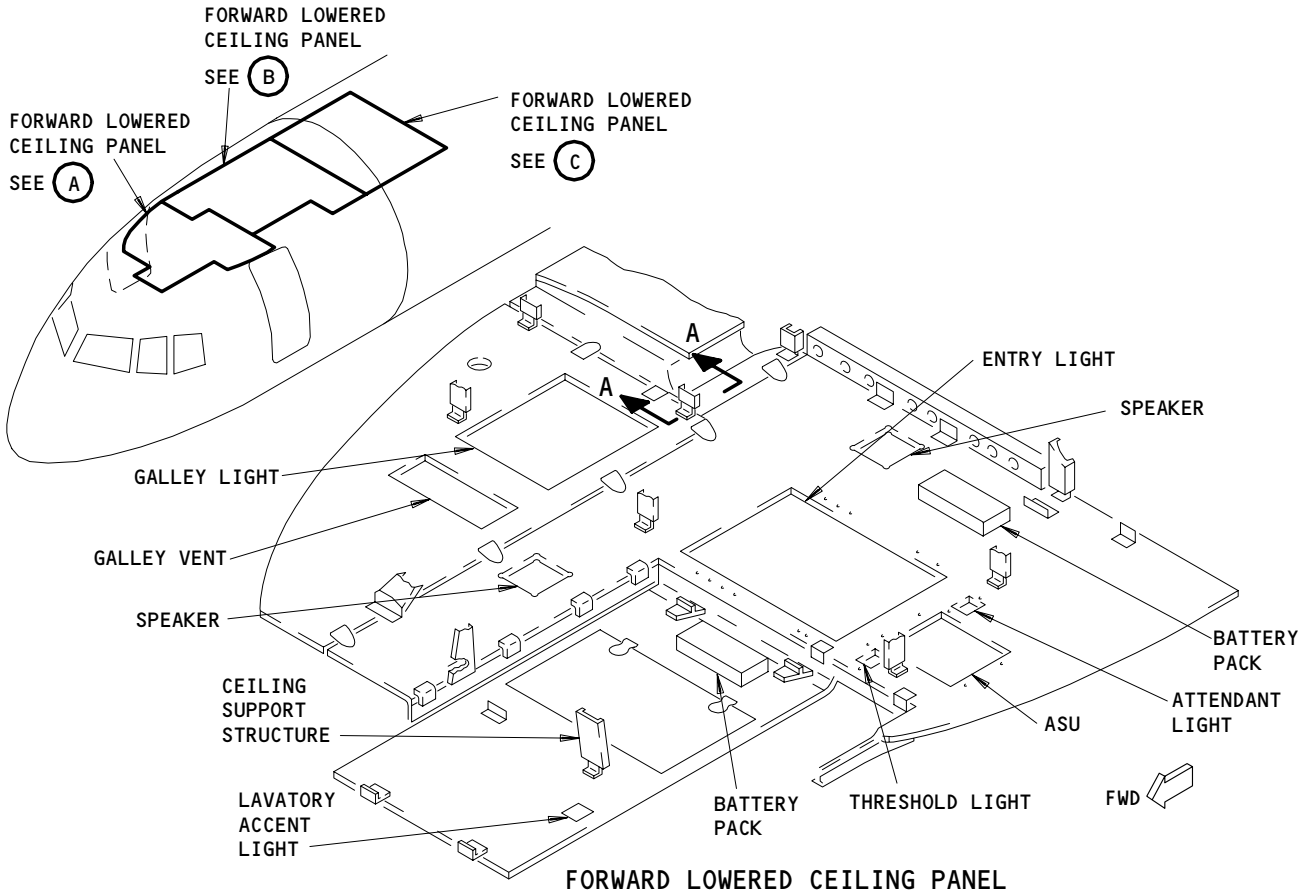
S 024-047
(1) Disconnect the exit locator signs (AMM 33-51-01/201).

S 024-048
(2) Disconnect the galley lights (AMM 33-27-00/201).

S 024-049
(3) To disconnect the entry lights, do the steps that follow:
(a) Lower the entry light module (AMM 33-22-00/201).
(b) Disconnect the electrical connector.

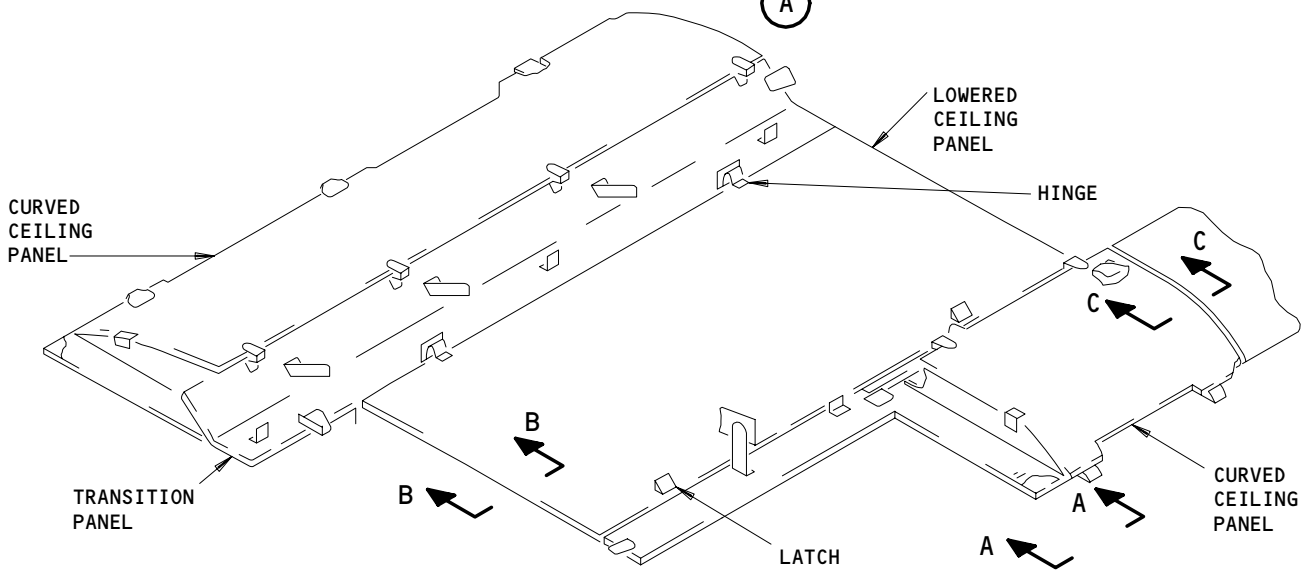
S 024-005
(4) Remove the curtain track.

S 024-009
(5) Disconnect the galley vent.



FORWARD LOWERED CEILING PANEL

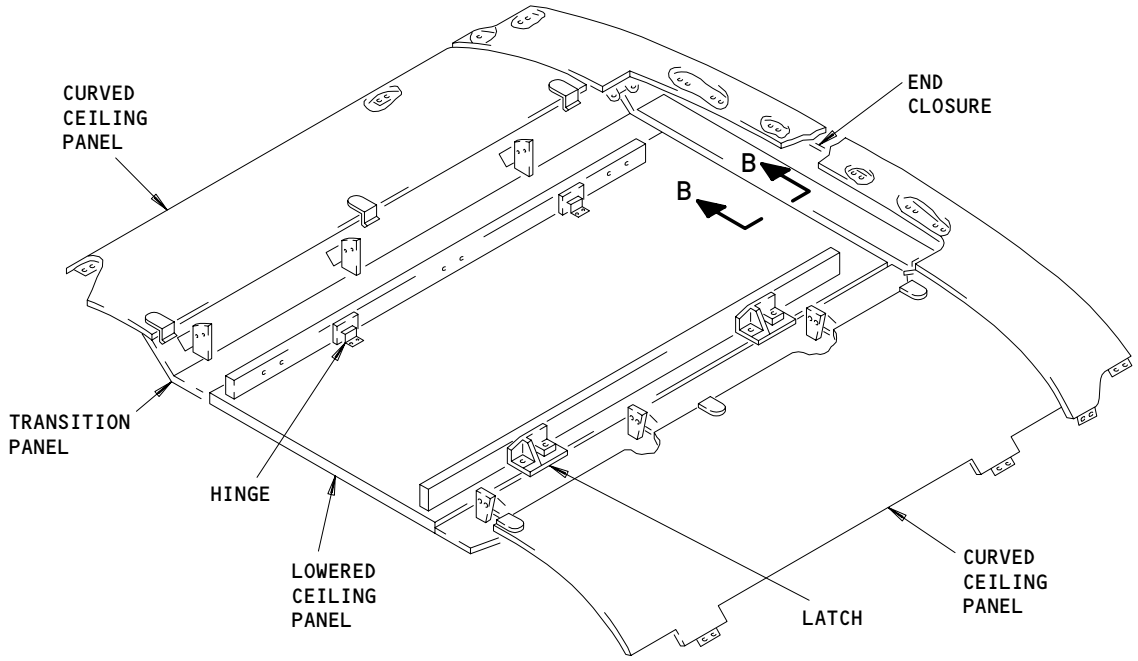
A



FORWARD LOWERED CEILING PANEL

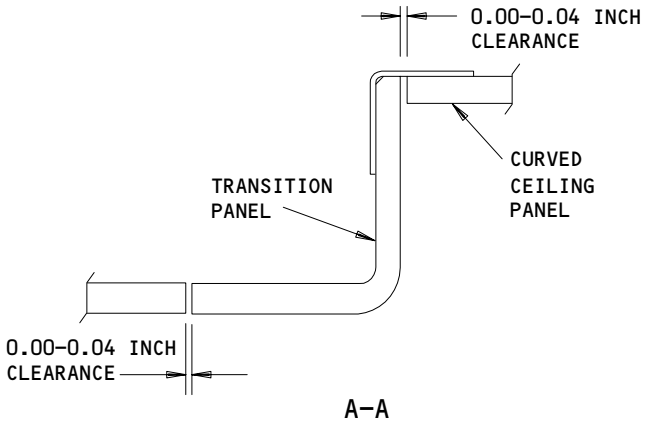
B

Forward Lowered Ceiling Panel
Figure 401 (Sheet 1)

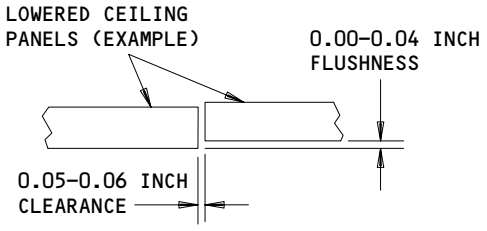


FORWARD LOWERED CEILING PANEL

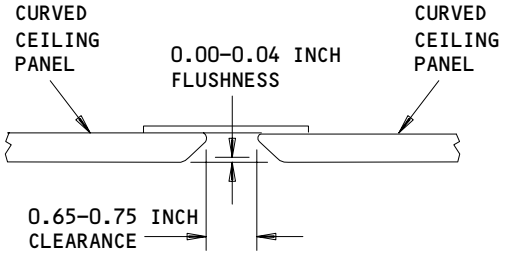
C



A–A

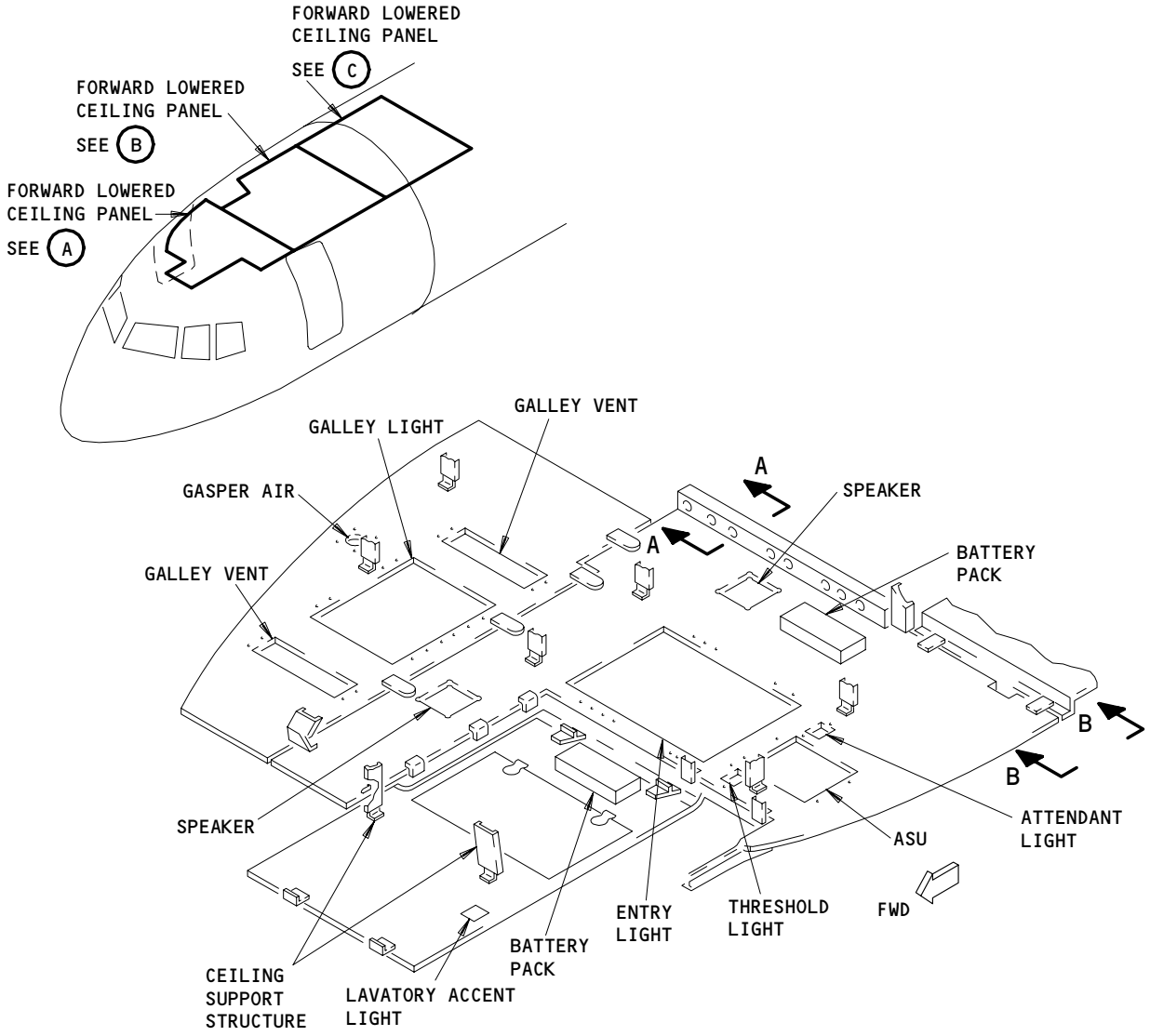


B–B



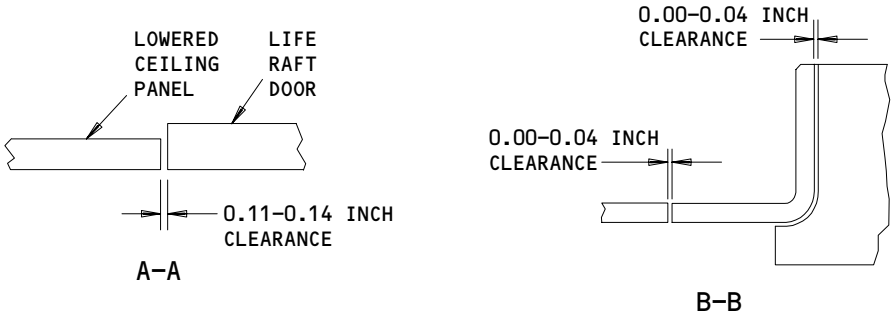
C–C

Forward Lowered Ceiling Panel
Figure 401 Sheet 2)

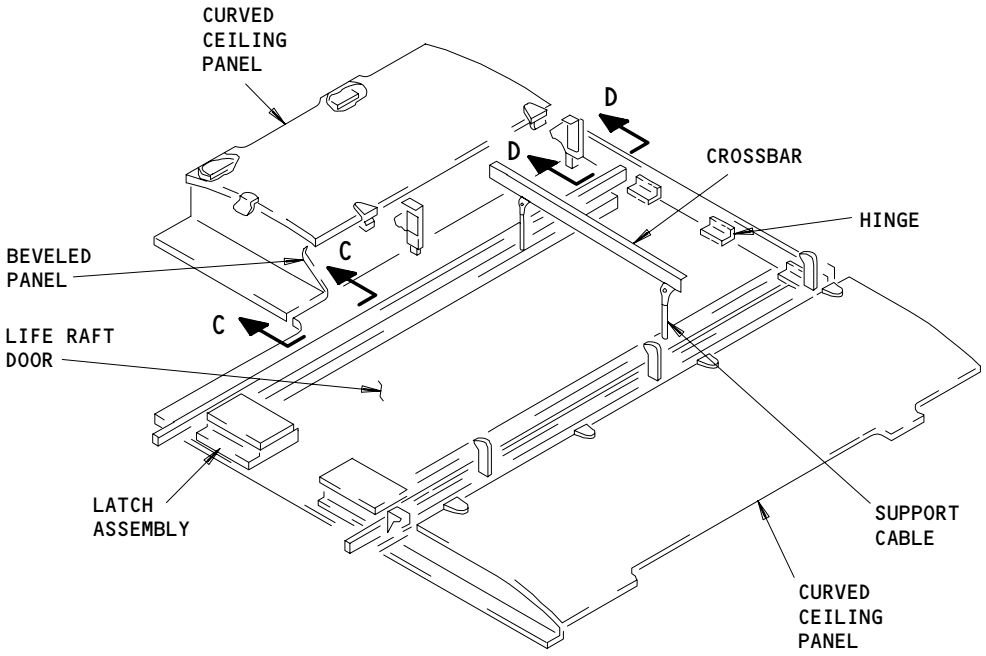


FORWARD LOWERED CEILING PANEL

(A)

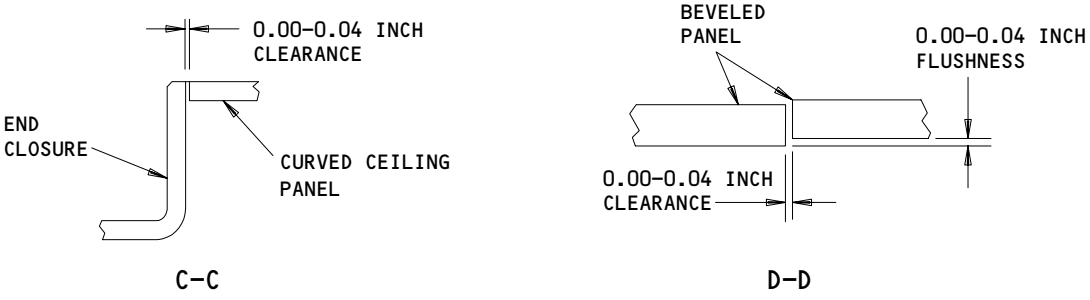


Forward Lowered Ceiling Panel
Figure 401A (Sheet 1)

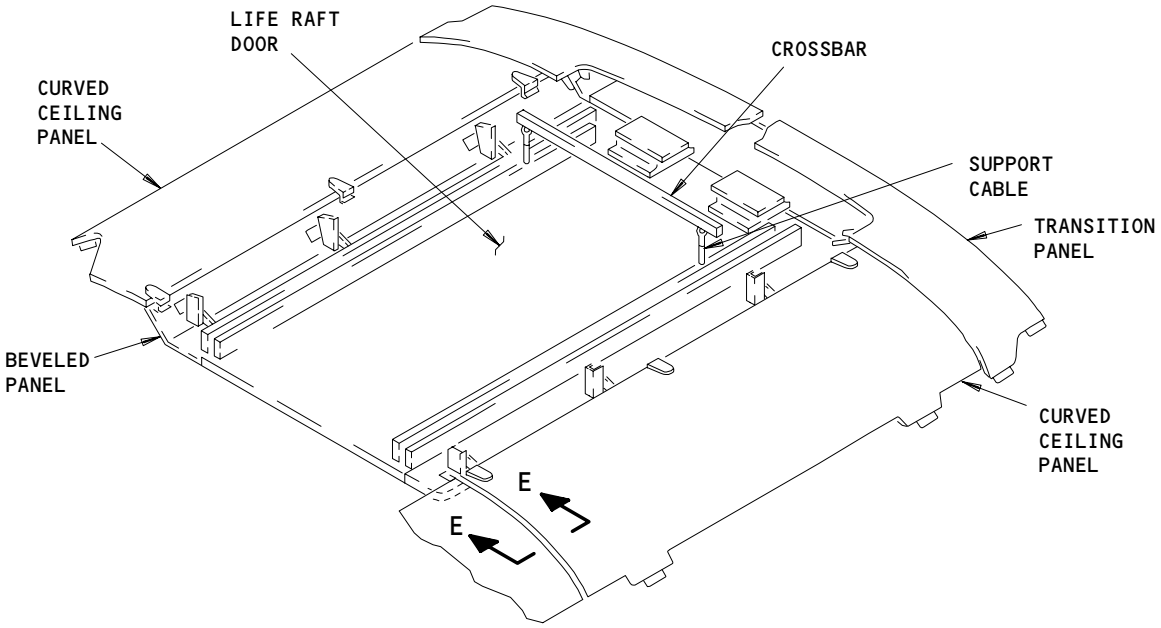


FORWARD LOWERED CEILING PANEL

(B)

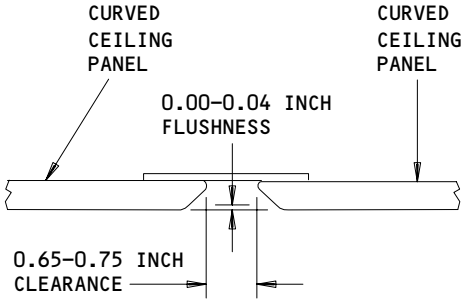


Forward Lowered Ceiling Panel
Figure 401A (Sheet 2)



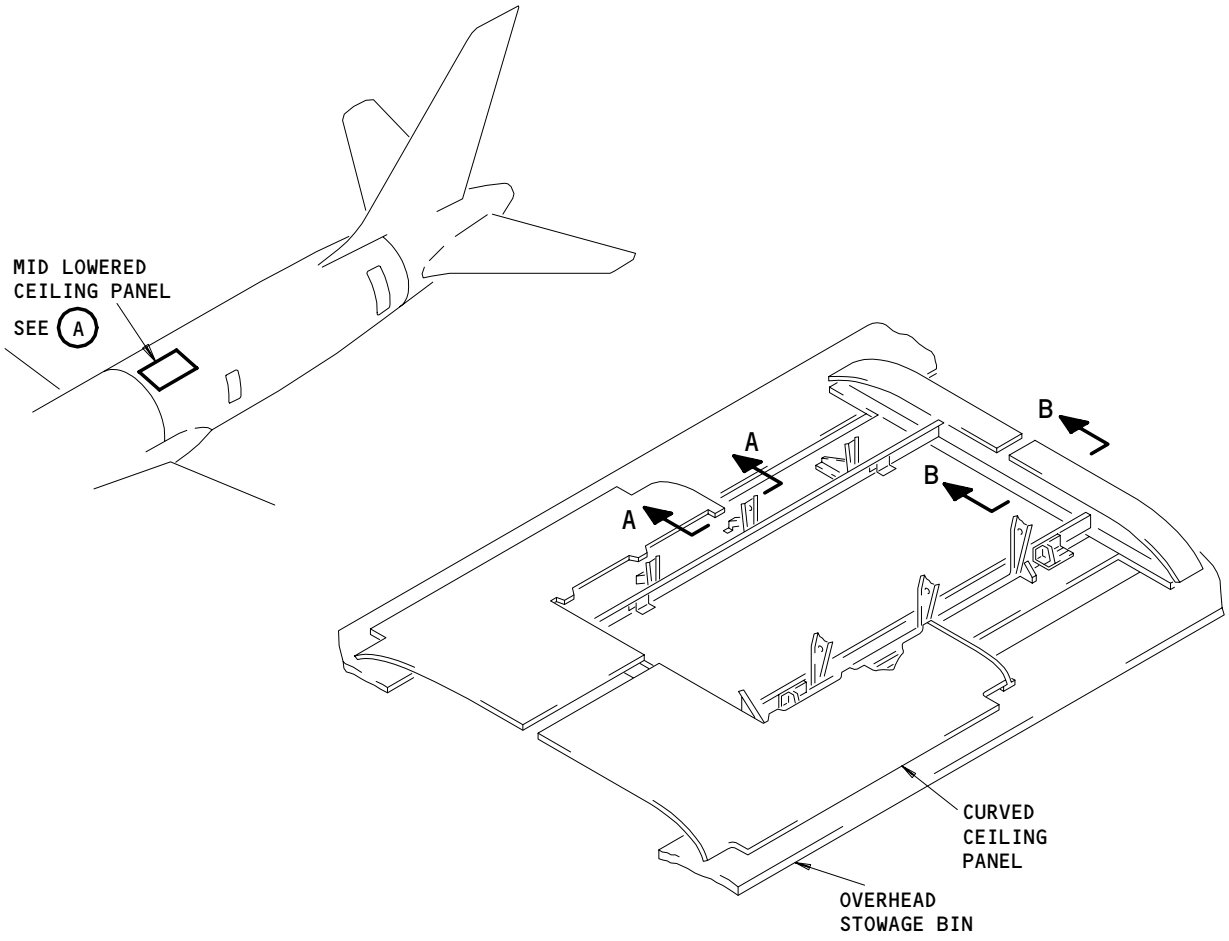
FORWARD LOWERED CEILIING PANEL

C

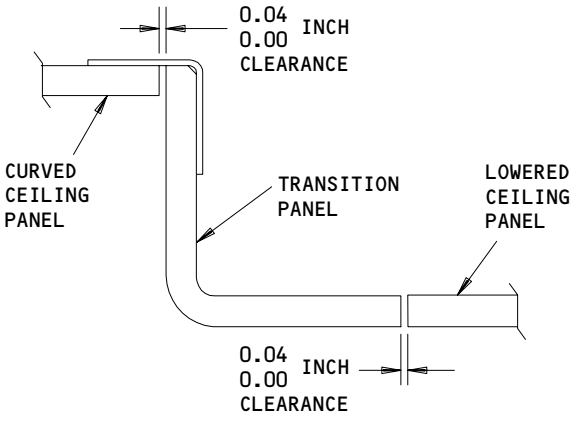


E-E

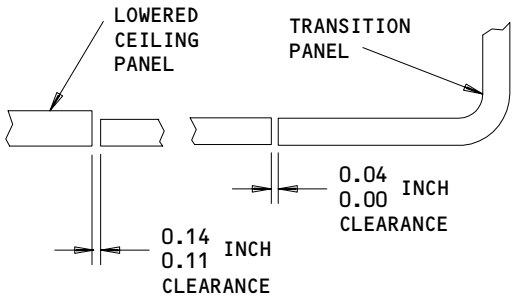
Forward Lowered Ceiling Panel
Figure 401A (Sheet 3)



MID LOWERED
CEILING PANEL
A

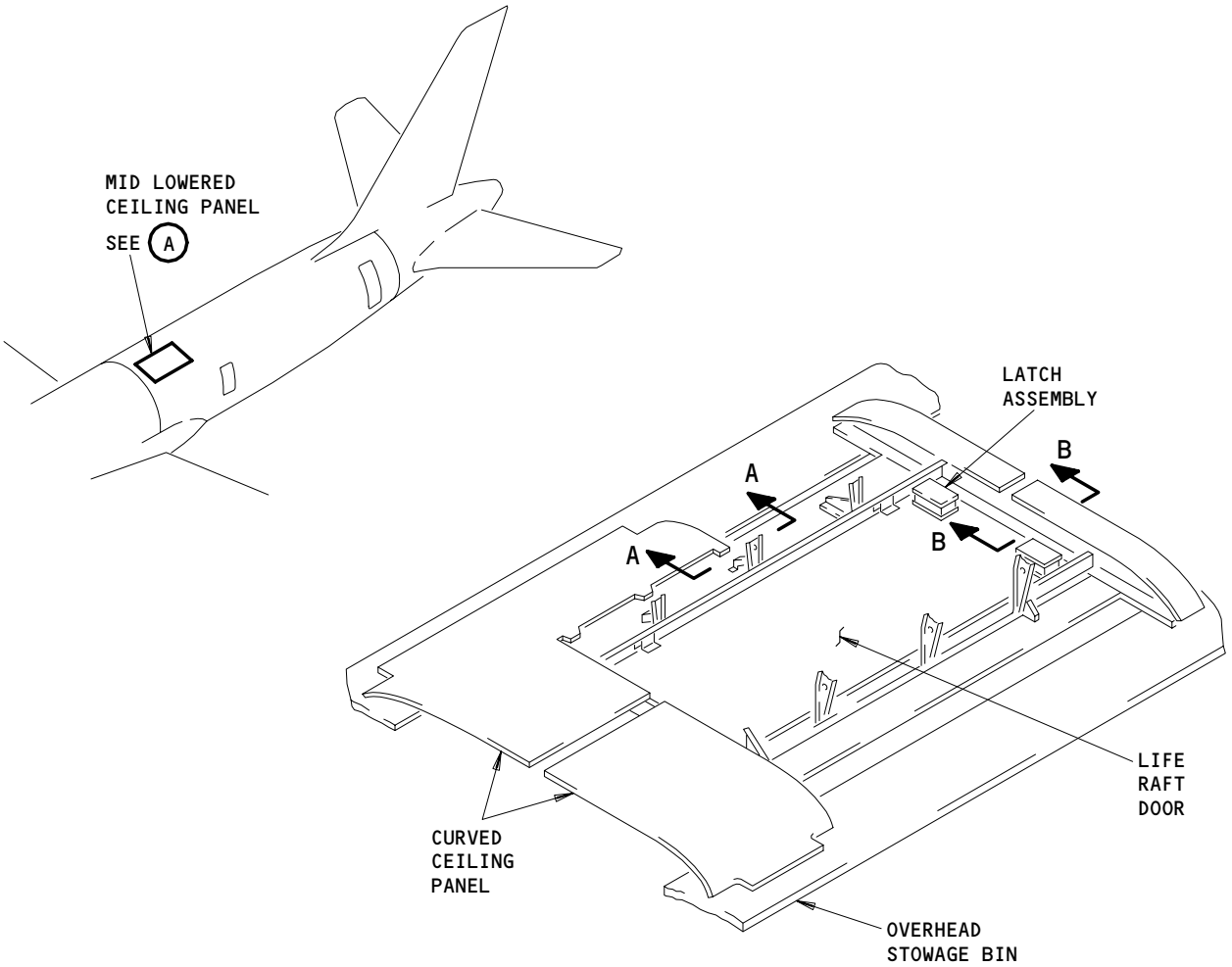


A–A

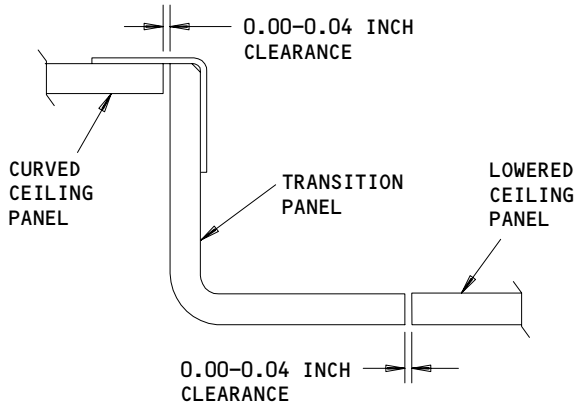


B–B

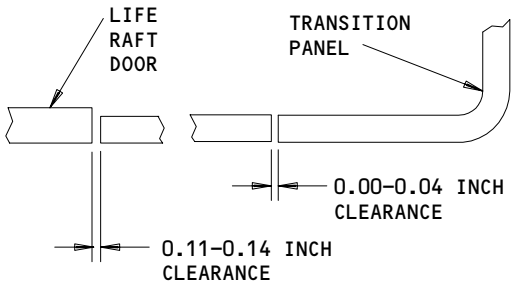
Mid Lowered Ceiling Panel
Figure 402



MID LOWERED
CEILING PANEL
A

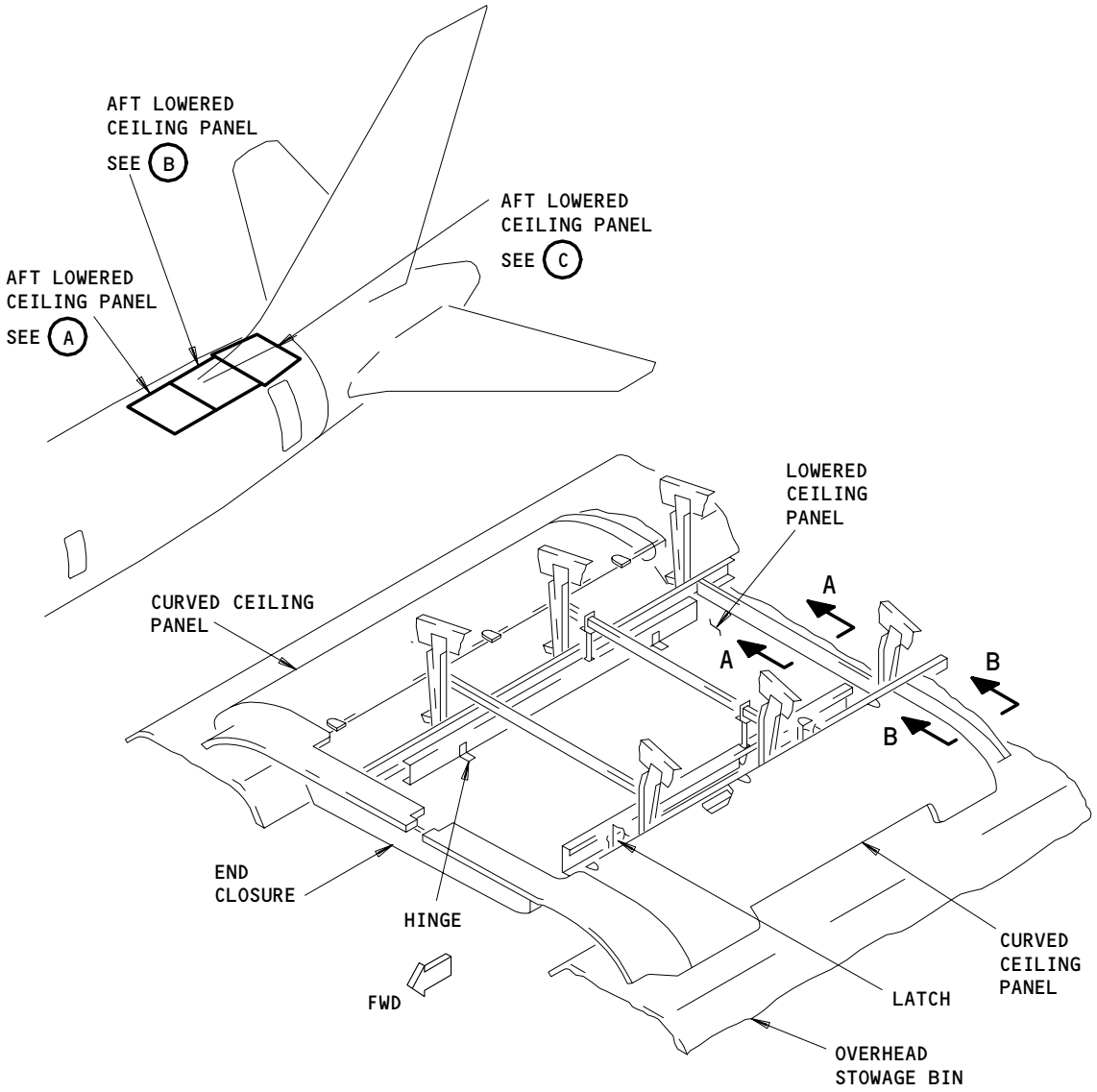


A-A



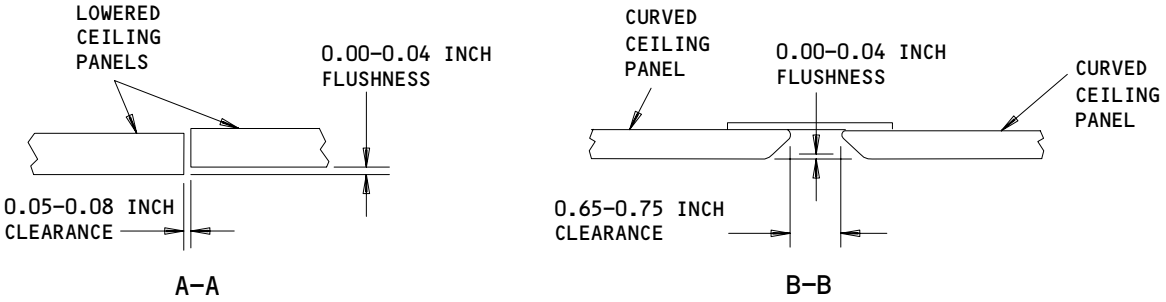
B-B

Mid Lowered Ceiling Panel
Figure 402A

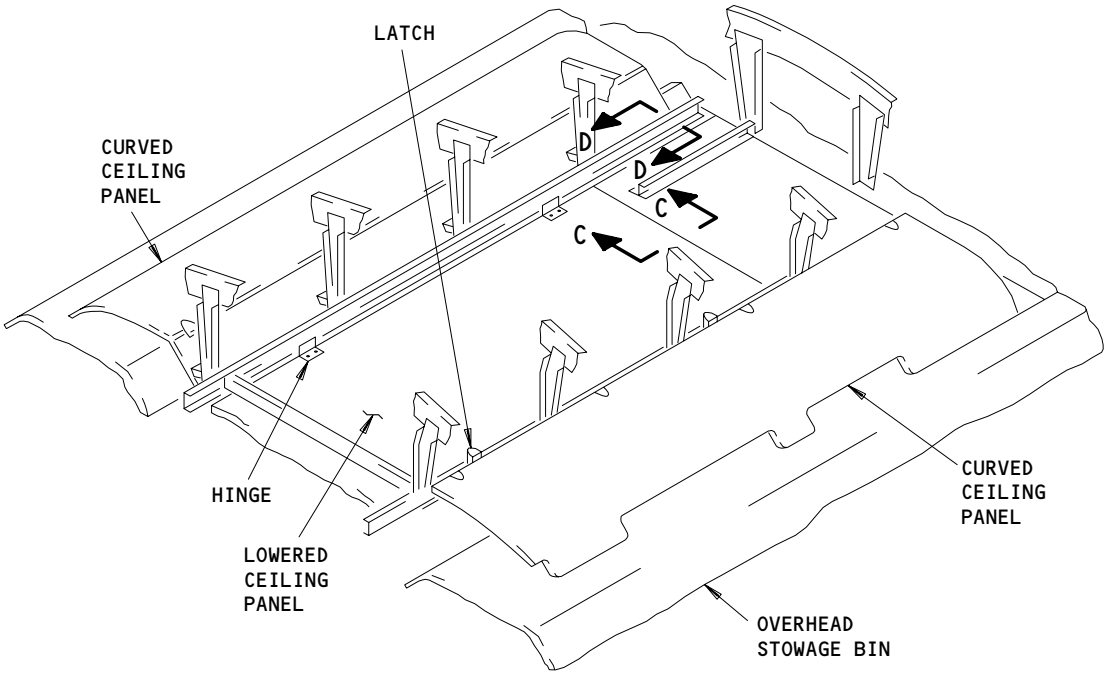


AFT LOWERED CEILING PANEL

A

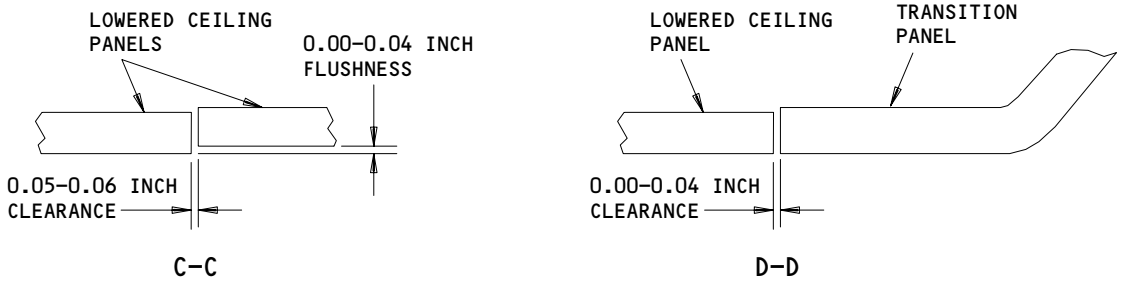


Aft Lowered Ceiling Panel
Figure 403 (Sheet 1)

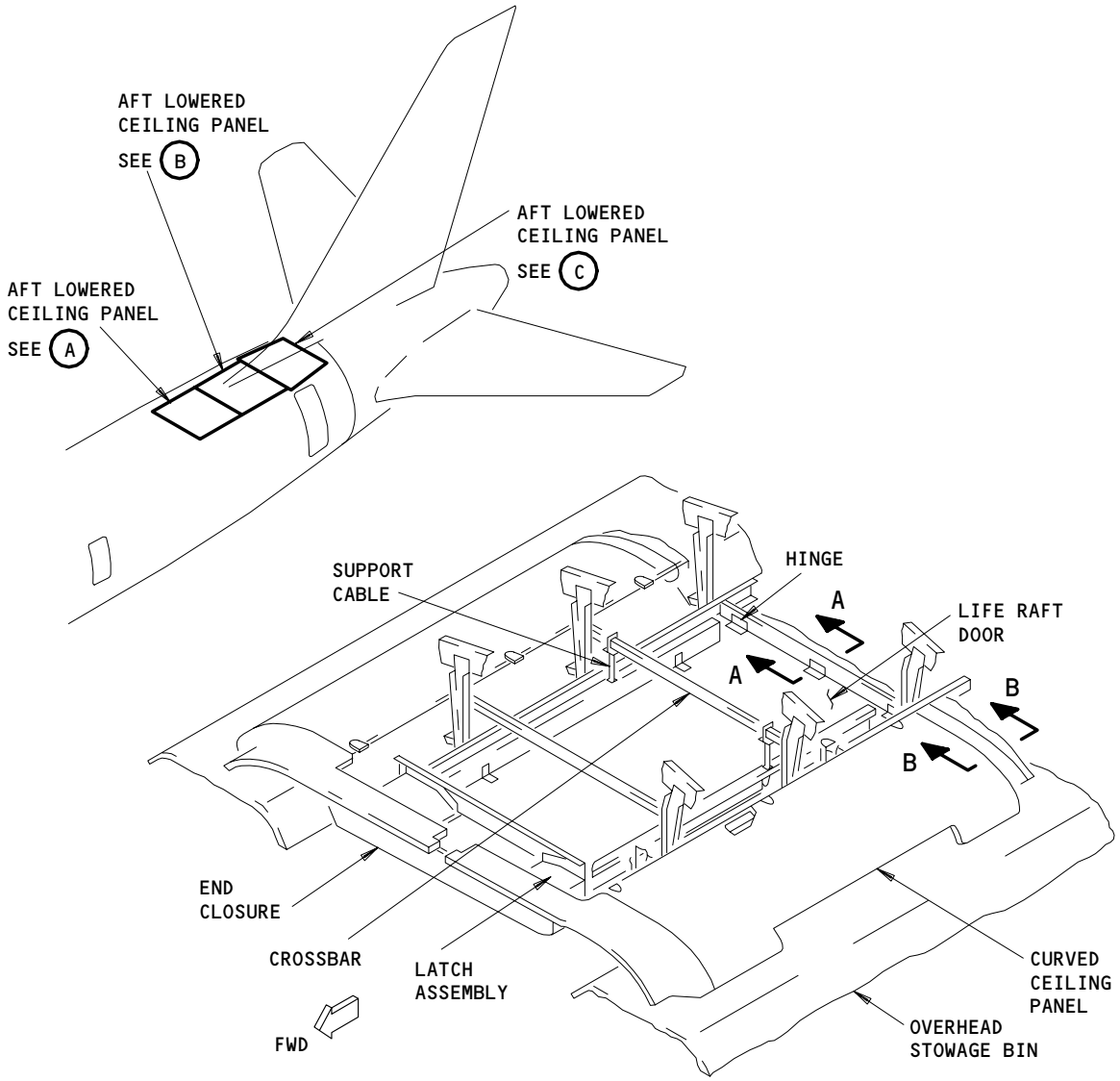


AFT LOWERED CEILING PANEL

(B)

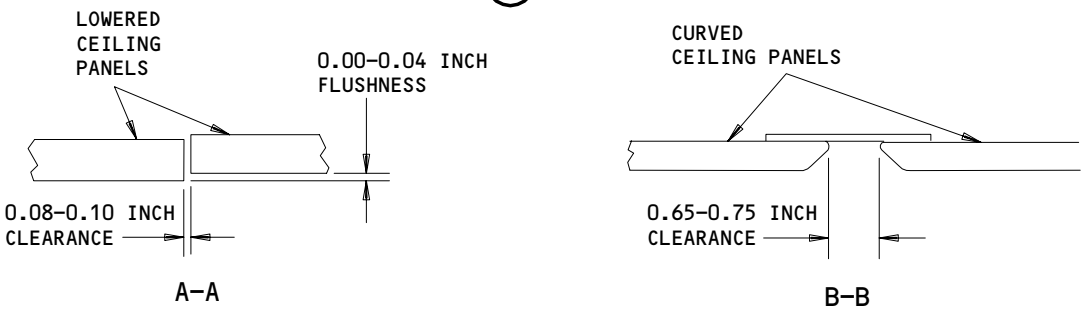


Aft Lowered Ceiling Panel
Figure 403 (Sheet 2)



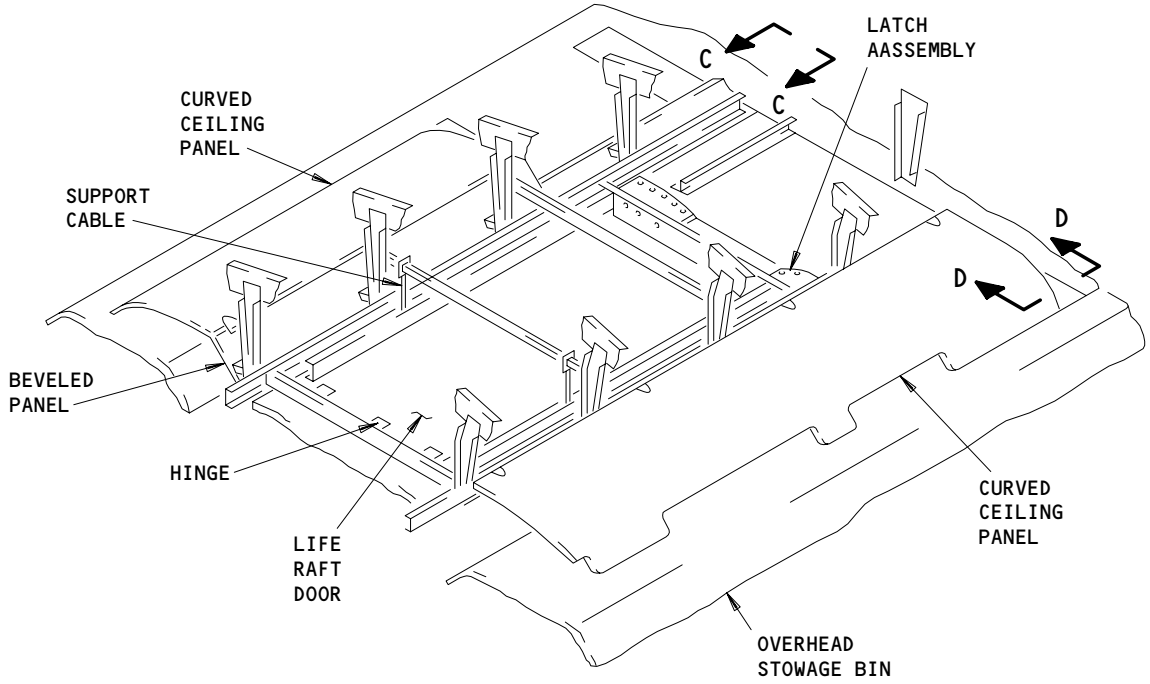
AFT LOWERED CEILING PANEL

A



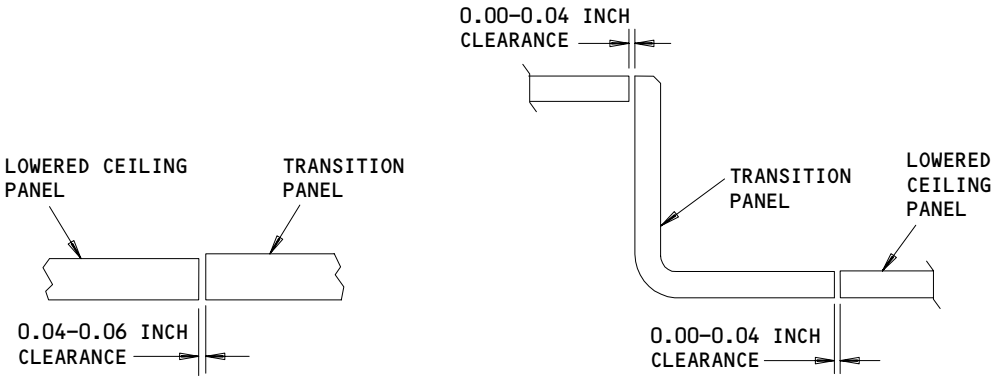
Aft Lowered Ceiling Panel
Figure 403A (Sheet 1)

307716

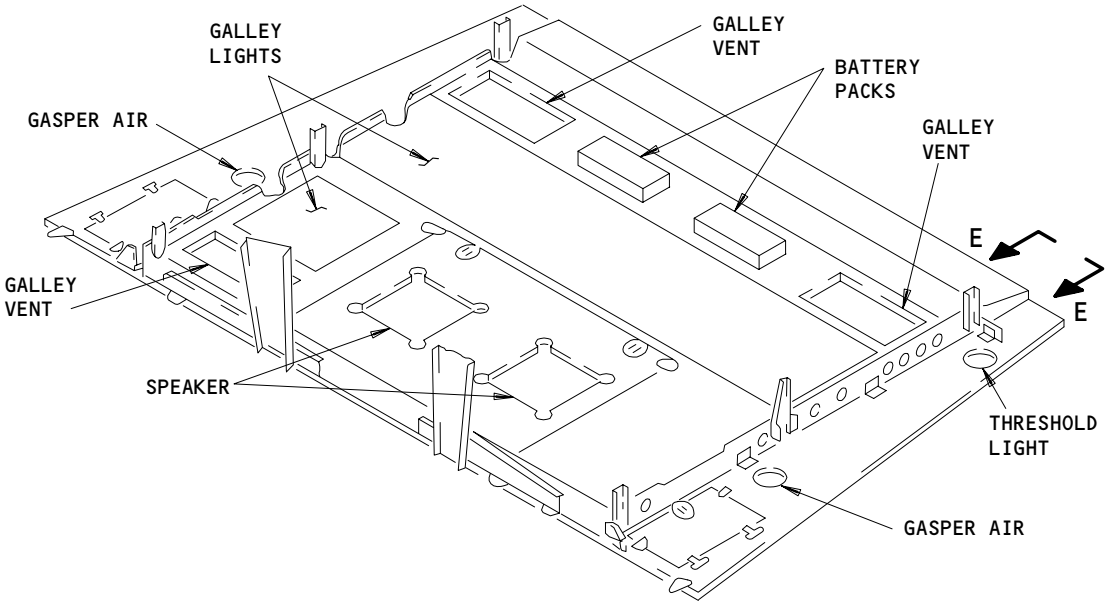


AFT LOWERED CEILING PANEL

(B)

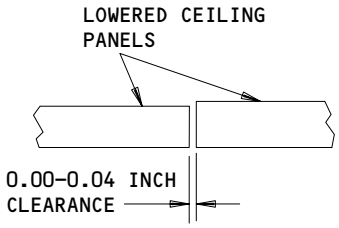


Aft Lowered Ceiling Panel
Figure 403A (Sheet 2)



AFT LOWERED CEILING PANEL

(C)



E-E

Aft Lowered Ceiling Panel
Figure 403A (Sheet 3)

S 024-050
(6) Disconnect the lavatory accent light (Fig. 401).

S 024-051
(7) Disconnect the attendant light (Fig. 401).

S 024-052
(8) Disconnect the threshold light.

S 024-053
(9) Disconnect the battery packs (AMM 33-51-07/201).

S 024-014
(10) To remove the life raft doors, do the steps that follow:

S 014-016
(11) Get access to the lowered ceiling panel through the openings for the lights.

S 024-054
(12) Remove the clips that connect the adjacent panels.

S 024-055
(13) Remove the screws to disconnect the lowered ceiling panel from the ceiling support structure.

S 024-020
(14) Remove the lowered ceiling panel.

S 024-021
(15) To remove the curved ceiling panel, do the steps that follow:
(a) Remove the screws that connect the curved ceiling panel to the overhead stowage bin.
(b) Remove the screws that connect to the transition panel.
(c) Remove the curved ceiling panel.

TASK 25-22-02-404-022

3. Install Lowered Ceiling Panels

NOTE: Refer to Fig. 401 for the forward lowered ceiling panels.
Refer to Fig. 402 for the mid lowered ceiling panels.
Refer to Fig. 403 for the aft lowered ceiling panels.

A. References
(1) AMM 33-22-00/201, Passenger Loading Lights
(2) AMM 33-27-00/201, Galley Lights
(3) AMM 33-51-01/201, Electrically Illuminated Exit Signs
(4) AMM 33-51-07/201, Power Supply

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure

S 424-023
(1) To install the curved ceiling panels, do the steps that follow:
(a) Align the curved ceiling panel with the overhead stowage bin. Install the screws.
(b) In the forward passenger compartment, adjust the outboard brackets to get the clearances (Fig. 401).
(c) In the aft passenger compartment, adjust the outboard brackets to get the clearances (Fig. 403).
(d) Install the beveled panel and the transition panel.
(e) For the forward passenger compartment, adjust the beveled panel and the transition panel to get the clearances (Fig. 401).
(f) For the mid passenger compartment, adjust the transition panel to get the clearances (Fig. 402).
(g) For the aft passenger compartment, adjust the beveled panel and the transition panel to get the clearances (Fig. 403).

S 824-024
(2) Align the lowered ceiling panel with the ceiling support structure.

S 424-056
(3) Install the screws to attach the lowered ceiling panel to the ceiling support structure.

S 424-057
(4) Install the clips to connect the adjacent panels.

S 824-038
(5) Adjust the forward lowered ceiling panels to get the clearances (Fig. 401).

S 824-039
(6) Adjust the mid lowered ceiling panel to get the clearances (Fig. 402).

S 824-040
(7) Adjust the aft lowered ceiling panel to get the clearances (Fig. 403).

S 424-027
(8) Connect the galley vent.

S 424-030
(9) Install the curtain track.

S 424-058
(10) Connect the galley lights (AMM 33-27-00/201).

S 424-059
(11) Connect the entry lights (AMM 33-22-00/201).

S 424-060
(12) Connect the exit locator signs (AMM 33-51-01/201).'

S 424-061
(13) Connect the lavatory accent light (Fig. 401).

S 424-062
(14) Connect the attendant light (Fig. 401).

S 424-063
(15) Connect the threshold light.

S 424-064
(16) Connect the battery packs (AMM 33-51-07/201).

GAS SPRING ASSEMBLY - REMOVAL/INSTALLATION

1. General
   A. This procedure has two tasks:
      (1) The first task is to remove the Gas Spring Assembly from the forward lowered life raft ceiling panel door.
      (2) The second task is to install the Gas Spring Assembly to the forward lowered life raft ceiling panel door.

   TASK 25-22-03-004-001

2. Gas Spring Removal (Fig. 401)
   A. Equipment
      (1) Plunger Blocking Tool
          MIT 411N3201-1 S/N 3000148
          UNIT 0001 PARTS 15 & 16
          Material is Phenolic

      (2) Handle Tool
          MIT 411N3201-1 S/N 3000148
          UNIT 0001 PARTS 5 & 12
          Material is 6160-T651 Aluminum

   B. Procedure

      S 014-002

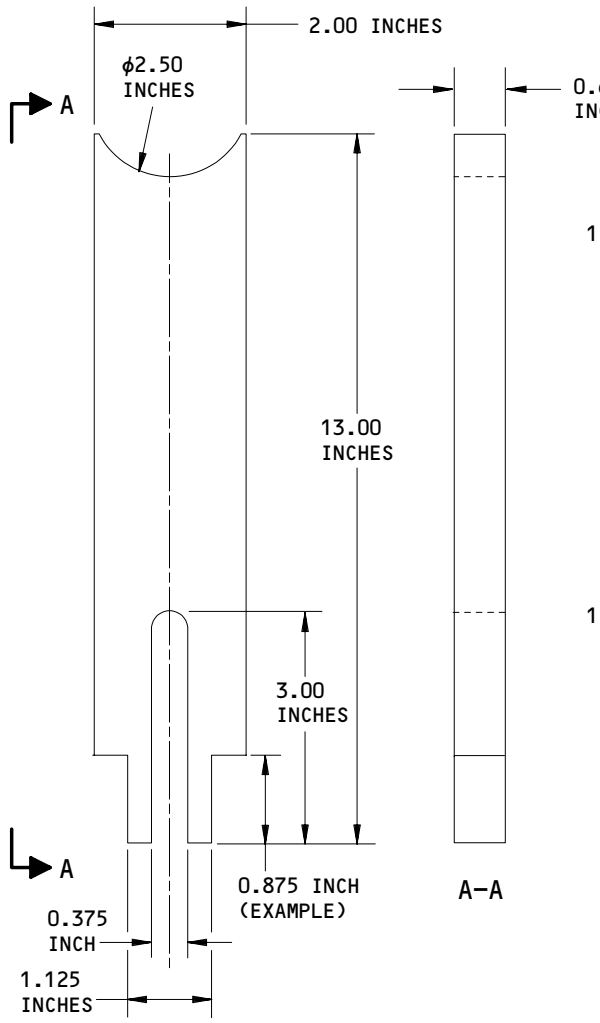
      (1) Lower the life raft door until the cables have compressed both plungers sufficiently to insert the Plunger blocking tools on both sides of the panel.

          NOTE: Reference Boeing Tool No.
          MIT 411N3201-1 S/N 3000148
          UNIT 0001 PART 15&16

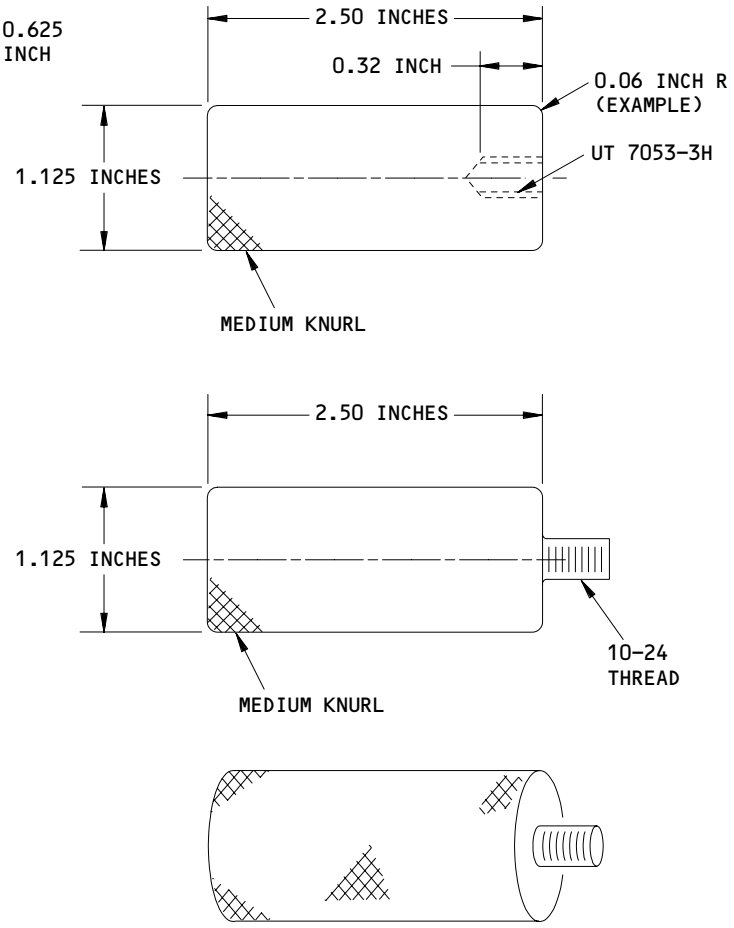
      S 024-019

      WARNING: OBEY THE REMOVAL PROCEDURE FOR THE GAS SPRING ASSEMBLY. PRELOADED CABLE TENSION IN THE CEILING DOOR MECHANISM CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

      (2) Remove the pins that attach the cables to the cable support structure.



PLUNGER BLOCKING TOOL
BOEING NO. MIT 411N3201-1
S/N 3000148 UNIT 1000 PARTS 15 AND 16
MATERIAL: PHENOLIC



HANDLE TOOL
BOEING NO. MIT 411N3201-1
S/N 3000148 UNIT 0001 PARTS 5 ND 12
MATERIAL: 6160-T651 ALUMINUM

Tool Reference Drawings
Figure 401

S 014-014
(3) Lower the door panel and secure it in a lowered position so that it cannot move.

S 424-004
(4) Install the handle tool at the end of the cable.

NOTE: Reference Boeing Tool No.
MIT 411n3201-1 S/N 300148
UNIT 0001 PART 5&12

S 024-005
(5) Remove the Blocking devices by pulling back on the Handle Tool until you compress the spring.

NOTE: Significant strength will be necessary to pull the spring back. Make sure you have a person to assist you when you remove the blocking device.

S 024-015
(6) When the Blocking Tool is clear slowly release the tension on the cable until the Gas Spring is fully extended and the cable is slack. Follow this process on both sides if required.

S 024-008
(7) Remove the Gas Spring Assembly and retain the bracketry for reinstallation.

TASK 25-22-03-424-006

3. Gas Spring Installation (Fig. 401)

A. Equipment

(1) Plunger Blocking Tools
MIT411N3201-1 S/N 3000148
UNIT 0001
PT 15 and PT 16

(2) Handle Tool
MIT 411N3201-1 S/N 3000148
UNIT 0001
PT 5 and PT 12

B. Procedure

S 424-007

(1) Install Gas Spring Assembly into the frame using retained bracketry checking that the cables are properly positioned in the pulleys.

NOTE: If cables are not properly located on the pulleys damage could occur under load.

S 424-020

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE GAS SPRING ASSEMBLY. PRELOADED CABLE TENSION IN THE CEILING DOOR MECHANISM CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Secure the door so that it cannot move and install the Handle Tool into the cable.

S 864-016

(3) Manually pull on the handle until the cable compresses the plunger enough to insert the Plunger Blocking Tool.

S 864-017

(4) Release the pressure until the blocking tool takes the load.

NOTE: Reference Boeing Tool No.
MIT 411N3201-1 S/N 3000148
UNIT 0001 (PARTS 5&12 and 15&16)

S 024-010

(5) Remove the Handle Tool from the cable.

S 424-011

(6) Connect the ends of the cables to the ceiling support structure.

S 424-012

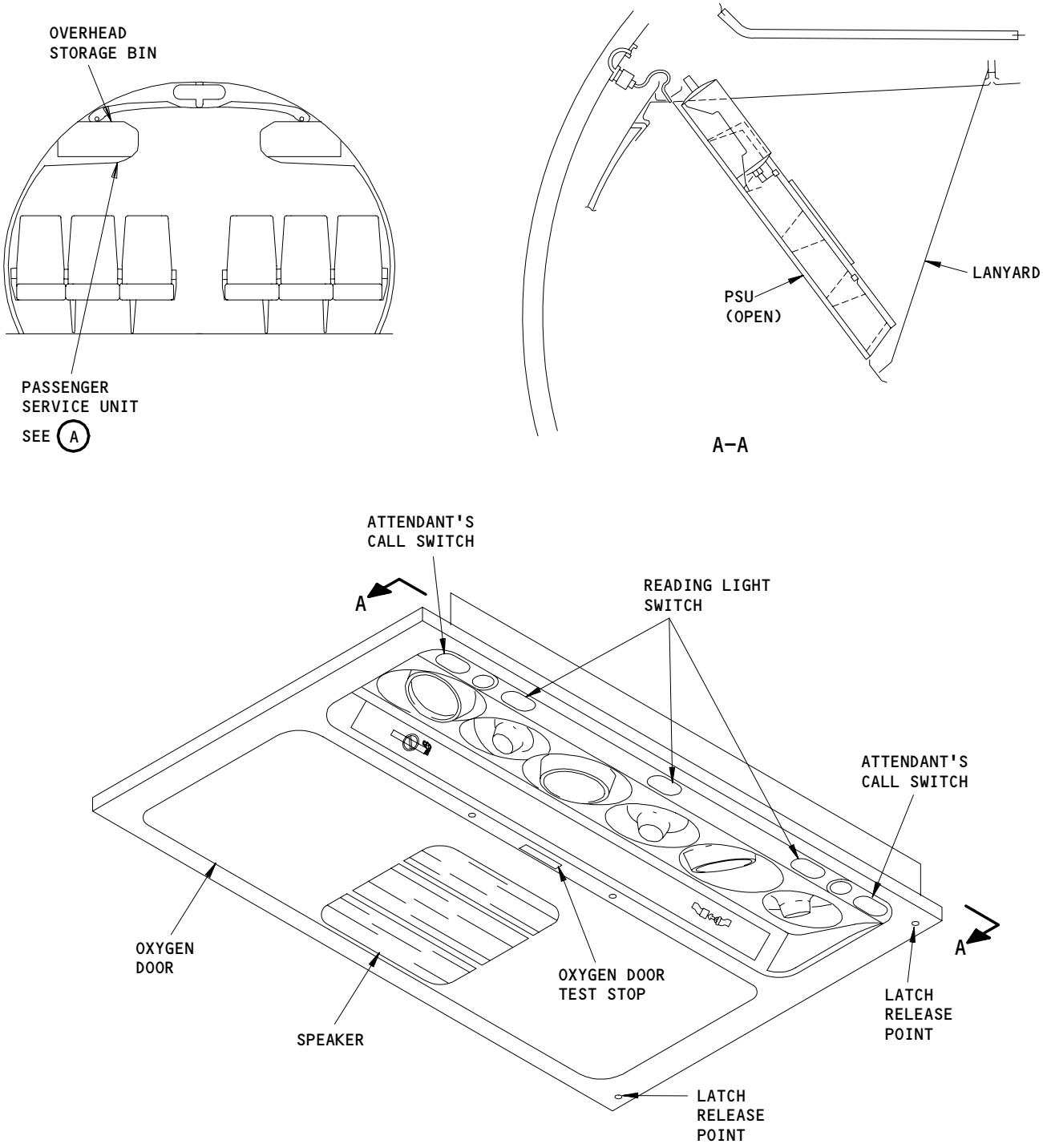
(7) Lower the liferaft door panel compressing the Gas Spring Assemblies and remove the Blocking tools.

S 824-013

(8) Put the airplane back to its normal condition.

SERVICE UNITS - DESCRIPTION AND OPERATION

1. General
   A. The service units are installed for passengers and attendants. The passenger service units (PSU) are above each row of seats. The attendant service units (ASU) are at each attendant seat. The lavatory service units (LSU) are in each lavatory.
2. Passenger Service Units (Fig. 1)
   A. PSU's above the seats have reading lights, emergency oxygen equipment, no smoking fasten seat belt (NSFSB) signs, and attendant call switches. Speakers are supplied but not always installed in all PSU's. Inside the PSU's is an annunciator selector switch. The switch has two positions for zoning the passenger speaker system into forward and aft sections.
   B. The PSU's have inboard and outboard support rails connected with tie bars. PSU's are hinged on the outboard side and latch on the inboard side. Small index holes in the PSU face panels release the latches. A lanyard prevents the panel from swinging completely open.
3. Attendant Service Units
   A. Attendant Service Units are in lowered ceiling panels of doorways. ASU's have reading lights and emergency oxygen equipment. Emergency oxygen equipment includes a chemical oxygen bottle and masks.
4. Lavatory Service Units
   A. Lavatories have emergency oxygen, passenger advisory lights, and speakers. Emergency oxygen masks are stowed in all lavatory ceilings. Speakers are in either ceilings or wall dispensers. Passenger advisory lights are located around the sink cabinet.



PASSENGER SERVICE UNIT
(EXAMPLE)

(A)

Passenger Service Unit
Figure 1

PASSENGER SERVICE UNITS - REMOVAL/INSTALLATION

1. General
   A. This procedure has these tasks:
      (1) A task for the removal of the passenger service units (PSU).
      (2) A task for the installation of the passenger service units (PSU).
      (3) A task for the removal and installtion of the standard spacer panel.
      (4) A task for the removal and installation of the PSU and the No Smoking Fasten Seat Belts (NSFSB) sign spacer panel.
      (5) A task for the removal and installation of the termination or transition spacer panel.

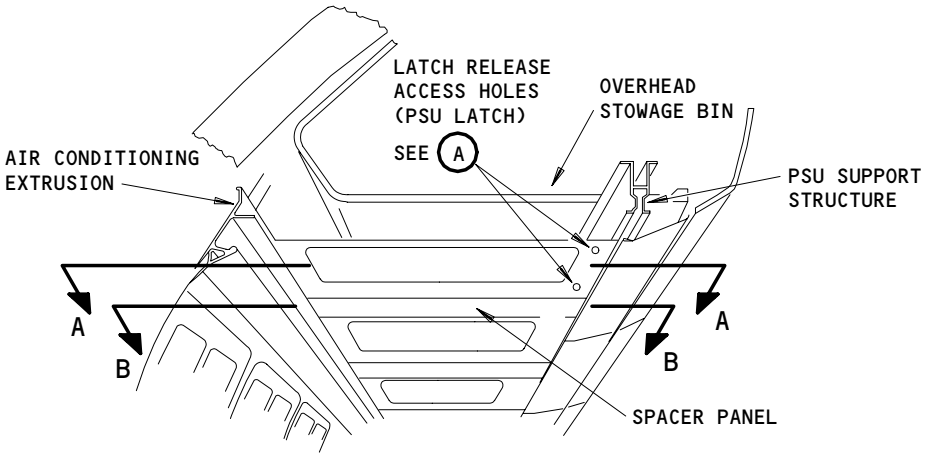
TASK 25-23-01-004-012

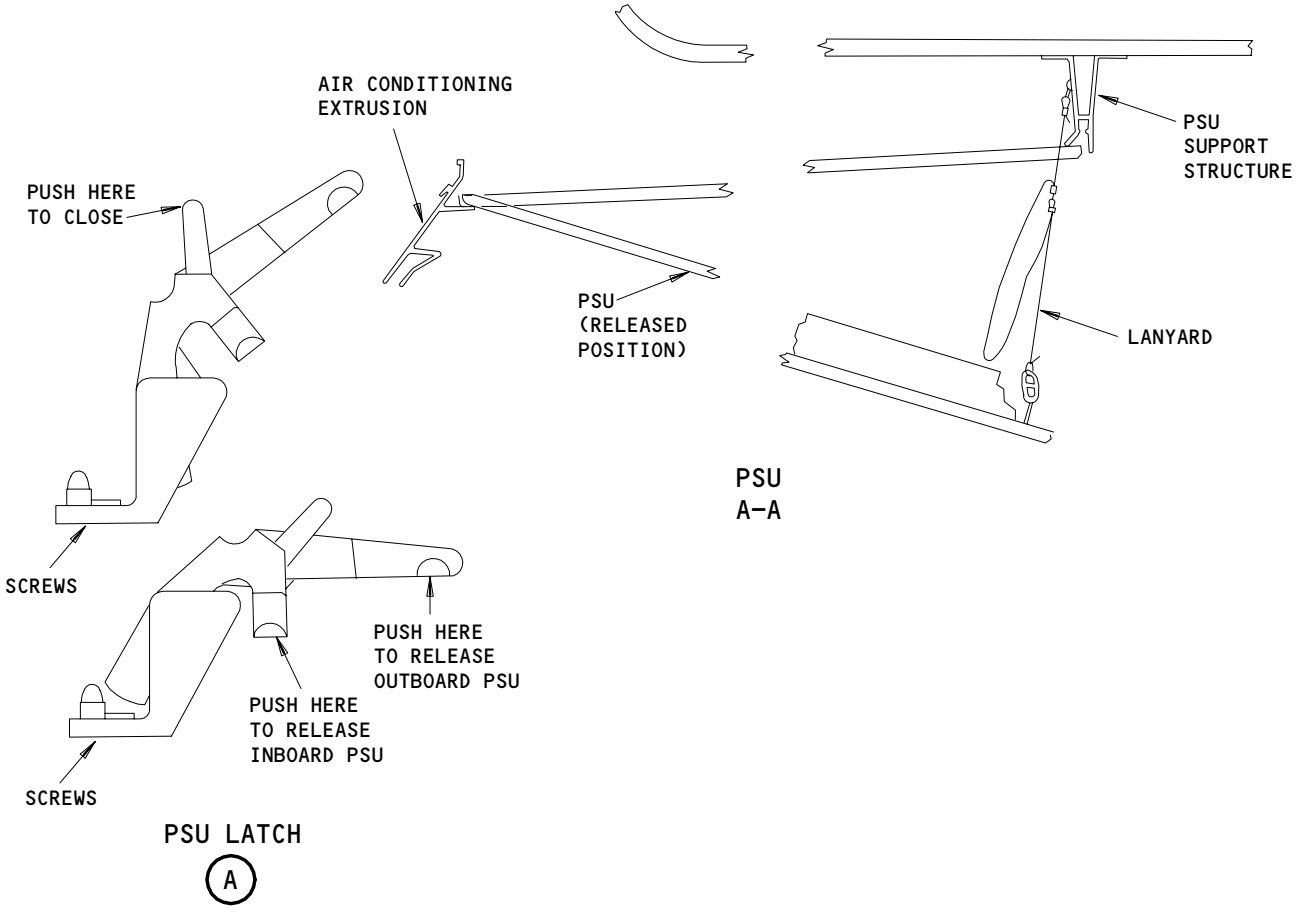
2. Remove the PSU (Fig. 401)
   A. Equipment
      (1) Latch Release Rod - Make from 0.125-inch diameter by 6-inch long rod.
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. References
      (1) 35-21-04/201 Oxygen Generator
   D. Procedure

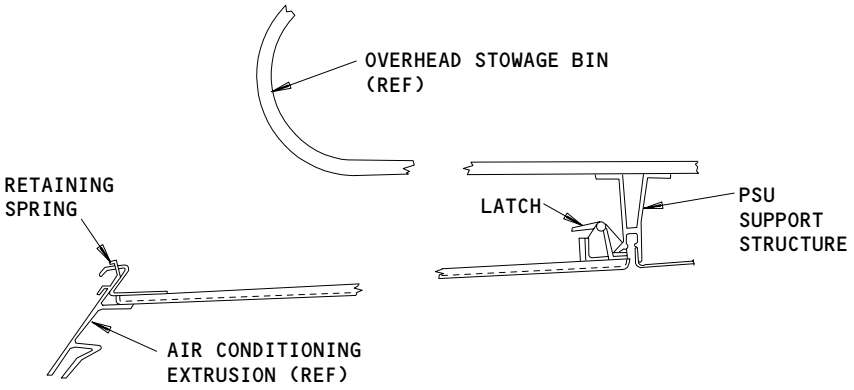
      S 864-001
      (1) Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
          (a) 11P9, PASS SIGN CONT
          (b) 11N8, PASS CALL LEFT
          (c) 11N9, PASS CALL RIGHT
          (d) 11A21 (or 11A23), PASSENGER OXYGEN L (LEFT)
          (e) 11A23 (or 11A24), PASSENGER OXYGEN R (RIGHT)
          (f) 11A24 (OR 11A25), PASSENGER OXYGEN CONT
          (g) 11A25 (or 11A26), PASSENGER OXYGEN MANUAL DEPLOY
          (h) 11C22, PASS ADRS AMPL or PASS ADRS

      S 864-002
      (2) Open these circuit breakers on the miscellaneous relay panel, P70, and attach DO-NOT-CLOSE tags:
          (a) 70B18, LEFT PASS READING LTS FWD

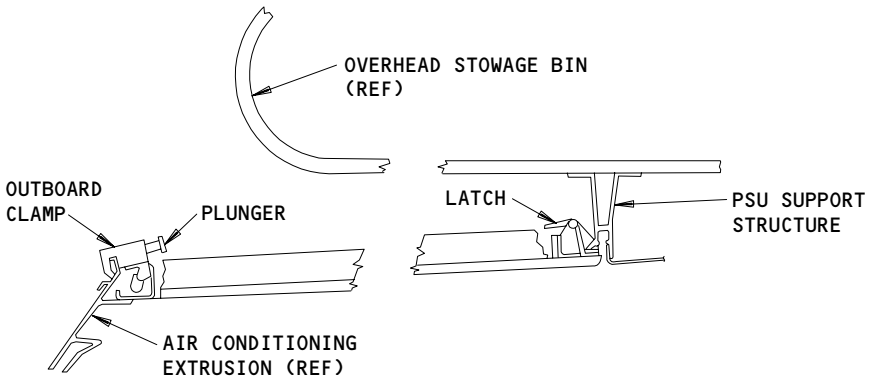




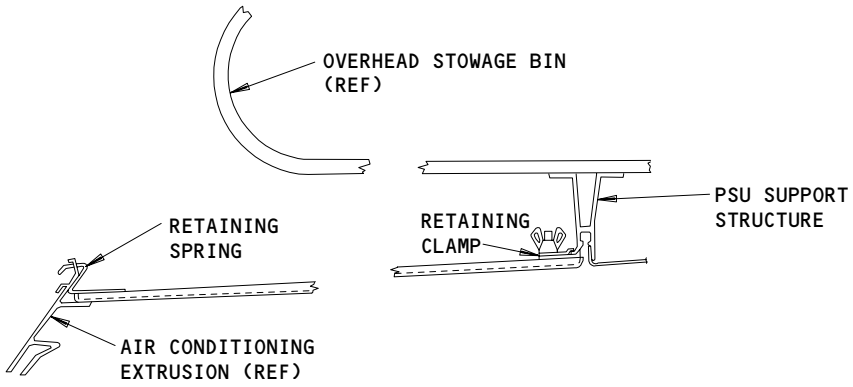
PSU
Figure 401 (Sheet 1)



STANDARD SPACER PANEL (EXAMPLE)
B-B



PSU AND NSFSB SIGN SPACER PANEL (EXAMPLE)
B-B



TERMINATION OR TRANSITION SPACER PANEL (EXAMPLE)
B-B

PSU
Figure 401 (Sheet 2)

(b) 7OB19, LEFT PASS READING LTS AFT
(c) 7OB2O, LEFT PASS READING LTS MID FWD
(d) 7OB21, LEFT PASS READING LTS MID AFT

S 864-013
(3) Open these circuit breakers on the right miscellaneous electrical equipment panel, P37, and attach DO-NOT-CLOSE tags:
(a) 37H1, PASS READING LIGHTS FWD or
PASS READING LIGHTS RIGHT FWD
(b) 37H2, PASS READING LIGHTS AFT or
PASS READING LIGHTS RIGHT AFT
(c) 37H3, PASS READING LIGHTS MID FWD or
PASS READING LIGHTS R MID FWD
(d) 37H4, PASS READING LIGHTS MID AFT or
PASS READING LIGHTS R MID AFT

S O24-O86
(4) Put the latch release rod in the latch release access holes (2 locations) to release the latches.

S O24-O87
(5) Release the lanyard to lower the PSU.

S O44-11O
(6) Deactivate the Oxygen Generator (AMM 35-21-O4/2O1).

S O24-O89
(7) Disconnect the electrical connector.

S O24-O18
(8) Hold the PSU and disconnect the lanyard from the PSU support structure.

S O24-O91
(9) Push the plunger on the outboard clamps to release the hinge points from the air conditioning extrusion.

S O24-O2O
(1O) Remove the PSU.

TASK 25-23-01-404-021

3. Install the PSU (Fig. 401)

A. Equipment

(1) Latch Release Rod - Make from 0.125-inch diameter X 6-inch long rod

B. References

(1) AMM 23-31-02/401, PSU Speakers
(2) AMM 33-23-00/201, Reading Lights
(3) AMM 33-24-00/201, Passenger Signs
(4) AMM 33-25-00/201, Call Lights
(5) AMM 35-21-00/501, Passenger Oxygen System
(6) AMM 35-21-04/201 Oxygen Generator

C. Access

(1) Location Zone
200 Upper Half of Fuselage

D. Procedure

S 864-022
(1) Put the outboard edge of the PSU on the air conditioning extrusion.

S 424-092
(2) Push the plungers and attach the outboard clamps to the index holes in the air conditioning extrusion.

S 424-024
(3) Attach the lanyard to the in-line hole on the PSU support structure.

S 424-093
(4) Connect the electrical connector.

S 864-028
(5) If the PSU is in first class, set the call select switch to the forward attendant station, otherwise set it to the aft attendant station.

NOTE: You can get access to the passenger call select switch when the PSU is lowered. Usually, the passenger call select switch is near the passenger reading light assembly.

S 444-079

WARNING: YOU MUST REMOVE THE SAFETY PIN TO ACTIVATE THE OXYGEN GENERATOR. IF YOU REMOVE THE SAFETY PIN INCORRECTLY, THE OXYGEN GENERATOR CAN ACCIDENTALLY FIRE. THE SURFACE TEMPERATURE OF A FIRED OXYGEN GENERATOR CAN GET AS HOT AS 450 DEGREES FAHRENHEIT AND CAUSE INJURY TO PERSONS. IF YOU DO NOT REMOVE THE SAFETY PIN, THE OXYGEN GENERATOR WILL NOT OPERATE.

(6) Remove the safety pin from the oxygen generator (Ref. 35-21-04/201, task Oxygen Generator- Activation).

S 864-082

CAUTION: PUT THE WIRE BUNDLE/GASPER HOSE BRACKET 7 1/2 +/- 4 INCHES FORWARD OF THE AFT EDGE OF THE PSU PANEL. THE WIRE BUNDLE/GASPER HOSE BRACKET WILL CUT THE OXYGEN HOSE IF THE BRACKET IS PUT ADJACENT TO THE OXYGEN GENERATOR.

(7) Lift the PSU up until the latches are engaged.

S 714-080

(8) Do these steps to put a mark on the latch release rod you will use during the PSU latch check:
   (a) Open the PSU.
   (b) Put the latch in the closed position.
   (c) Put the latch release rod in the hole where the latch is closed.
   (d) Make a mark on the latch release rod to show the distance the rod goes in the hole of a fully closed latch.

      NOTE: You will use this mark to make sure the other latches are in fully closed position.

   (e) Put the latch in the open position.

(f) Close the PSU.

S 714-081
(9) Use this latch release rod to make sure the latches for the other PSUs are in fully closed position.

S 864-003
(10) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P37 panel:
(a) 37H1, PASS READING LIGHTS FWD or
PASS READING LIGHTS RIGHT FWD
(b) 37H2, PASS READING LIGHTS AFT or
PASS READING LIGHTS RIGHT AFT
(c) 37H3, PASS READING LIGHTS MID FWD or
PASS READING LIGHTS R MID FWD
(d) 37H4, PASS READING LIGHTS MID AFT or
PASS READING LIGHTS R MID AFT

S 864-004
(11) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P70 panel:
(a) 70B18, LEFT PASS READING LTS FWD
(b) 70B19, LEFT PASS READING LTS AFT
(c) 70B20, LEFT PASS READING LTS MID FWD
(d) 70B21, LEFT PASS READING LTS MID AFT

S 864-005
(12) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11P9, PASS SIGN CONT
(b) 11N8, PASS CALL LEFT
(c) 11N9, PASS CALL RIGHT
(d) 11A21 (or 11A23), PASSENGER OXYGEN L (LEFT)
(e) 11A23 (or 11A24), PASSENGER OXYGEN R (RIGHT)
(f) 11A24 (or 11A25), PASSENGER OXYGEN CONT
(g) 11A25 (or 11A26), PASSENGER OXYGEN MANUAL DEPLOY
(h) 11C22, PASS ADRS AMPL or PASS ADRS

S 824-030
(13) Adjust the passenger reading lights (AMM 33-23-00/201).

S 714-074
(14) Make sure the PSU oxygen system operates correctly (AMM 35-21-00/501).

S 714-075
(15) Make sure the passenger signs operate correctly (AMM 33-24-00/201).

S 714-077
(16) Make sure the PSU speakers operate correctly (AMM 23-31-02/401).

S 714-076
(17) Make sure the call lights operate correctly (AMM 33-25-00/201).

TASK 25-23-01-904-042

4. Standard Spacer Panel Removal/Installation (Fig. 401)

A. Equipment
(1) Latch Release Rod - Make from 0.125-inch diameter by 6-inch long rod

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure - Remove the Spacer Panel

S 024-043
(1) To lower the PSU on the two sides of the spacer panel, do the steps that follow:
(a) Put the latch release rod in the latch release access holes (2 locations) to release the latches.
(b) Release the lanyard to lower the PSU.

S 024-096
(2) Loosen the wing nuts on the inboard side while you hold the spacer panel.

S 024-097
(3) Lower the spacer panel down. Remove the retaining springs from the air conditioning extrusion.

S 024-046
(4) Remove the spacer panel.

D. Procedure - Install the Spacer Panel

S 864-047
(1) Put the outboard edge of the spacer panel on the air conditioning extrusion.

S 424-098
(2) Install the retaining springs to the index holes in the air conditioning extrusion.

S 864-049
(3) Apply hand pressure in the outboard direction and lift the spacer panel up.

S 424-099
(4) Tighten the wing nuts on the inboard side.

S 864-050
(5) Lift the PSU up until the latches are engaged.

TASK 25-23-01-904-051

5. PSU and NSFSB Sign Spacer Panel Removal/Installation (Fig. 401)

A. Equipment

(1) Latch Release Rod - Make from 0.125-inch diameter by 6-inch long rod

B. Access

(1) Location Zone

200 Upper Half of Fuselage

C. Procedure - Remove the Spacer Panel

S 864-007

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

(a) 11P9, PASS SIGN CONT

S 024-052

(2) To lower the PSU on the two sides of the spacer panel, do the steps that follow:

(a) Put the latch release rod in the latch release access holes (2 locations) to release the latches.

(b) Release the lanyard to lower the PSU.

S 024-100

(3) Disconnect the electrical connector.

S 024-101

(4) Loosen the wing nuts on the inboard side while you hold the spacer panel.

S 024-102

(5) Hold the spacer panel and push the plunger on the outboard clamps to release the outboard clamps from the air conditioning extrusion.

S 024-056

(6) Remove the spacer panel.

D. Procedure - Install the Spacer Panel

S 864-057

(1) Put the outboard edge of the spacer panel on the air conditioning extrusion.

S 424-103

(2) Push the plungers and attach the outboard clamps to the index holes in the air conditioning extrusion.

S 424-104

(3) Tighten the wing nuts on the inboard side.

S 864-059
(4) Lift the spacer panel up until the latches are engaged.

S 424-105
(5) Connect the electrical connector.

S 864-008
(6) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11P9, PASS SIGN CONT

S 864-061
(7) Lift the PSU up until the latches are engaged.

TASK 25-23-01-904-062

6. Termination or Transition Spacer Panel Removal/Installation (Fig. 401)

A. Equipment
(1) Latch Release Rod - Make from 0.125-inch diameter bye 6-inch long rod

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure - Remove the Spacer Panel

S 024-073
(1) To lower the PSU on the two sides of the spacer panel, do the steps that follow:
(a) Put the latch release rod in the latch release access holes (2 locations) to release the latches.
(b) Release the lanyard to lower the PSU.

S 024-106
(2) Loosen the wing nuts on the inboard side while you hold the spacer panel.

S 024-063
(3) Turn the retaining clamps to loosen the PSU support structure.

S 024-107
(4) Lower the spacer panel down. Remove the retaining springs from the air conditioning extrusion.

S 024-066
(5) Remove the spacer panel.

D. Procedure - Install the Spacer Panel (Fig. 401)

S 864-067
(1) Put the outboard edge of the spacer panel on the air conditioning extrusion.

S 424-108
(2) Install the retaining springs to the index holes in the air conditioning extrusion.

S 864-069
(3) Apply hand pressure in the outboard direction and lift the spacer panel up.

S 424-070
(4) Turn the retaining clamps to engage the PSU support structure.

S 424-109
(5) Tighten the wing nuts on the inboard side.

S 864-071
(6) Lift the PSU up until the latches are engaged.

CLOSETS AND PARTITIONS - DESCRIPTION AND OPERATION

1. General
   A. Closets
      (1) An underbin closet is aft of the No. 1 (left) passenger door.
      (2) A closet is located aft of the No. 1 (left) passenger door.
   B. Partitions
      (1) A windscreen is located by the No. 2 (right) and No. 4 (left and right) passenger door to protect passengers from exposure to the wind when boarding or disembarking.

WINDSCREENS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the windscreen. The second task is to install the windscreen.

TASK 25-24-01-004-005

2. Remove the Windscreen (Fig. 401)
   A. References
      (1) AMM 25-25-02/401, Attendant Seat
      (2) AMM 33-22-05/401, Forward Attendant's Panel
      (3) AMM 33-22-06/401, Aft Attendant's Panel
      (4) AMM 33-22-07/401, Mid-Cabin Attendant's Panel
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. Procedure

      S 024-007
      (1) Remove the attendant seat (AMM 25-25-02/401).

      S 024-008
      (2) For the windscreen in the forward cabin, remove the forward attendant panel (AMM 33-22-05/401).

      S 024-009
      (3) For the windscreen in the mid-cabin, remove the mid-cabin attendant panel (AMM 33-22-07/401).

      S 024-010
      (4) For the windscreen in the aft cabin, remove the aft cabin attendant panel (AMM 33-22-06/401)

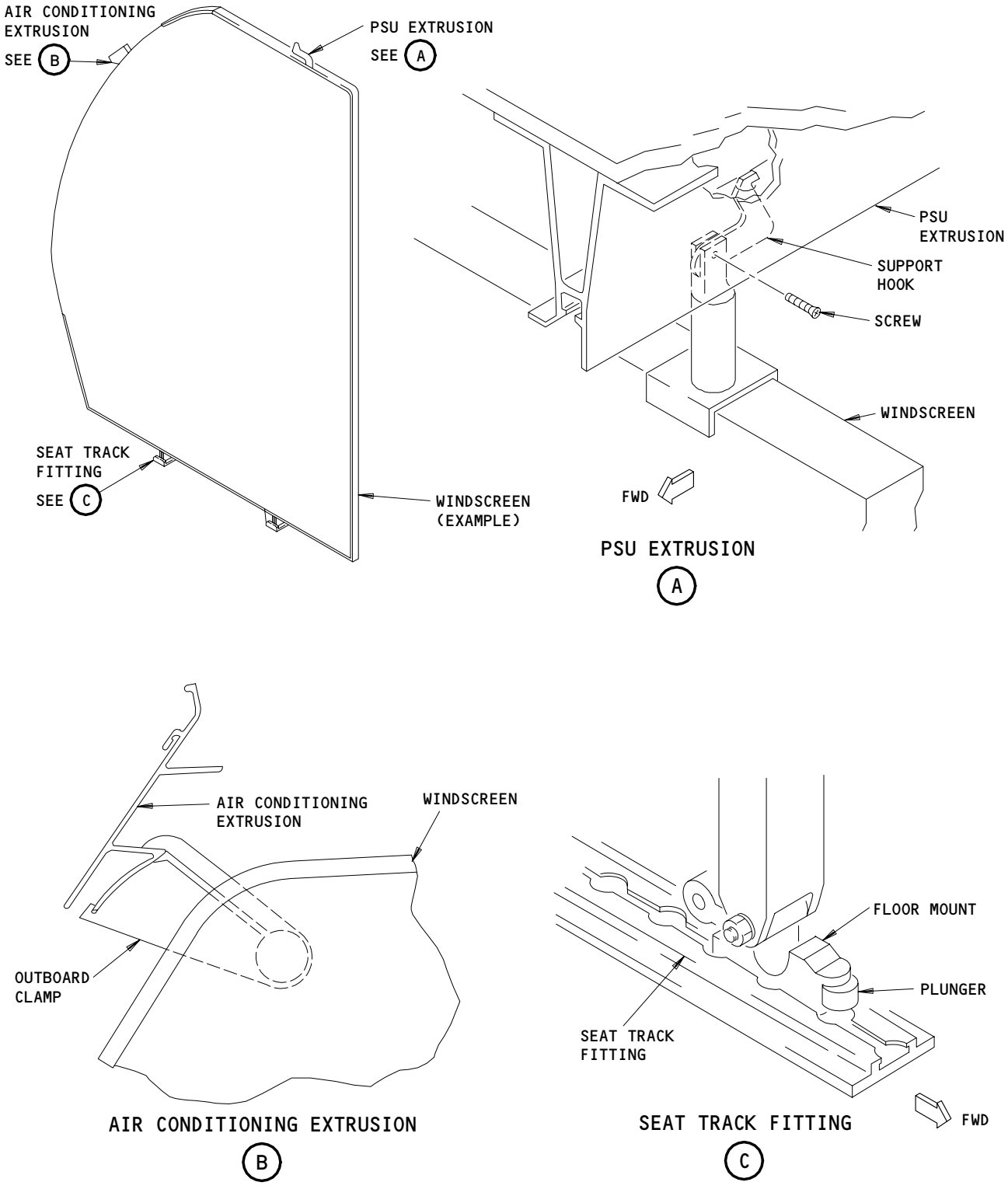
      S 864-001
      (5) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
          (a) 11C23, INTERPHONE CABIN SERVICE

      S 024-011
      (6) Remove the attendant handset.

      S 024-072
      (7) Disconnect the electrical connector which is above the ceiling.

      S 014-013
      (8) Get access to the overhead attachments through the lowered ceiling panels.

      S 024-074
      (9) Remove the screw to remove the pin assembly from the support hook.



Windscreen
Figure 401

S 024-078
(10) Release the outboard clamp from the air conditioning extrusion.

S 024-079
(11) Release the plungers in the seat track fittings.

S 024-020
(12) Lift the windscreen from the seat tracks fittings. Move the windscreen inboard to remove it.

TASK 25-24-01-404-021

3. Install the Windscreen (Fig. 401)

A. References
(1) AMM 25-25-02/401, Attendant Seat
(2) AMM 33-22-05/401, Forward Attendant's Panel
(3) AMM 33-22-06/401, Aft Attendant's Panel
(4) AMM 33-22-07/401, Mid-Cabin Attendant's Panel

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure

S 434-050
(1) Align the windscreen on the outboard clamp.

S 434-002
(2) Attach the outboard clamp to the air conditioning extrusion.

S 824-023
(3) Align the floor mounts in the seats track fittings.

S 824-003
(4) Push the plunger to lock the floor mount.

S 434-024
(5) Install the screw to attach the pin asembly to the support hook.

S 424-028
(6) Install the attendant seat (AMM 25-25-02/401).

S 424-029
(7) For the windscreen in the forward cabin, install the forward attendant panel (AMM 33-22-05/401)

S 424-030
(8) For the windscreen in the mid-cabin, install the mid-cabin attendant panel (AMM 33-22-07/401)

S 424-031
(9) For the windscreen in the aft cabin, install the aft cabin attendant panel (Ref 33-22-06).

S 424-081
(10) Connect the electrical connector which is above the ceiling.

S 864-056
(11) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11C23, INTERPHONE CABIN SERVICE

S 424-033
(12) Install the attendant handset.

S 424-034
(13) Close the ceiling panel.

CLOSETS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the closet.
      (2) The installation of the closet.

TASK 25-24-02-004-002

2. Remove the Closet (Fig. 401)
   A. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   B. Procedure

      S 034-012
      (1) Remove the sidewall seal from the velcro tape.

      S 034-013
      (2) Remove the kick strips to get access to the floor mounts.

      S 034-004
      (3) Remove the shims at the floor mounts.

      S 014-014
      (4) Open the lowered ceiling panel to get access to the overhead tie rod.

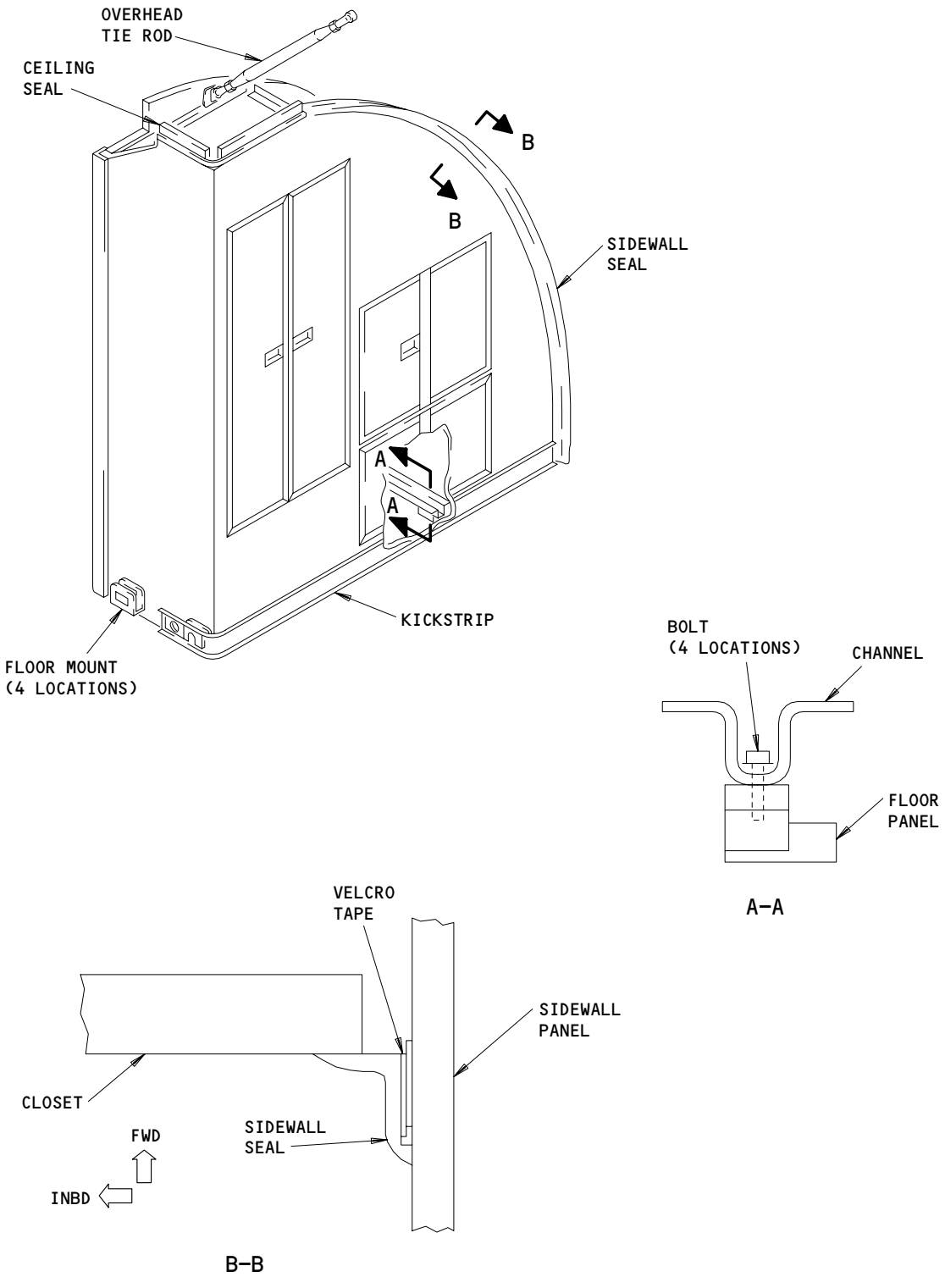
      S 034-015
      (5) Disconnect the overhead tie rod.

      S 824-016
      (6) Lift the plunger to release the floor mount from the seat track.

      S 024-017
      (7) Remove the closet.

TASK 25-24-02-404-018

3. Install the Closet (Fig. 401)
   A. Consumable Materials
      (1) A00027 Adhesive - BAC5010 Type 60, RTV714
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage



Closet
Figure 401

C. Procedure

S 434-019
(1) Install the shims at the floor mounts.

S 434-020
(2) Install the ceiling seal to the channel with adhesive.

S 414-021
(3) Put the floor mounts in position in the seat tracks.

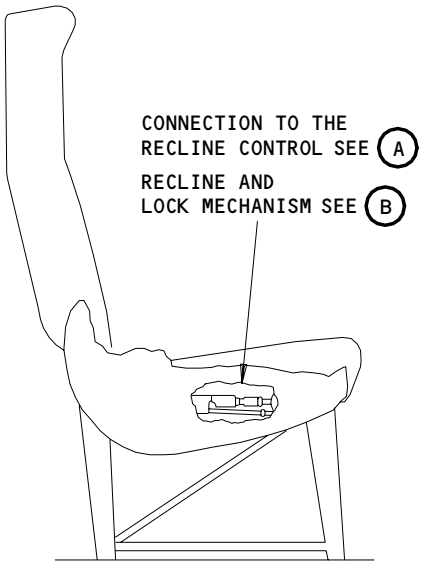
S 824-022
(4) Push the plunger to lock the floor mount in the seat track.

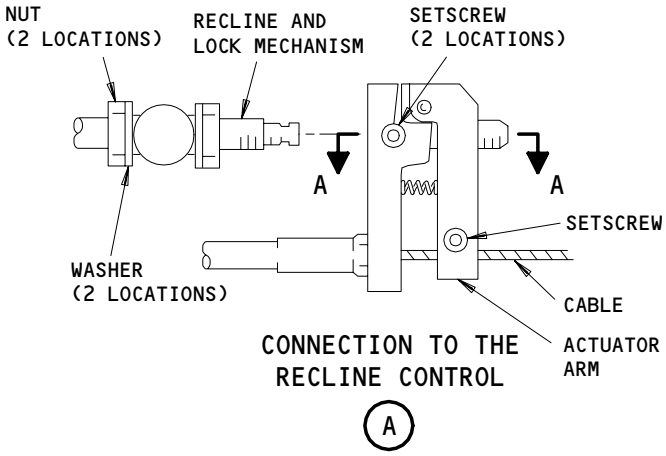
S 434-009
(5) Connect the overhead tie-rod.

S 434-023
(6) Install the kick strips.

S 434-024
(7) Install the sidewall seal.

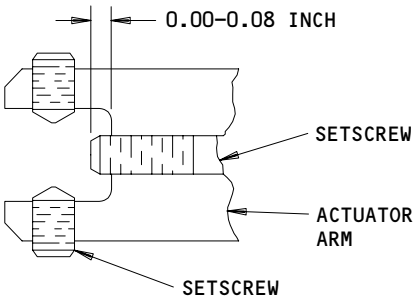
S 414-025
(8) Close the lowered ceiling panel.

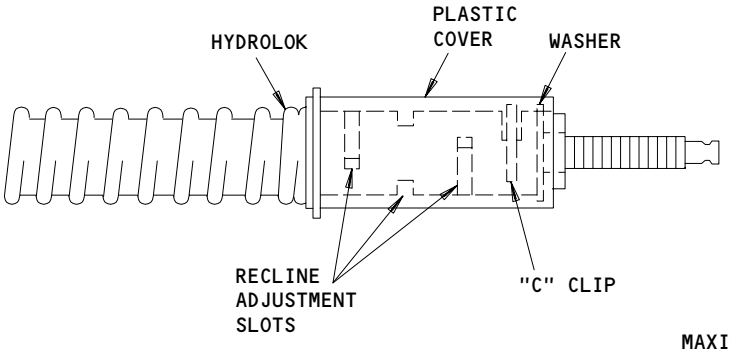


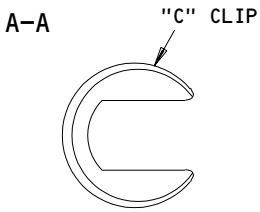


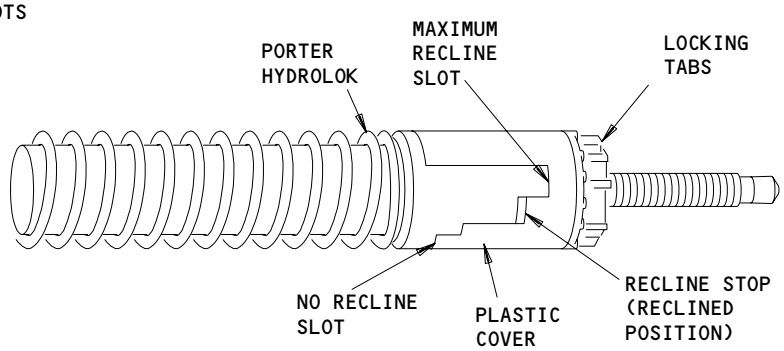
CONNECTION TO THE
RECLINE CONTROL

A









RECLINE AND LOCK MECHANISM

B

Passenger Seat
Figure 201

PASSENGER SEATS - MAINTENANCE PRACTICES

1. General
   A. This procedure contains these tasks:
      (1) The removal of the passenger seats.
      (2) The installation of the passenger seats.
      (3) The removal of the recline and lock mechanism of the passenger seats.
      (4) The installation of the recline and lock mechanism of the passenger seats.
      (5) The adjustment of the passenger seats.

TASK 25-25-01-002-001

2. Remove the Passenger Seat (Fig. 202)
   A. Access
      (1) Location Zones
          200 Upper Half of Fuselage

   B. Procedure

      S 022-081
      (1) Remove the cover of the front seat track.

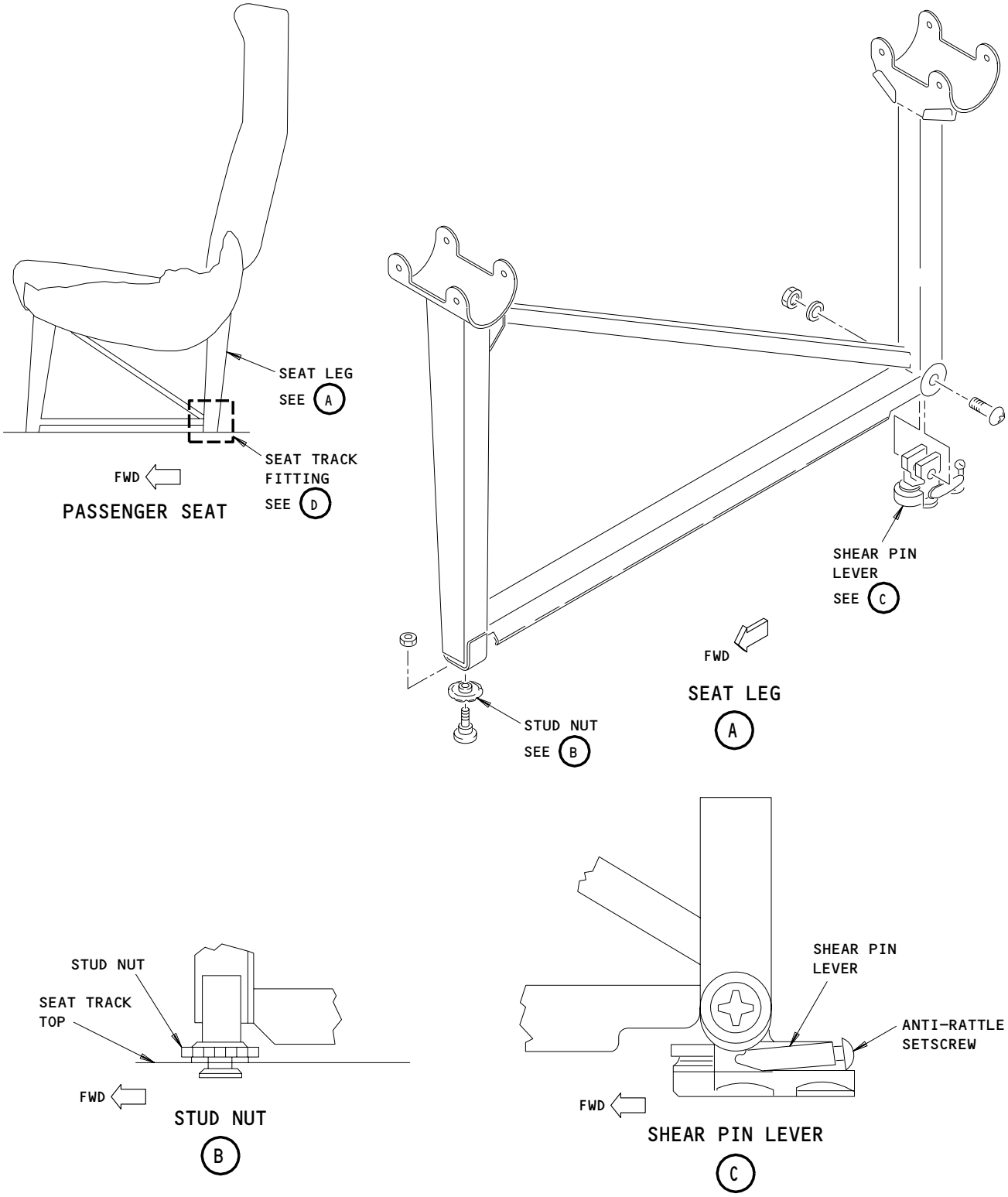
      S 022-082
      (2) Remove the cover from the rear seat track.

      S 022-087
      (3) Loosen the anti-rattle set screw behind the seat track.

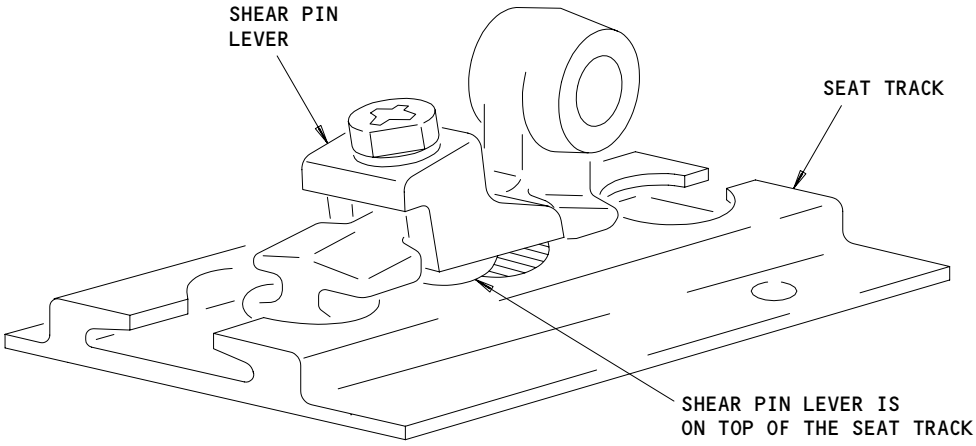
      S 862-013
      (4) Lift the shear pin lever on the rear seat leg.

      S 862-014
      (5) Lift the stud nuts on the front seat leg fully up.

      S 022-042
      (6) Move the passenger seat along the seat tracks to release the passenger seat.

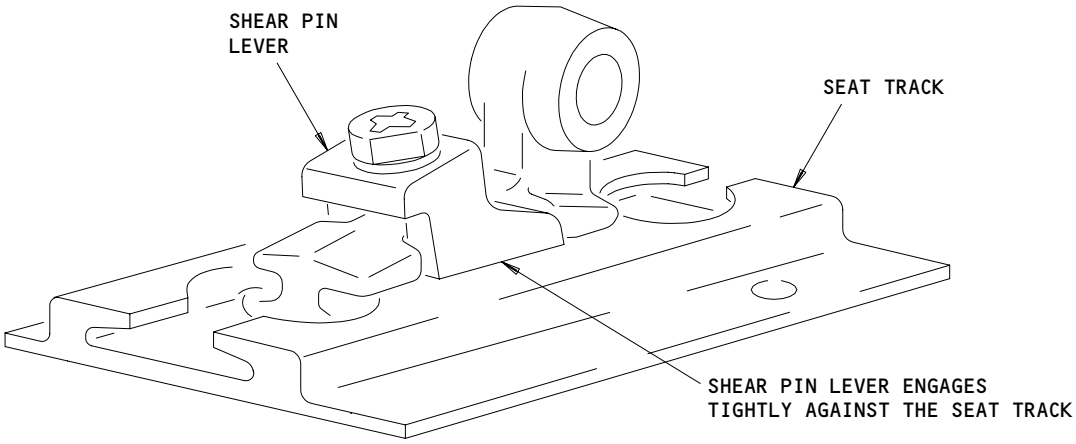


Passenger Seat Track Locking Mechanism
Figure 202 (Sheet 1)



SEAT TRACK FITTING
(INCORRECT INSTALLATION SHOWN)

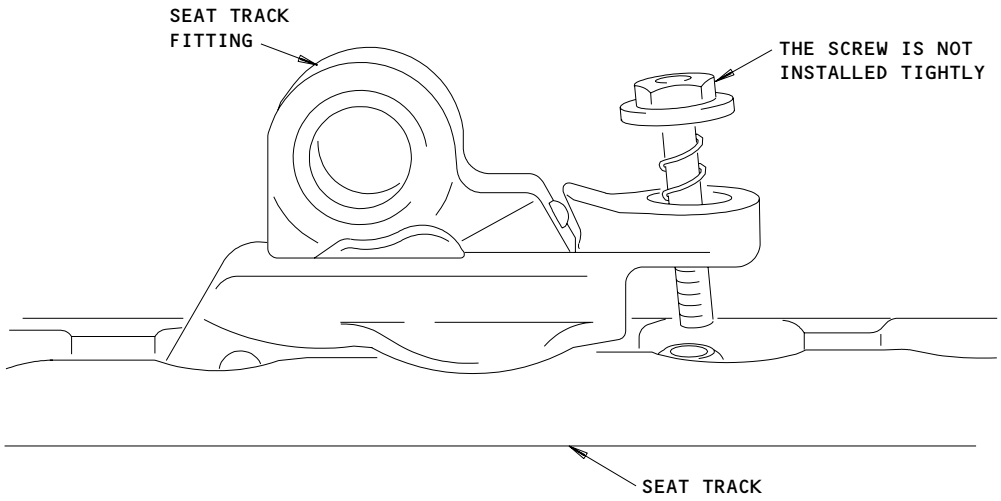
D



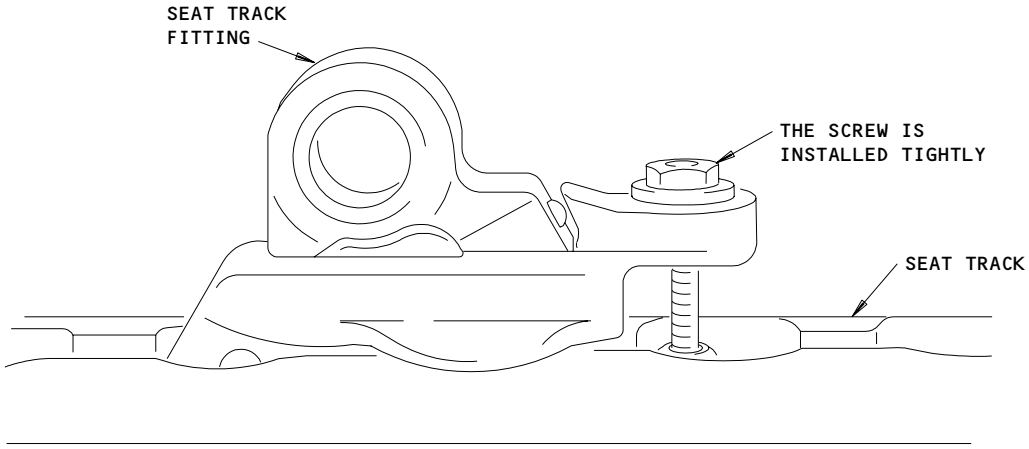
SEAT TRACK FITTING
(CORRECT INSTALLATION SHOWN)

D

Passenger Seat Track Locking Mechanism
Figure 202 (Sheet 2)

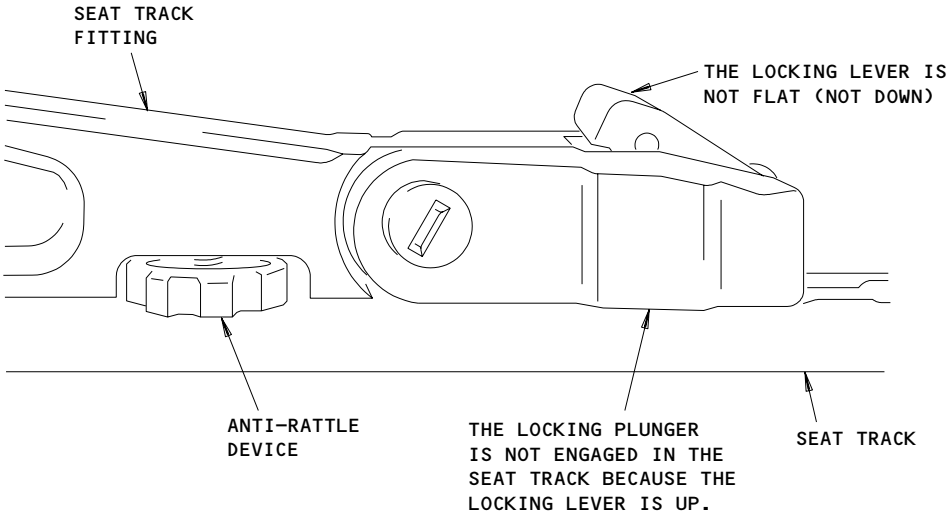


INCORRECT INSTALLATION

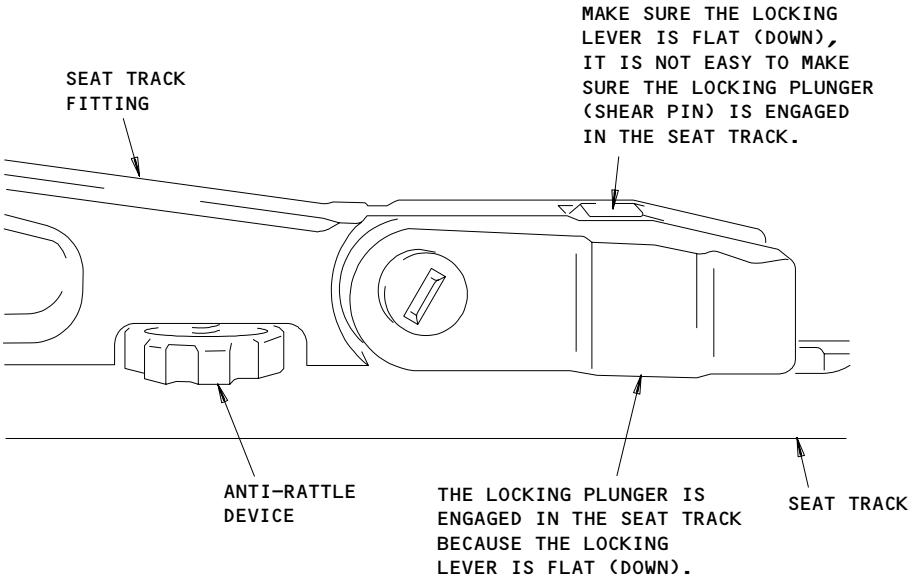


CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 3)

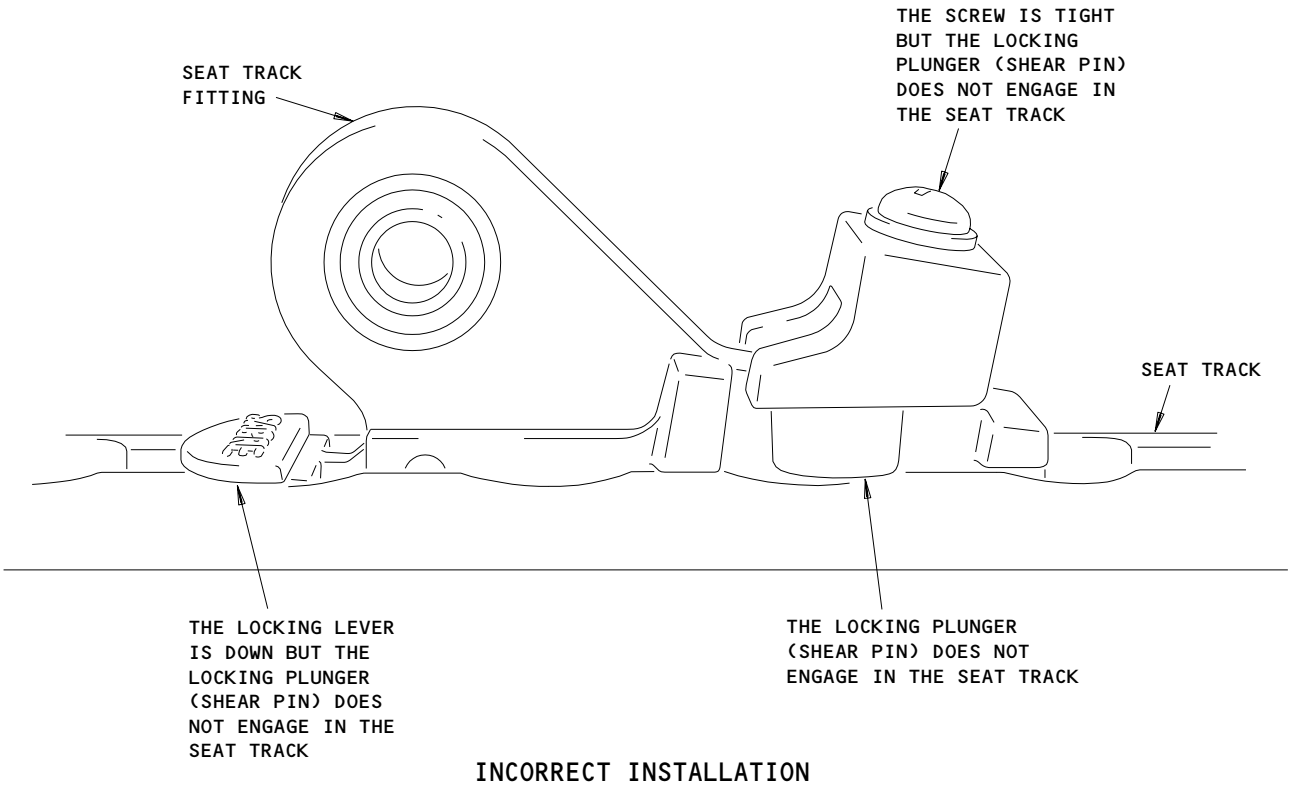


INCORRECT INSTALLATION

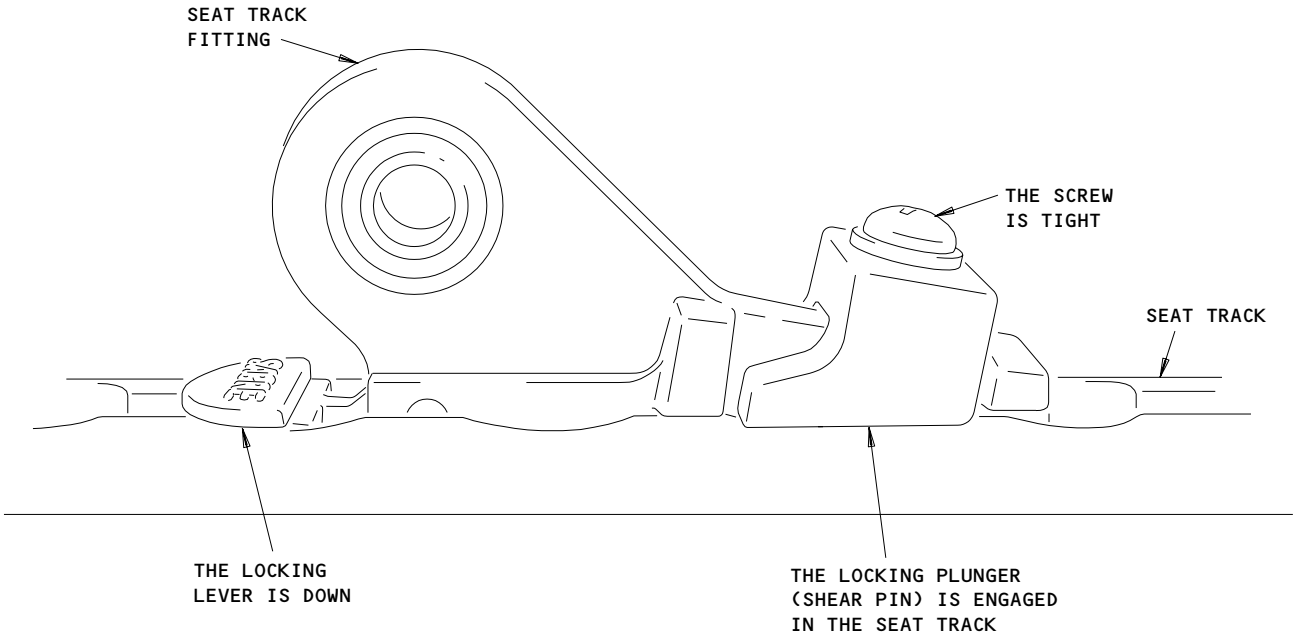


CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 4)

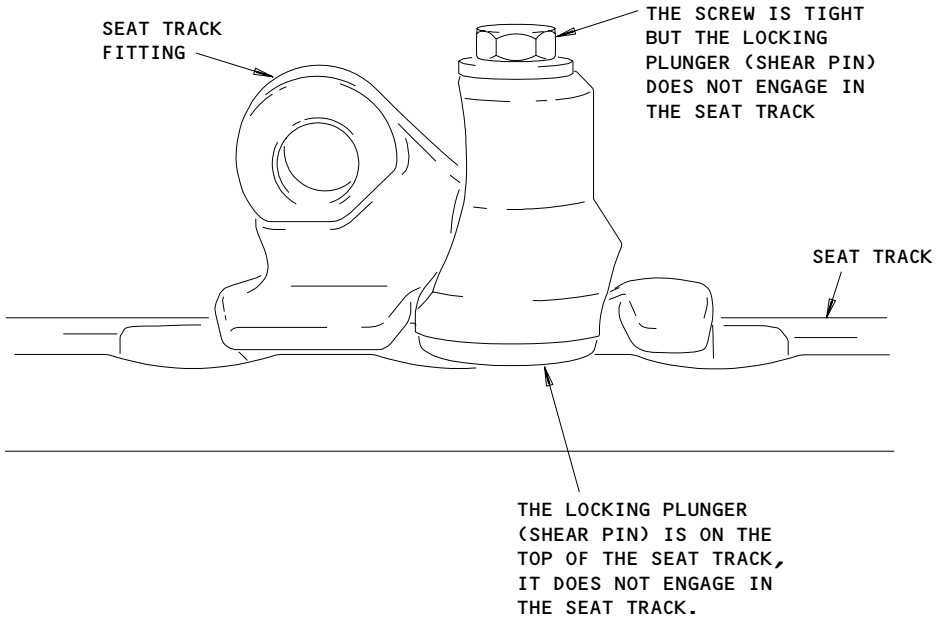


INCORRECT INSTALLATION

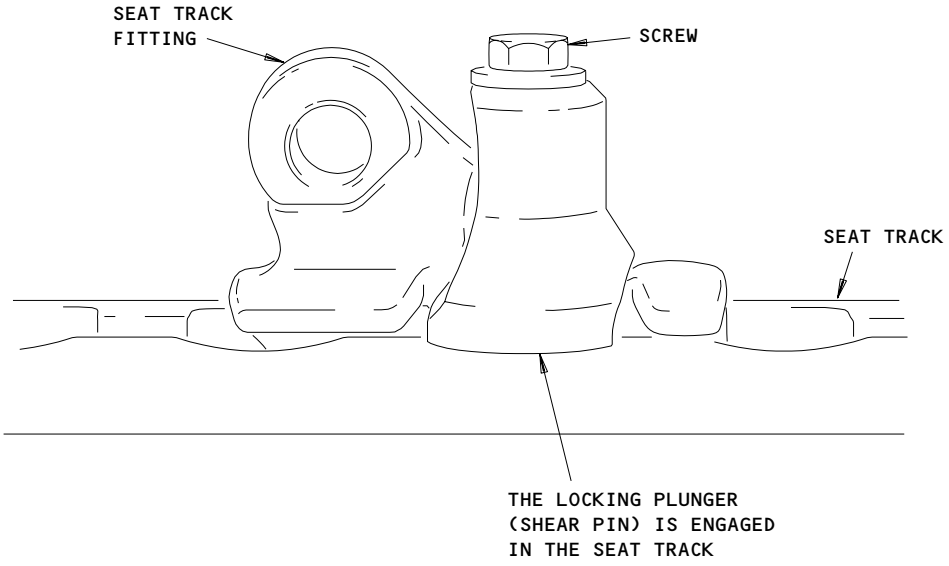


CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 5)

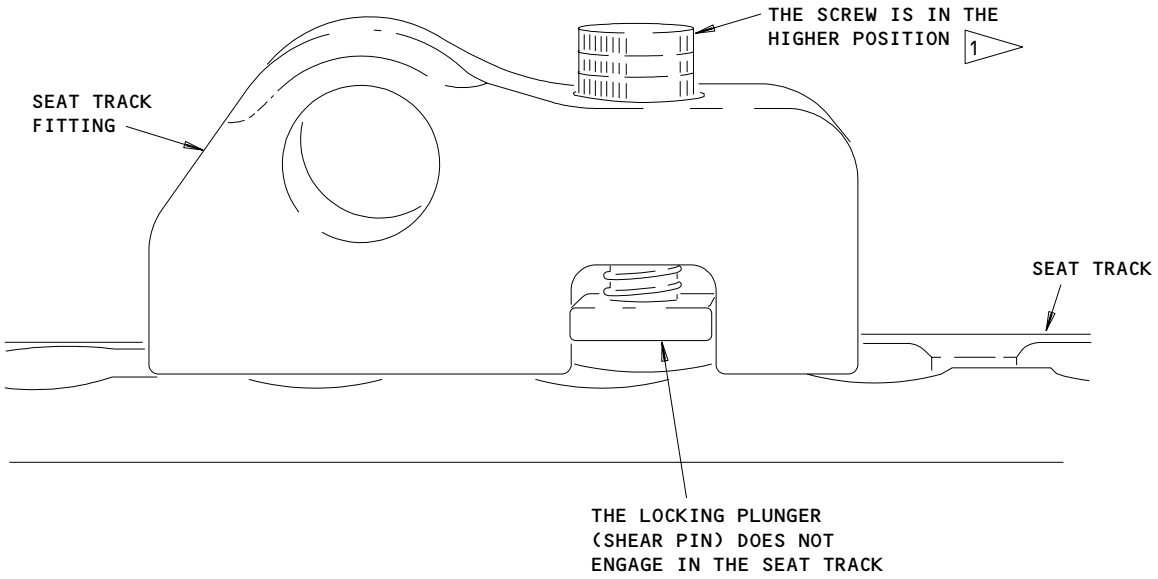


INCORRECT INSTALLATION

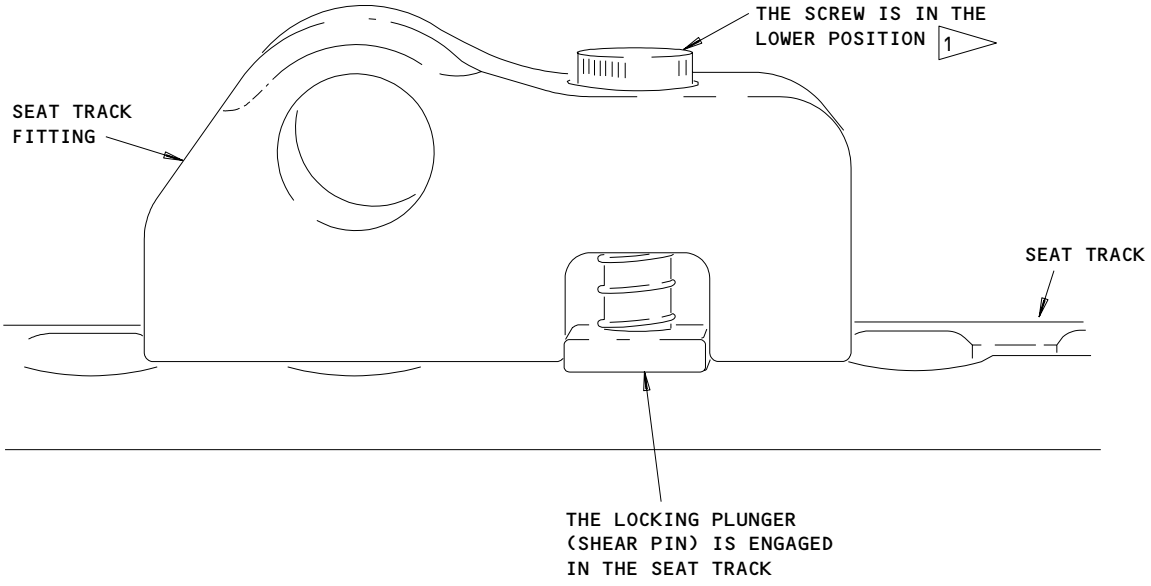


CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 6)



INCORRECT INSTALLATION

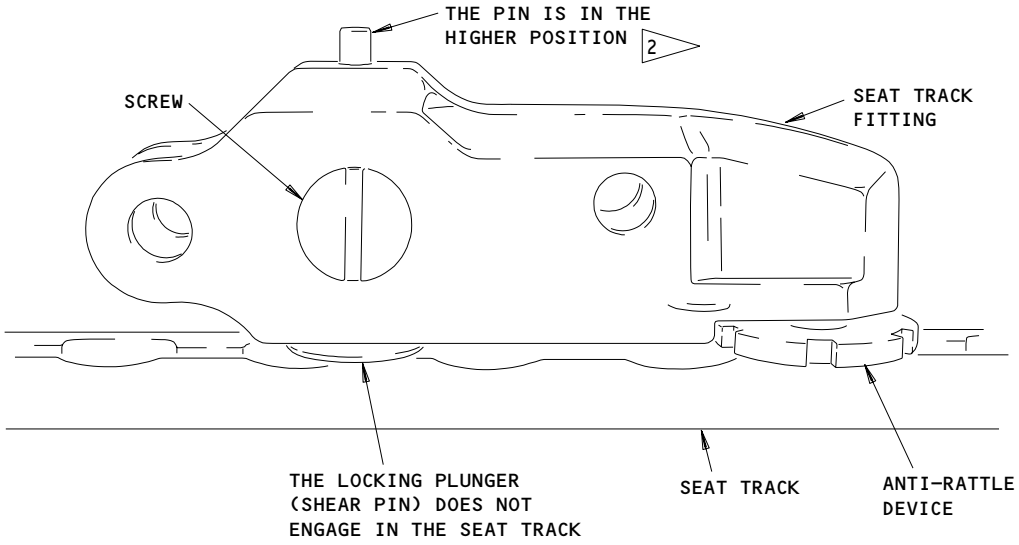


CORRECT INSTALLATION

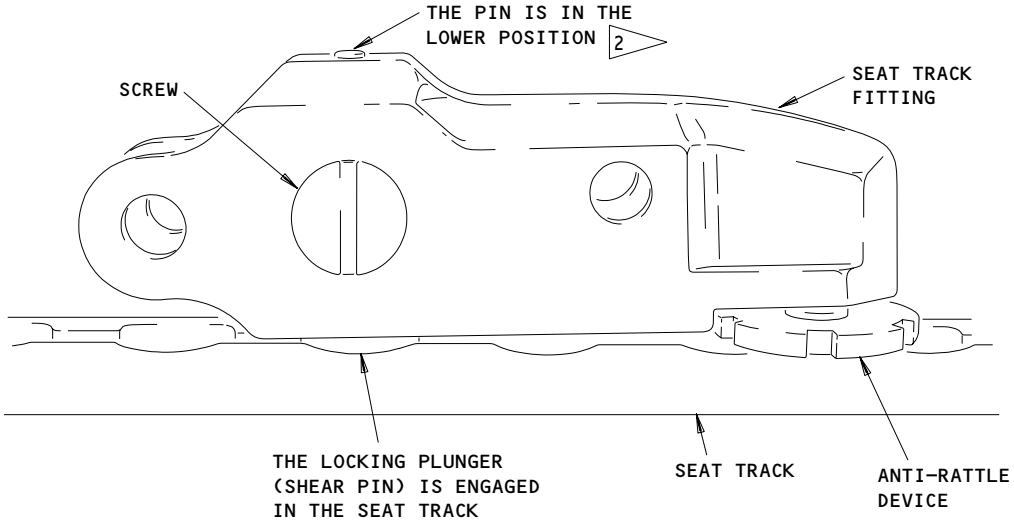
1 MAKE SURE THE SHEAR PIN IS ENGAGED IN THE SEAT TRACK. THE SCREW WILL NOT BE FLAT WHEN YOU TIGHTEN IT ON THE SEAT TRACK FITTING.

Seat Track Fitting Installation
Figure 202 (Sheet 7)

982709



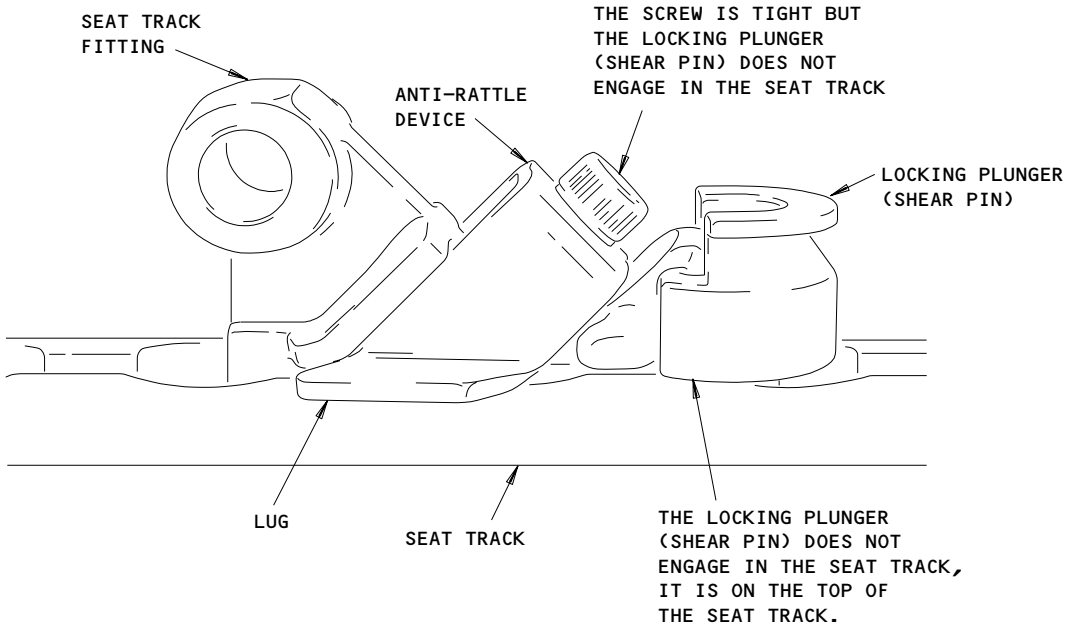
INCORRECT INSTALLATION



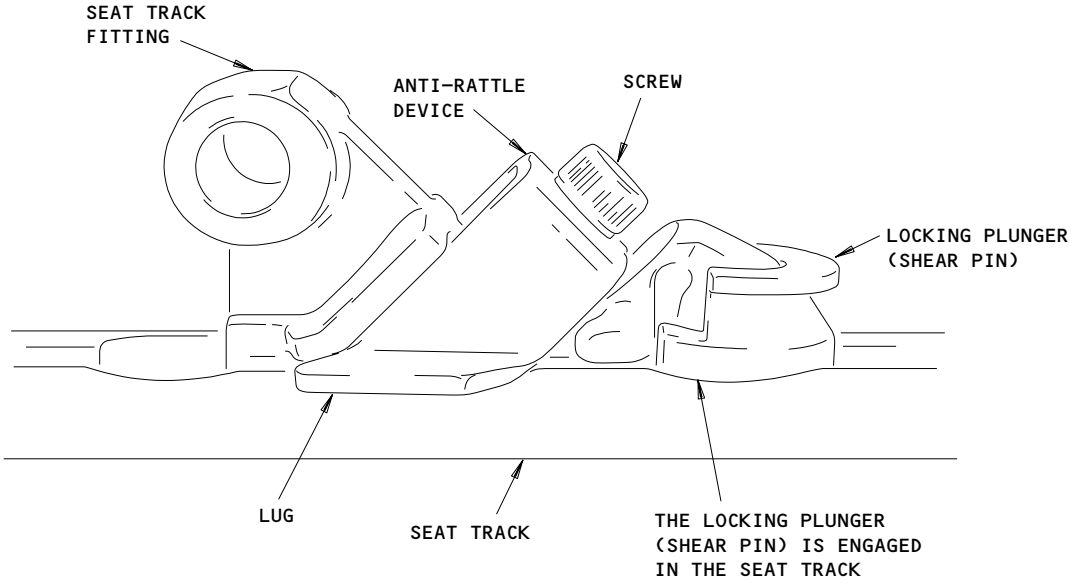
CORRECT INSTALLATION

2 MAKE SURE THE SHEAR PIN IS ENGAGED IN THE SEAT TRACK. THE PIN WILL NOT BE FLAT WHEN YOU TIGHTEN THE SCREW ON THE SEAT TRACK FITTING.

Seat Track Fittimg Installation
Figure 202 (Sheet 8)

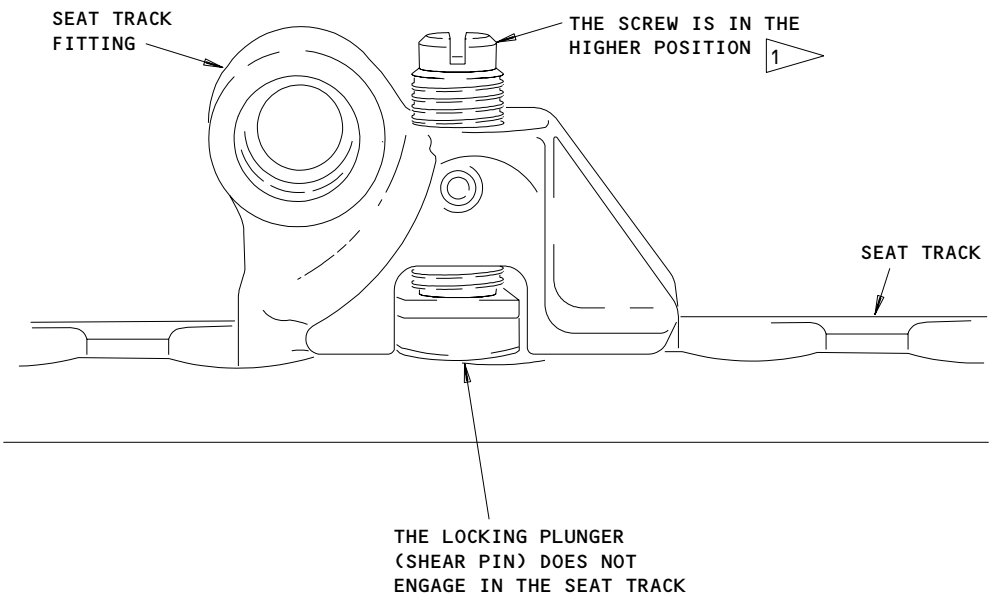


INCORRECT INSTALLATION

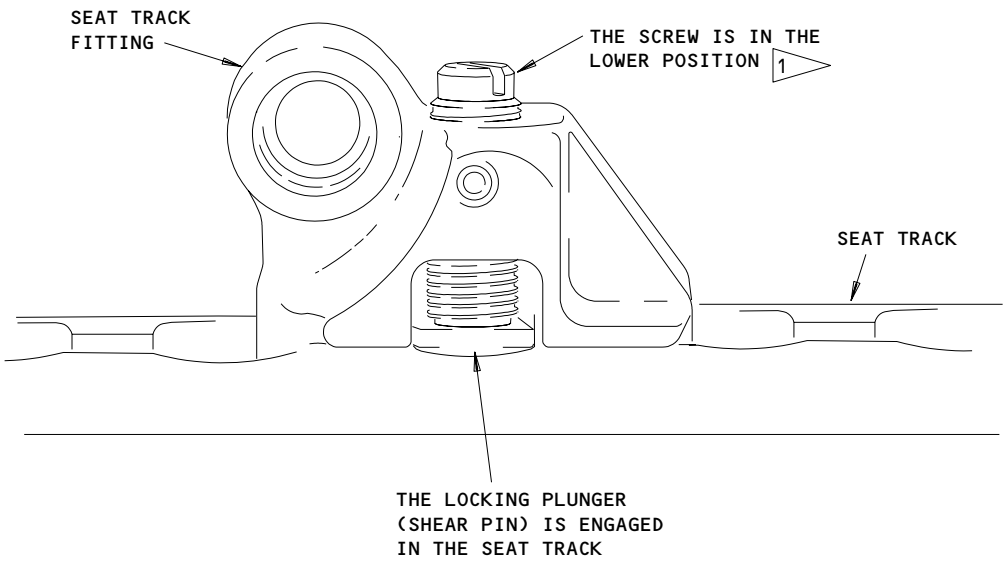


CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 9)



INCORRECT INSTALLATION



CORRECT INSTALLATION

Seat Track Fitting Installation
Figure 202 (Sheet 10)

S 022-004
(7) Remove the passenger seat.

TASK 25-25-01-402-015

3. Install the Passenger Seat (Fig. 202)

A. Access

(1) Location Zones
200 Upper Half of Fuselage

B. Procedure

S 202-016
(1) Make sure the stud nuts are fully up.

S 862-017
(2) Put the passenger seat in the correct position in the seat track.

S 822-018
(3) Push the shear pin lever on the rear seat leg until the shear pin lever engages tightly on the seat track (Figure 202).

S 422-089
(4) Tighten the stud nuts.

S 422-090
(5) Tighten the anti-rattle set screw.

S 422-091
(6) Install the covers to the rear seat track.

S 422-092
(7) Install the cover to the front seat track.

S 822-022
(8) Refer to the Adjust the Passenger Seat procedure if it is necessary to adjust the recline and lock mechanism.

TASK 25-25-01-002-024

4. Remove the Recline and Lock Mechanism (Fig. 201)

A. Access

(1) Location Zones
200 Upper Half of Fuselage

B. Procedure

S 022-020
(1) Remove the seat bottom cushion.

NOTE: Velcro tape is used to attach the seat bottom cushion.

S 022-096
(2) Remove the pin from the lock yoke which is below the seat bottom.

S 022-027
(3) Remove the recline control from the recline and lock mechanism.

S 022-097
(4) Remove the nuts and washers from the recline and lock mechanism (Figure 201).

S 022-008
(5) Remove the recline and lock mechanism.

S 022-098
(6) If you install a new recline and lock mechanism, remove the yoke.

TASK 25-25-01-402-030
5. Install the Recline and Lock Mechanism (Fig. 201)
A. Access
(1) Location Zones
200 Upper Half of Fuselage

B. Procedure

S 422-099
(1) Install the yoke on the new recline and lock mechanism.

S 422-100
(2) Put the recline and lock mechanism in position. Install the nuts and washers (Fig. 201).

S 422-033
(3) Attach the recline control to the recline and lock mechanism.

S 822-009
(4) Adjust the set screw (Fig. 201).

S 422-101
(5) Put the yoke in position and install the pin.

S 422-035
(6) Put the recline and lock mechanism in the correct position to get the seat back to the up position.

S 822-036
(7) Refer to the Adjust the Passenger Seat procedure to adjust the recline and lock mechanism.

S 422-019
(8) Install the seat bottom cushion.

NOTE: Velcro tape is used to attach the seat bottom cushion.

TASK 25-25-01-822-038

6. Adjust the Passenger Seat (Fig. 201)

A. Access

(1) Location Zones

200 Upper Half of Fuselage

B. Procedure - Adjust Recline Mechanism/Lock

S 822-039
(1) To adjust the recline and lock mechanism that has the hydrolok with C-clip, do the steps that follow:
(a) Put the seat back in the up position.
(b) Remove the seat bottom cushion.

NOTE: Velcro tape is used to attach the seat bottom cushion.

(c) Move the plastic cover on the hydrolok on the spring.
(d) Install the C-clip in the slot to get the correct reclined position.

S 822-040
(2) To adjust the recline and lock mechanism that has the Porter hydrolok, do the steps that follow:
(a) Put the seat back in the up position.

(b) Remove the seat bottom cushion.

NOTE: Velcro tape is used to attach the seat bottom cushion.

(c) Pull the plastic cover away from the locking tabs and turn to align the recline stop with the correct recline slot.

S 822-041

(3) To adjust the setback breakover, do the step that follows:

(a) Tighten or loosen the friction bolt to adjust the setback breakover.

NOTE: The setback breakover moves forward when 25-30 pounds is put on the top of the seat back.

ATTENDANT SEAT - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the wall mounted attendant seat.
      (2) The installation of the wall mounted attendant seat.
      (3) The examination of the attendant seat restraint attachment and the inertia reel.

TASK 25-25-02-024-014

2. Remove Attendant Seat (Fig. 401)
   A. Access
      (1) Location Zones
          200 Upper Half of Fuselage

   B. Procedure

      S 014-002
      (1) Open the door below the attendant seat.

      S 024-023
      (2) Disengage the seat-cushion return springs.

      S 024-024
      (3) Disengage the attendant-restraint end fittings from the anchor points.

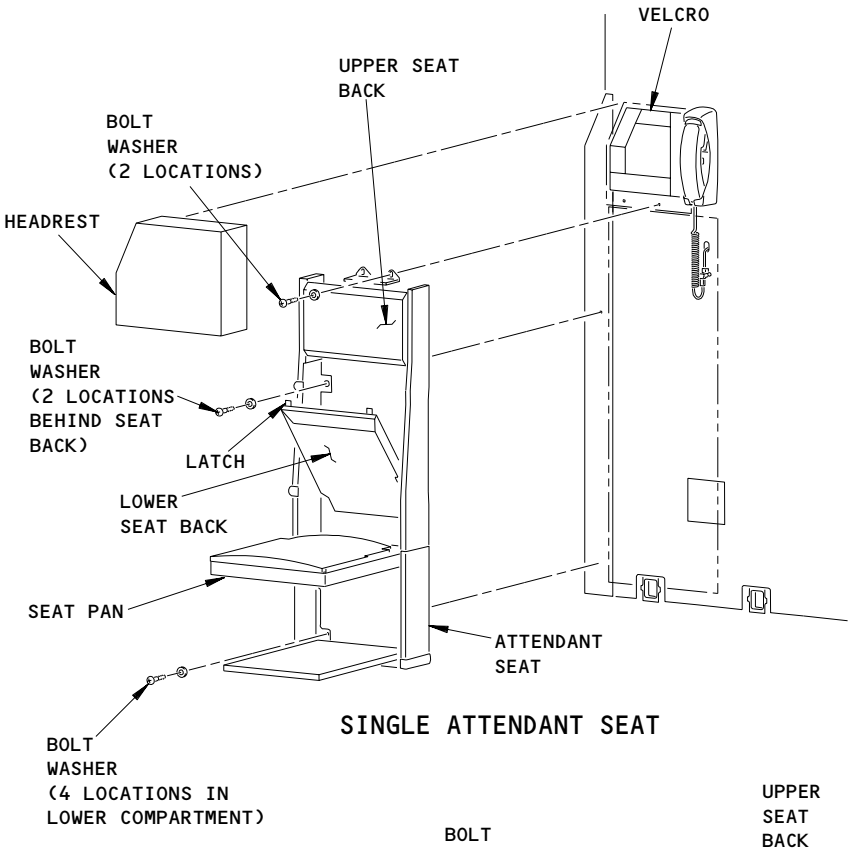
      S 024-025
      (4) Remove the back cushions and the head rest attached by velcro tape.

      S 024-027
      (5) Remove the mount screws.

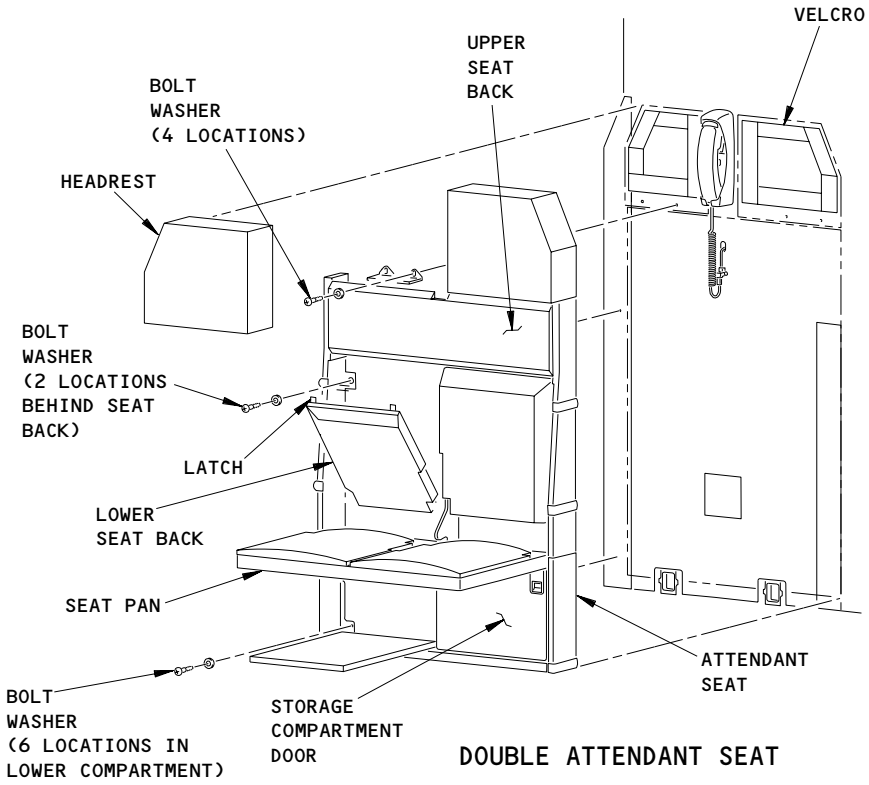
      S 024-029
      (6) Remove the attendant seat.

TASK 25-25-02-424-008

3. Install Attendant Seat (Fig. 401)
   A. Access
      (1) Location Zones
          200 Upper Half of Fuselage



SINGLE ATTENDANT SEAT



DOUBLE ATTENDANT SEAT

Cabin Attendant's Seat Installation
Figure 401

B. Procedure

S 824-009
(1) Align the seat with the screw holes and install the screws.

S 214-010
(2) Examine the attendant-seat-restraint attachment and the inertia reel as follows:
(a) Inspect the anchor points for condition, security, and correct installation.
(b) Install the back cushions and the head rest. Make sure there is sufficient clearance (approximately 0.25 inch) between the head rest and the shoulder harness for free movement of the shoulder harness.
(c) Quickly pull on the shoulder harness and make sure that the inertia reel locks.
(d) Return the attendant restraint to its normal condition.

S 424-030
(3) Engage the seat return springs.

TASK 25-25-02-214-012

4. Examine the Attendant-Seat-Restraint Attachment and the Inertia Reel

A. Access
(1) Location Zones
200 Upper Half of Fuselage

B. Procedure

S 214-013
(1) Examine the attendant-seat-restraint attachment and the inertia reel as follows:
(a) Remove and keep the back cushions and the headrest.
(b) Attach the attendant-restraint end fittings to the anchor points.

(c) Inspect the anchor points for condition, security, and correct installation.
1) Make sure the anchor points are not loose.
(d) Install the back cushions and the head rest. Make sure there is sufficient clearance (approximately 0.25 inch) between the head rest and the shoulder harness for free movement of the shoulder harness.
(e) Quickly pull on the shoulder harness and make sure the inertia reel locks.
(f) Return the attendant restraint to its normal condition.

FLOOR COVERING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the passenger cabin carpet
      (2) Installation of the passenger cabin carpet
      (3) Removal and installation of the sidewall carpet
      (4) Removal and installation of the doorway floor mat

   TASK 25-27-01-004-001
2. Remove the Passenger Cabin Carpet (Fig. 401)
   A. References
      (1) AMM 25-24-02/401, Closets
      (2) AMM 25-25-01/201, Passenger Seats
      (3) AMM 53-01-01/401, Floor Panel - Removal/Installation
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. Procedure

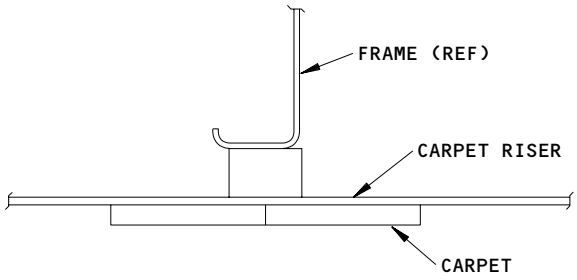
      S 024-002
      (1) Remove the passenger seats if it is necessary (AMM 25-25-01/201)

      S 024-003
      (2) Remove the closet if it is necessary (AMM 25-24-02/401)

      S 024-063
      (3) Pull up on the carpet edges to release the carpet from the doubleback tape.

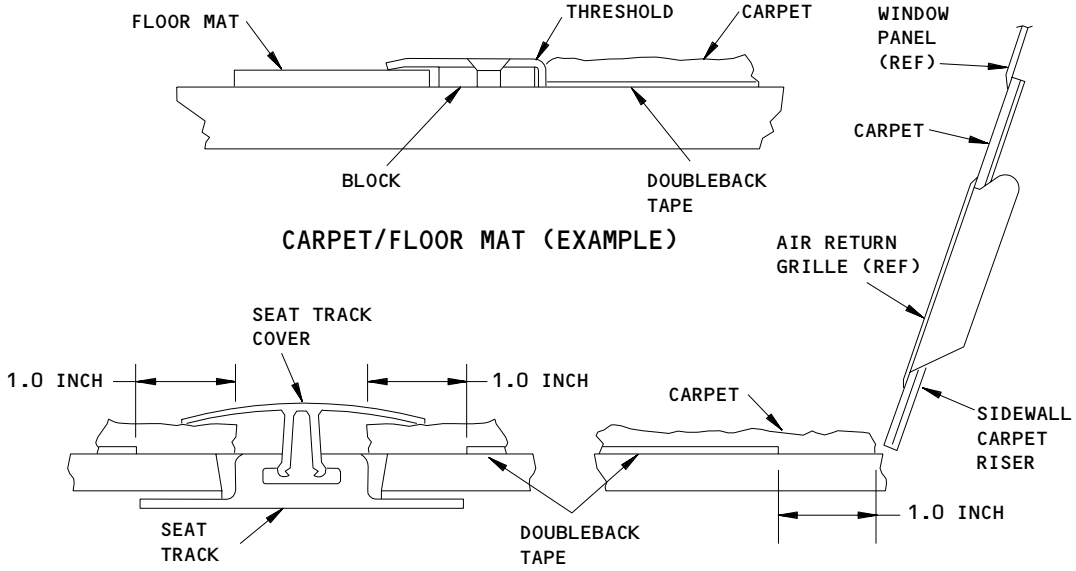
      S 024-065
      (4) Remove the carpet.

      S 824-004
      (5) If you remove more than one carpet, make a mark on the carpet to identify the initial position of the carpet.

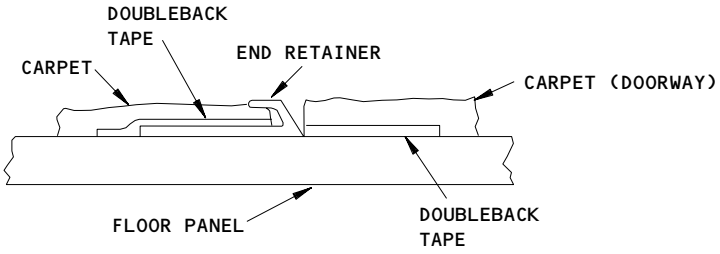


SIDEWALL CARPET BUTT JOINT (EXAMPLE)

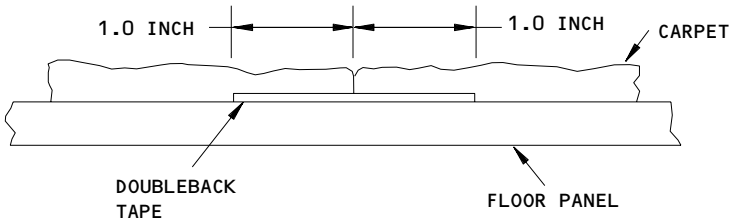
CARPET/FLOOR MAT (EXAMPLE)



SEAT TRACK AND SIDEWALL CARPET (EXAMPLE)

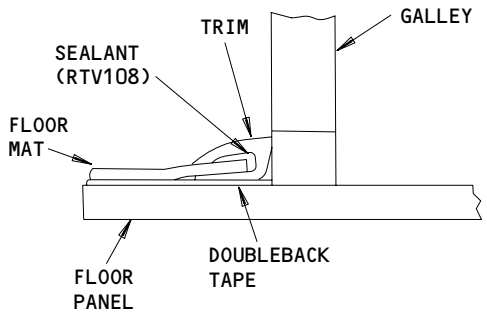


NO. 2 DOORWAY CARPET (EXAMPLE)

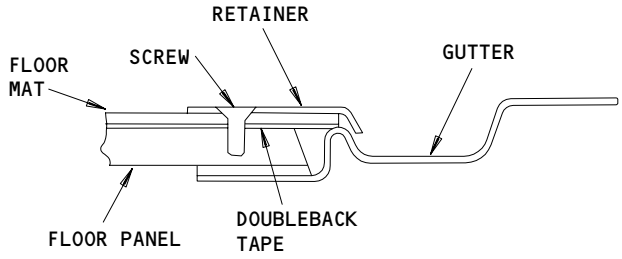


CARPET BUTT JOINT (EXAMPLE)

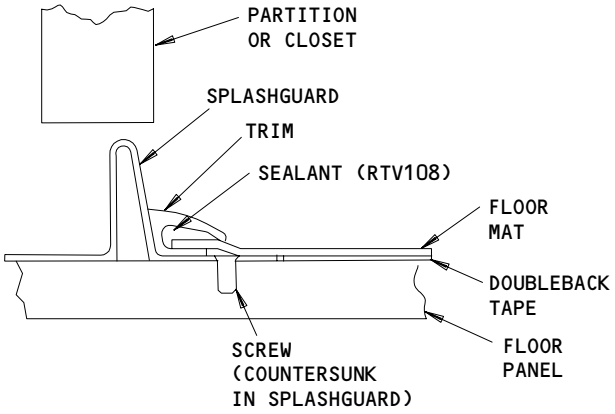
Carpet
Figure 401



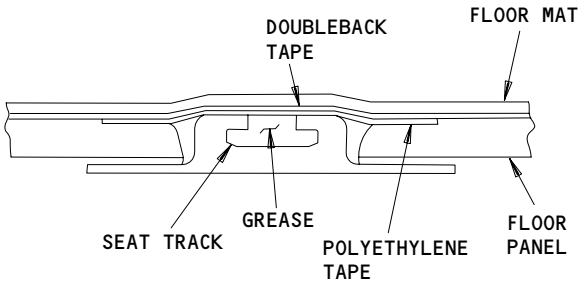
FLOOR MAT AT THE FORWARD GALLEY



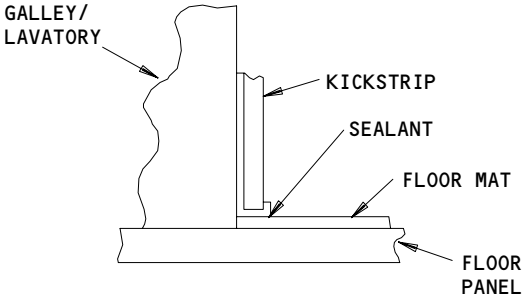
FLOOR MAT AT THE GUTTER



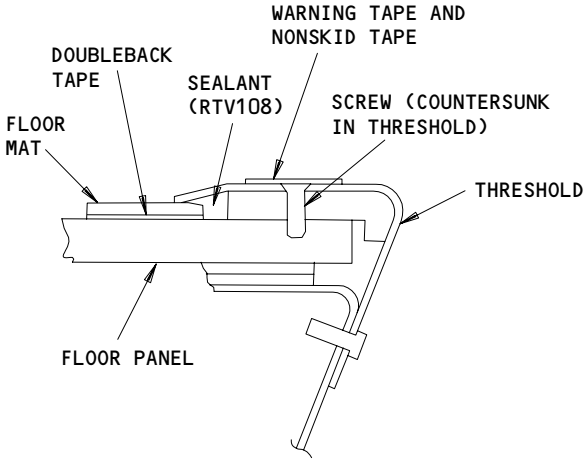
FLOOR MAT AT THE PARTITION/CLOSET



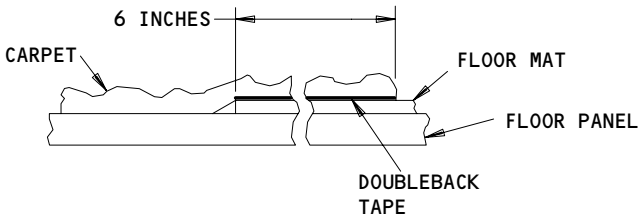
FLOOR MAT AT THE SEAT TRACK



FLOOR MAT AT THE AFT
GALLEY/LAVATORY



FLOOR MAT AT THE FLIGHT
DECK THRESHOLD



CARPET/FLOOR MAT

Floor Mat
Figure 402

S 024-099
(6) Remove the floor panels if it is necessary (AMM 53-01-01/401)

TASK 25-27-01-404-071

3. Install the Passenger Cabin Carpet (Fig. 401)

A. Consumable Materials
(1) G01288 Tape - Doubleback, BMS 5-133
(2) A00032 Adhesive - BAC 5010, Type 72

B. References
(1) AMM 25-24-02/401, Closets
(2) AMM 25-25-01/201, Passenger Seats
(3) AMM 53-01-01/401, Floor Panels - Removal/Installation

C. Access
(1) Location Zone
200 Upper Half of the Fuselage

D. Procedure

S 424-089
(1) If you install new floor panels, see 53-01-01/401.

S 824-015
(2) Cut the new carpet the same as the old carpet.

S 424-100
(3) Install the doubleback tape to the floor panel at 0.50 inch from the carpet edge.

S 424-101
(4) Install the doubleback tape to the floor panel for the remaining carpet as shown (Fig. 401).

S 954-073
(5) Use the loose double overedge stitch on the carpet edges to prevent damage.

S 394-018
(6) Apply the adhesive to the carpet edges if it is necessary.

S 864-019
(7) Put the carpet in the correct position and push the carpet on the doubleback tape.

S 424-020
(8) Install the passenger seats if it is necessary (AMM 25-25-01/201).

S 424-021
(9) Install the closet if it is necessary (AMM 25-24-02/401).

TASK 25-27-01-004-034

4. Remove the Sidewall Carpet (Fig. 401)

A. References
(1) AMM 25-24-02/401, Closets
(2) AMM 25-25-01/201, Passenger Seats

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure

S 024-035
(1) Remove the passenger seats if it is necessary (AMM 25-25-01/201)

S 024-036
(2) Remove the closet if it is necessary (AMM 25-24-02/401)

S 024-081
(3) Pull up on the carpet edges to release the carpet from the doubleback tape.

S 824-083
(4) If you remove more than one carpet, make a mark on the carpet to identify the initial position of the carpet.

TASK 25-27-01-404-037

5. Install the Sidewall Carpet (Fig. 401)

A. Consumable Materials
(1) A00164 Adhesive - BAC 5010, Type 101
(2) G00288 Sheet - Parting Release BMS 15-3

B. References
(1) AMM 25-24-02/401, Closets
(2) AMM 25-25-01/201, Passenger Seats

C. Access
(1) Location Zone
200 Upper Half of Fuselage

D. Procedure

S 824-038
(1) Cut the new carpet the same as the old carpet.

S 394-039
(2) Apply the adhesive to the sidewall and let the sidewall dry.

S 824-082
(3) Use the loose double overedge stitch on the carpet edges to prevent damage.

S 394-040
(4) Apply the parting release sheet to the sidewall to protect the adhesive from contamination until the carpet is installed.

S 824-041
(5) Cut the edge or the corner of the parting release sheet and put the carpet in the correct position.

S 424-042
(6) Remove the parting release sheet and push the carpet on the bonded area.

S 424-043
(7) Install the passenger seats if it is necessary (AMM 25-25-01/201)

S 424-044
(8) Install the closet if it is necessary (AMM 25-24-02/401)

TASK 25-27-01-004-045

6. Remove the Floor Mats (Fig. 402)
   A. References
      (1) AMM 25-24-02/401, Closets
      (2) AMM 25-25-01/201, Passenger Seats
      (3) AMM 53-01-01/401, Floor Panels
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. Procedure

      S 024-084
      (1) Remove the passenger seats if it is necessary (AMM 25-25-01/201)

      S 024-046
      (2) For the forward floor mats and the aft floor mats, remove the closet if it is necessary (AMM 25-24-02/401)

      S 024-109
      (3) Remove the screws and retainers at the edges of the floor mat.

      S 024-048
      (4) Pull the floor mat up at the edges to release it from the doubleback tape.

      S 024-049
      (5) Remove the floor mat.

      S 024-093
      (6) Remove the floor panels, if necessary per 53-01-01/401.

TASK 25-27-01-404-050

7. Install the Floor Mat (Fig. 402)
   A. Consumable Materials
      (1) B00083 Aliphatic Naphtha - TT-N-95
      (2) G00004 Tape - Doubleback, BMS 5-133
      (3) G01495 Tape - Nonskid, Antislip, Clear, 3M
      (4) G50147 Tape - Warning, Permacel Safety-Stripes

(5) G01314 Tape - Polyethylene, 3M-Y8412
(6) C00308 Corrosion Preventive Compound - MIL-C-11796
(7) A00247 Sealant - BMS 5-95, Class B, Type I and II
(8) A00027 Sealant - BAC5010, Type 60, RTV108

B. References
(1) AMM 25-24-02/401, Closets
(2) AMM 25-25-01/201, Passenger Seats
(3) AMM 53-01-01/401, Floor Panels
(4) BAC5351 - Fabrication of Splicing Joints

C. Access
(1) Location Zone
200 Upper Half of Fuselage

D. Procedure

S 424-094
(1) If necessary, install new floor panels per 53-01-01/401.

S 024-110
(2) Remove the old sealant from the edges and the trim.

S 394-052
(3) Replace the doubleback tape. Make sure the doubleback tape are on all the edges and in strips with four-inch centers (direction optional).

S 394-053
(4) Apply the grease at the seat tracks.

S 394-054
(5) Apply two inches of BMS 5-95 sealant on the grease at each end of the seat track.

S 114-055
(6) Clean the top of the seat track with aliphatic naphtha and put the polyethylene tape on the seat track.

S 424-111
(7) Install the trim on the floor mat.

S 864-057
(8) Put the floor mat in the position and apply strong pressure.

S 394-058
(9) Apply the RTV108 sealant to the trim, cracks and holes to seal the edges.

S 424-112
(10) Install the retainers and the screws.

S 424-060
(11) Install the passenger seats if it is necessary (AMM 25-25-01/201)

S 424-061
(12) For the forward floor mats and the aft floor mats, install the closet if it is necessary (AMM 25-24-02/401).

S 394-062
(13) Install the warning tape and the nonskid tape (Fig. 402).

NOTE: Make sure you install the warning tape before you install the nonskid tape.

FLOOR PROXIMITY ESCAPE PATH LIGHTING RACEWAY - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks:
      (1) The first task is the removal of the floor proximity path lighting raceway.
      (2) The second task is the installation of the floor proximity path lighting raceway.
   B. Use this procedure if it is necessary to replace parts or to get access to the adjacent equipment.
   C. The floor proximity path lighting raceway is referred to as the raceway in this procedure.

TASK 25-27-31-004-001

2. Floor Proximity Path Lighting Raceway - Removal (Fig. 401)
   A. References
      (1) AMM 25-25-01/201, Passenger Seats
      (2) AMM 25-27-01/401, Floor Covering
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. Procedure

      S 014-003
      (1) Remove the passenger seats (AMM 25-25-01/201).

      S 014-004
      (2) Remove the floor covering (AMM 25-27-01/401).

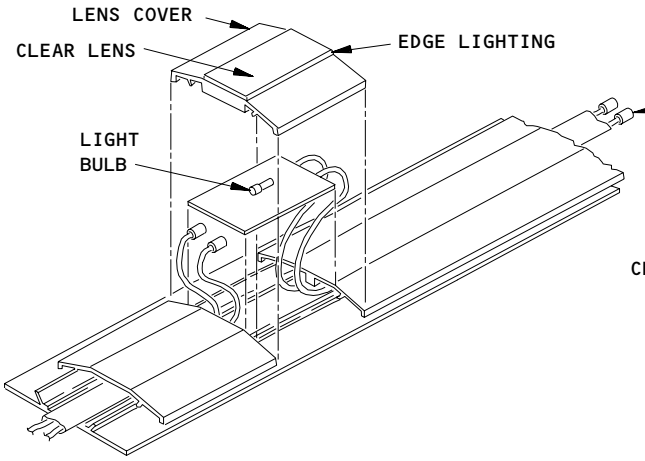
      S 034-005
      (3) Remove the sleeving which is on the wires.

      S 034-006
      (4) Remove the tape that attaches the wires to the floor.

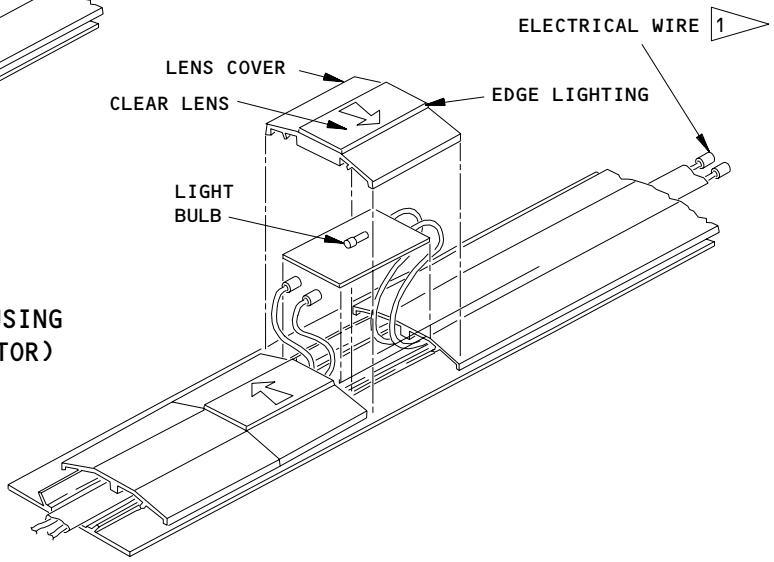
      S 024-007
      (5) Disconnect the wires.

      S 024-008
      (6) Lift and remove the raceway from the floor.

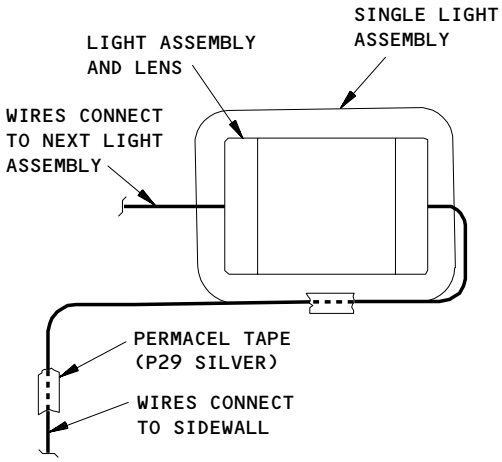
          NOTE: For easy installation of the raceway, make a note of the location where you remove the raceway.



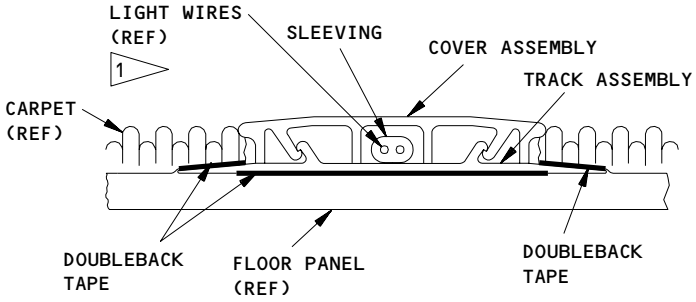
FLOOR PROXIMITY LIGHTING HOUSING
(TRACK-MOUNTED AISLE INDICATOR)
(EXAMPLE)



FLOOR PROXIMITY LIGHTING HOUSING
(TRACK-MOUNTED OVERWING EXIT INDICATOR)
(EXAMPLE)



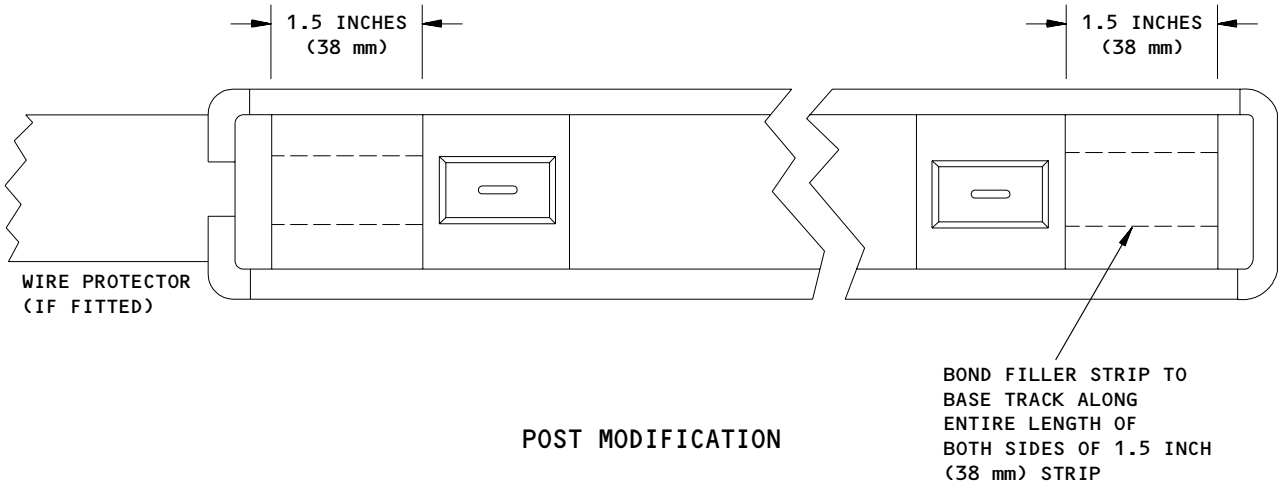
SINGLE LIGHT ASSEMBLY
(EXAMPLE)



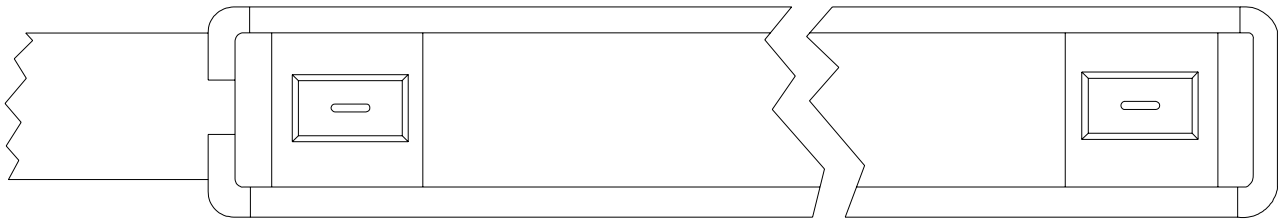
FLOOR PROXIMITY LIGHTING RACEWAY
(EXAMPLE)

1 CAUTION: MAKE SURE THE WIRES ARE IN THE CENTER OF THE TRACK COVER. YOU CAN CAUSE DAMAGE TO THE WIRES IF THE WIRES ARE NOT IN THE CENTER OF THE TRACK COVER.

Floor Proximity Raceway Installation
Figure 401



POST MODIFICATION



PRE MODIFICATION
(TYPICAL)

Embodiment Instructions - Modified End Fitting
Figure 402

TASK 25-27-31-404-009

3. Floor Proximity Path Lighting Raceway - Installation (Fig. 401)

A. Consumable Materials

(1) G02129 Permacel - Silver Tape, P29
(2) G01356 Tape - Doubleback, Orcon BMS 5-133
(3) A01068 Adhesive, URALANE5774AB
(4) B00130 Solvent, Isopropyl Alcohol, TT-I-735
(5) Abrasive Paper, 80 grit or finer

B. References

(1) AMM 25-25-01/201, Passenger Seats
(2) AMM 25-27-01/401, Floor Covering
(3) AMM 33-51-11/301, Floor Proximity Emergency Lights

C. Access

(1) Location Zone
200 Upper Half of Fuselage

D. Embodiment Instructions (Fig. 402)

S 014-010
(1) Remove filler strip adjacent to the light assembly at the end of the floor strip.

S 854-011
(2) Cut 1.5inches(38mm) off the end of the filler strip.

S 414-012
(3) Re-fit the larger part of the filler to the floor strip.

S 824-013
(4) Move the end light assembly to butt up to filler strip.

S 914-014
(5) Bond the 1.5 inch (38mm) section of filler strip to the base track between the end light assembly and the end cap using URALANE5774AB ashesive as follows:

NOTE: Refer to SAK Screen on time for health and safety information.

(a) Clean both surfaces to be bonded with IPA solvent (part no. IPA).
(b) Lightly sand with 180 grit or finer paper.
(c) Wipe dry.
(d) Bond in place with URALANE5774AB adhesive.
1) Mix 100 parts of part A with 55 parts of part B by weight.

2) Mix thoroughly for 2 minutes and use within 20 minutes.

E. Procedure

S 434-015
(1) Install the new tape if it is necessary.

S 424-016
(2) Put the floor proximity lighting in its position on the floor.

S 434-017
(3) Put the doubleback tape on the flange of the floor proximity lighting.

S 424-018
(4) Connect the wires.

NOTE: Flight control cables are located under the cabin floor. Do not stow any excess floor proximity light supply cables under the cabin floor unless it can be verified that they will remain clear of the flight control cables.

S 424-019
(5) Connect the wires.

S 424-020

CAUTION: MAKE SURE THE WIRES ARE IN THE CENTER OF THE TRACK COVER. IF THE WIRES ARE NOT IN THE CENTER OF THE TRACK COVER, YOU CAN CAUSE DAMAGE TO THE WIRES.

(6) If necessary, use tape, Permacel P-29, to keep the wires in the center of the track cover.

S 434-021
(7) Attach the wires to the floor with the Permacel P29 silver tape.

S 434-022
(8) Install the sleeving on the wires if it is necessary.

S 714-024
(9) Do a test of the floor proximity lighting systems (AMM 33-51-11/301).

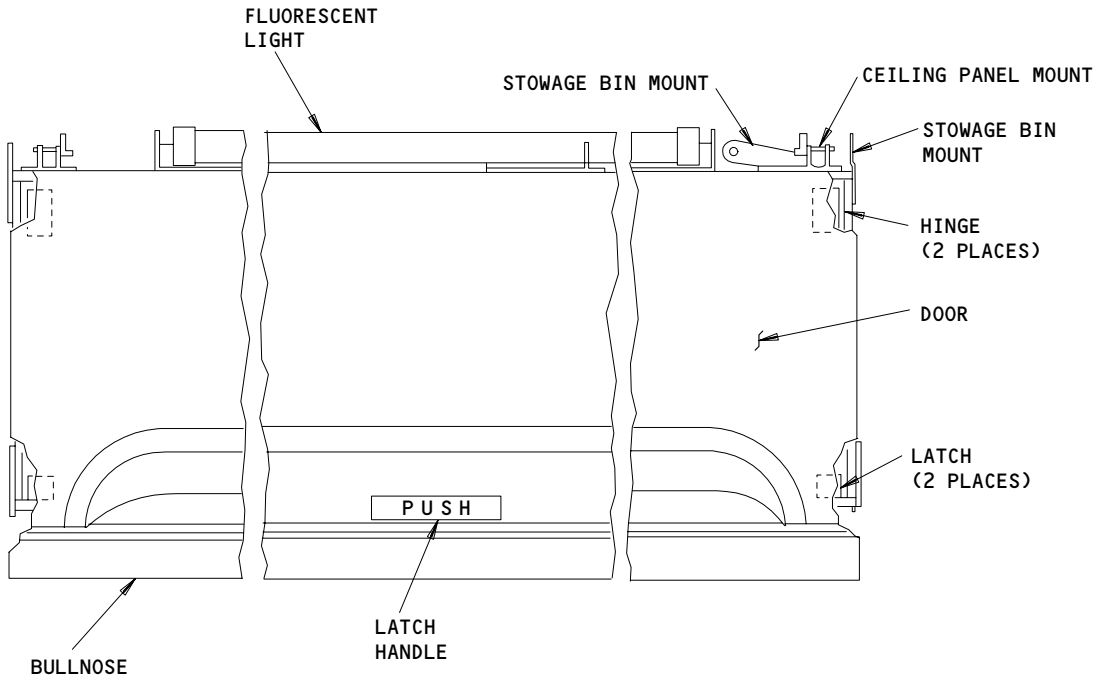
S 414-025
(10) Install the passenger seats (AMM 25-25-01/201).

S 414-026

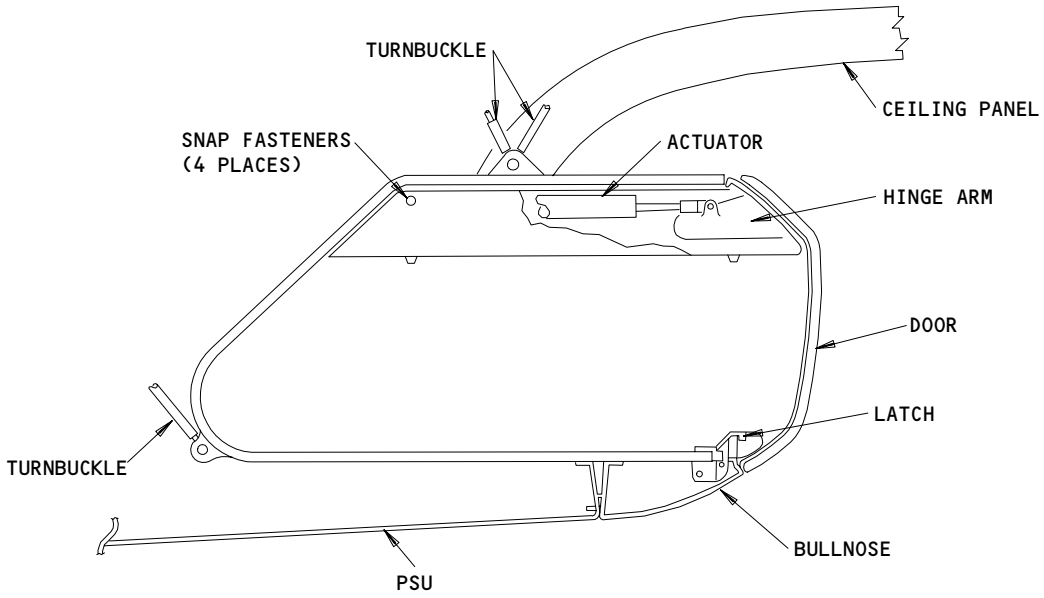
(11) Install the floor covering (AMM 25-27-01/401).

STOWAGE COMPARTMENT - DESCRIPTION AND OPERATION

1. Overhead Stowage Bins (Fig. 1)
   A. Above the seats are stowage bins for coats and carry-on items. Doors are on the inboard side with latches at the bottom and hinges at the top. Stowage bins mount with turnbuckles attached to fuselage structure. Adjacent stowage bins connect with an alignment pin. Sculptured ceiling panels mount on top of stowage bins. Florescent lights also mount on top of stowage bins. Light reflects off the ceiling panels. Between the lower, inboard edge of the stowage bins and the inboard edge of the PSU's are spacer panels called bullnoses. Every other bullnose has an emergency light. Some bullnoses have a grill with a temperature sensor to monitor air temperature in the passenger compartment. PSU's are mounted below the stowage bins.



FRONT VIEW



SIDE VIEW

Overhead Stowage Bin
Figure 1

OVERHEAD STOWAGE BIN DOOR - MAINTENANCE PRACTICES

1. General
   A. This procedure contains these tasks:
      (1) Removal of the hinge assembly.
      (2) Installation of the hinge assembly.
      (3) Removal and installation of the overhead stowage bin door.
      (4) Removal and installation of the latch assembly.
      (5) Opening the overhead stowage bin door that does not operate
   B. The overhead stowage bin door is referred to as the door in this procedure.

TASK 25-28-01-002-001

2. Remove the Hinge Assembly
   A. Access
      (1) Location Zones
          200 Upper Half of Fuselage

   B. Procedure - Remove the Actuator (Fig. 201)

      S 012-002
      (1) Open the overhead stowage bin door.

      S 032-003
      (2) Hold the door and remove the bolts that attach each actuator chassis to the sidewall of the overhead stowage bin.

      S 012-004
      (3) Remove the door with the actuator chassis.

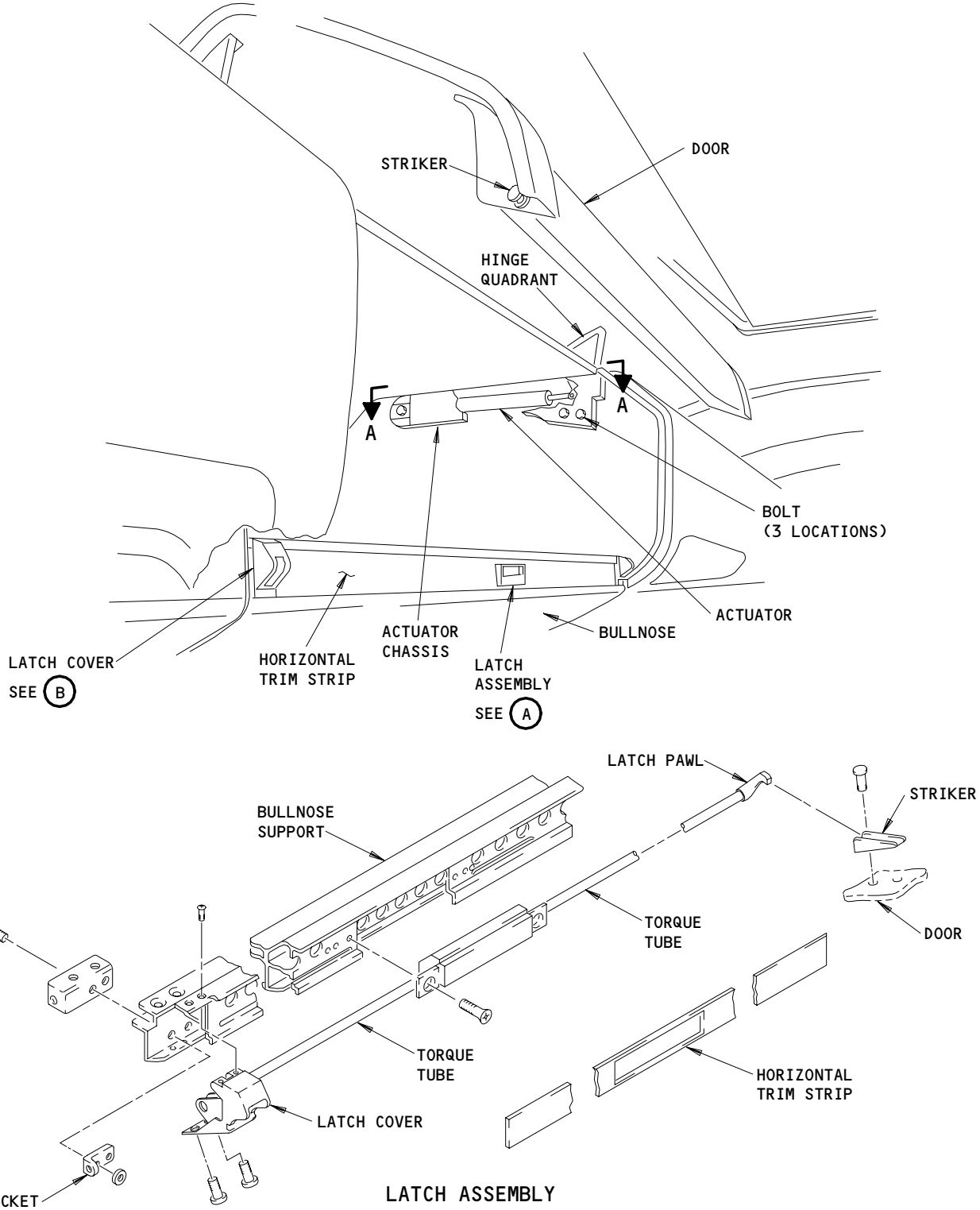
      S 032-005
      (4) Remove the pins that attach the actuator to the chassis and the hinge quadrant.

      S 022-006
      (5) Remove the actuator.
   C. Procedure - Remove the Hinge Quadrant (Fig. 201)

      S 012-013
      (1) Open the overhead stowage bin door.

      S 012-014
      (2) Remove the pin to disconnect the actuator from the hinge quadrant.

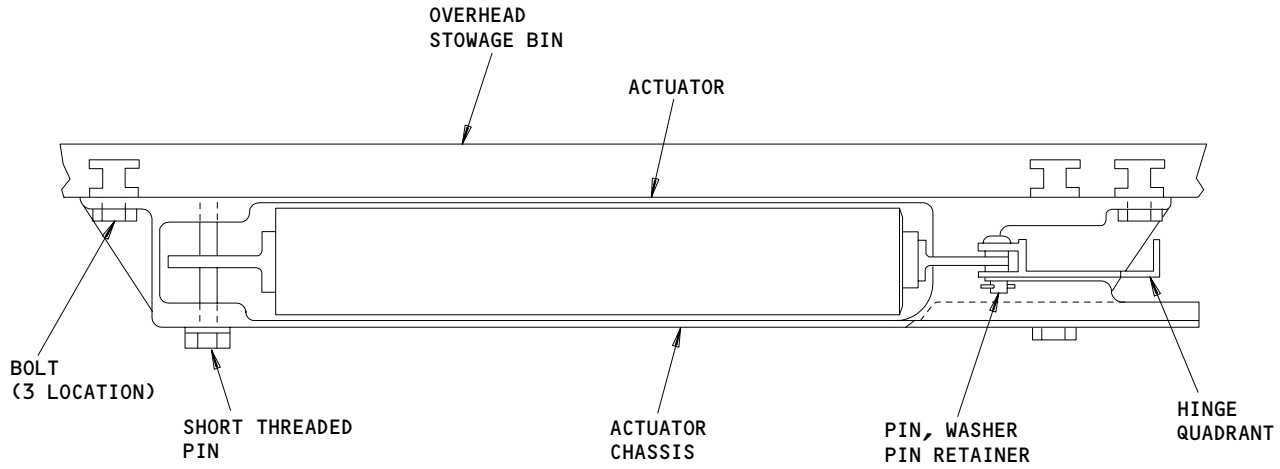
      S 032-015
      (3) Hold the door and remove the bolt at the hinge point.



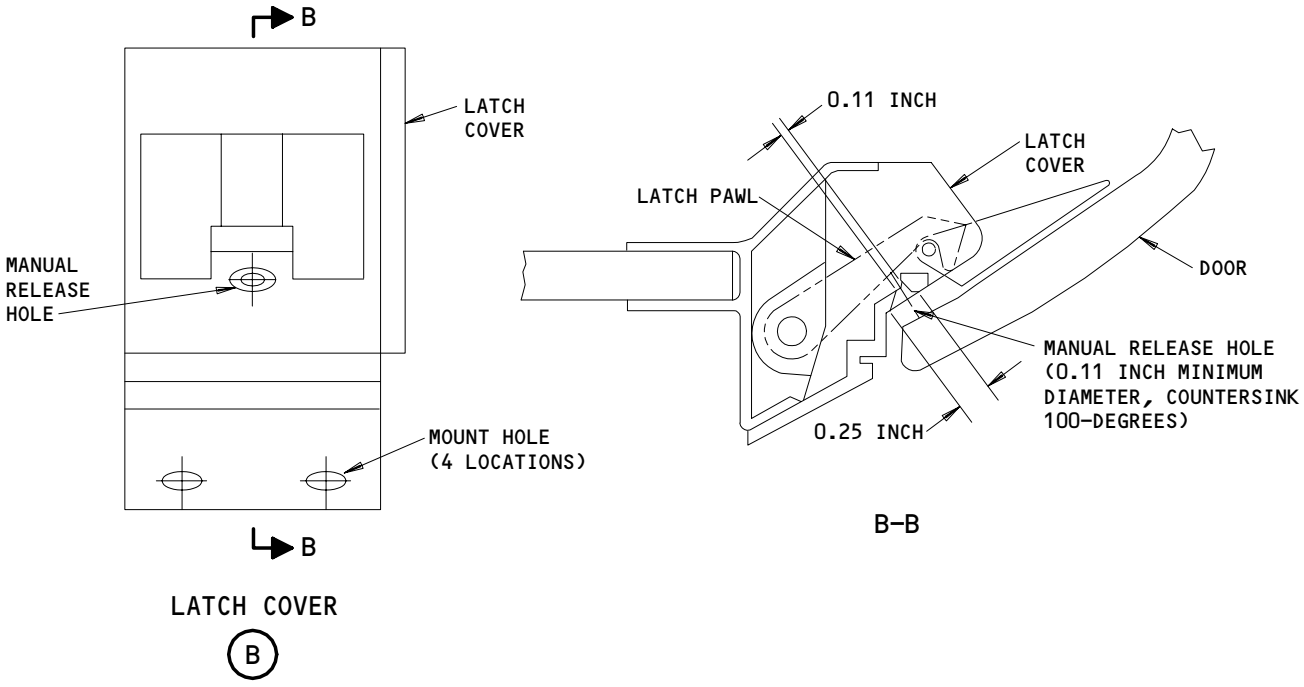
LATCH ASSEMBLY

(A)

Overhead Stowage Bin Door
Figure 201 (Sheet 1)



A–A



B–B

Overhead Stowage Bin Door
Figure 201 (Sheet 2)

S 032-016
(4) Remove the screws that attach the hinge quadrant to the door.

S 022-017
(5) Remove the hinge quadrant.

TASK 25-28-01-402-043

3. Install the Hinge Assembly

A. Access

(1) Location Zones

200 Upper Half of Fuselage

B. Procedure - Install the Actuator (Fig. 201)

NOTE: You must remove the actuator chassis and hinge quadrants from the door before you can install the actuators.

S 412-007
(1) Attach the actuators to the hinge quadrants and the actuator chassis with pins.

S 412-008
(2) Install the actuator chassis on the sidewall of the overhead stowage bin. Tighten the bolts.

S 412-009
(3) Install the screws to connect the door to the hinge quadrants.

S 412-010
(4) Close the door. Make sure the strikers align with the latch covers.

S 822-044
(5) Adjust the hinge quadrants to align the door, if it is necessary.

S 822-011
(6) With the door closed, push down on the center of the door to make sure the latch and the striker.

S 432-012
(7) Carefully open the door. Tighten the bolts that attach the actuator chassis to the sidewall of the overhead stowage bin.

C. Procedure - Install the Hinge Quadrant (Fig. 201)

S 432-018
(1) Install the bolt at the hinge point.

S 412-019
(2) Connect the actuator to the hinge quadrant.

S 822-020
(3) Align the holes in the door with slots in the hinge quadrant. Install the screws.

S 202-021
(4) Close the door. Make sure the door aligns correctly with the latch.

S 202-022
(5) Open the door. Make sure the door is clear of the latch.

S 432-023
(6) Tighten the screws after the door is aligned correctly.

TASK 25-28-01-902-024

4. Overhead Stowage Bin Door Removal/Installation

A. Access

(1) Location Zones

200 Upper Half of Fuselage

B. Procedure - Remove the Door (Fig. 201)

S 012-025
(1) Remove the two hinge quadrants (Refer to the Remove the Hinge Assembly procedure).

S 022-053
(2) Remove the door.

C. Procedure - Install the Door (Fig. 201)

S 412-045
(1) Put the door in position on the overhead stowage bin.

S 412-026
(2) Install the two hinge quadrants (Refer to the Install the Hinge Assembly procedure).

TASK 25-28-01-902-027

5. Latch Assembly Removal/Installation

A. References
(1) 25-23-01/401, Passenger Service Units

B. Access
(1) Location Zones
200 Upper Half of Fuselage

C. Procedure - Remove the Latch Assembly (Fig. 201)

S 012-028
(1) Open the overhead stowage bin door.

S 862-029
(2) Lower the PSU below the overhead stowage bin (Ref 25-23-01).

S 012-030
(3) Remove the bullnose.

S 032-031
(4) To remove the horizontal trim strip, push the horizontal trim strip up and pull the bottom of the horizontal out first.

S 032-032
(5) Remove the screws that attach to the latch handle.

S 012-033
(6) Remove the bracket on each end of the torque tube.

S 022-034
(7) Remove the latch assembly.

D. Procedure - Install the Latch Assembly (Fig. 201)

S 412-035
(1) Put the latch assembly in position for installation.

S 412-036
(2) Install the bracket on each end of the torque tube.

S 432-037
(3) Install the screws to tighten the latch handle.

S 432-038
(4) Install the horizontal trim strip.

S 412-039
(5) Install the bullnose.

S 412-040
(6) Put the PSU back in position (Ref 25-23-01).

S 202-048
(7) Close the door. Make sure the door latches correctly.

S 202-049
(8) Make sure the two latching pawls are fully engaged with the strikers.

S 222-050
(9) Make sure the distance between the actuating-push-handle and the latch housing is 0.24 ±0.03 inch.

TASK 25-28-01-002-041

6. Open the Overhead Stowage Bin Door That Does Not Operate (Fig. 201)

A. Access

(1) Location Zones

200 Upper Half of Fuselage

B. Procedure

S 822-052
(1) Put a small diameter rod (less than 0.11 inch) in the manual release hole. Push the small diameter rod to release the latch.

OVERHEAD STOWAGE BIN - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Remove the overhead stowage bin.
      (2) Install the overhead stowage bin.

   TASK 25-28-02-004-002

2. Remove the Overhead Stowage Bin (Fig. 401)
   A. References
      (1) AMM 21-61-08/401, Zone Temperature Sensor
      (2) AMM 25-22-01/401, Sculptured Ceiling Panel
      (3) AMM 25-22-02/401, Lowered Ceiling Panel
      (4) AMM 25-23-01/401, Passenger Service Units
      (5) AMM 33-21-10/201, Passenger Compartment Illumination
      (6) AMM 33-51-05/201, Aisle Lights
   B. Access
      (1) Location Zone
          200 Upper Half of Fuselage

   C. Procedure

      S 024-100
      (1) Remove the sculptured ceiling panel (AMM 25-22-01/401).

      S 024-101
      (2) Remove the lowered ceiling panel (AMM 25-22-02/401).

      S 024-196
      (3) Remove the fluorescent light if it is installed (AMM 33-21-10/201) and disconnect the electrical connector.

      S 024-102
      (4) Remove the PSU and spacer panels (AMM 25-23-01/401).

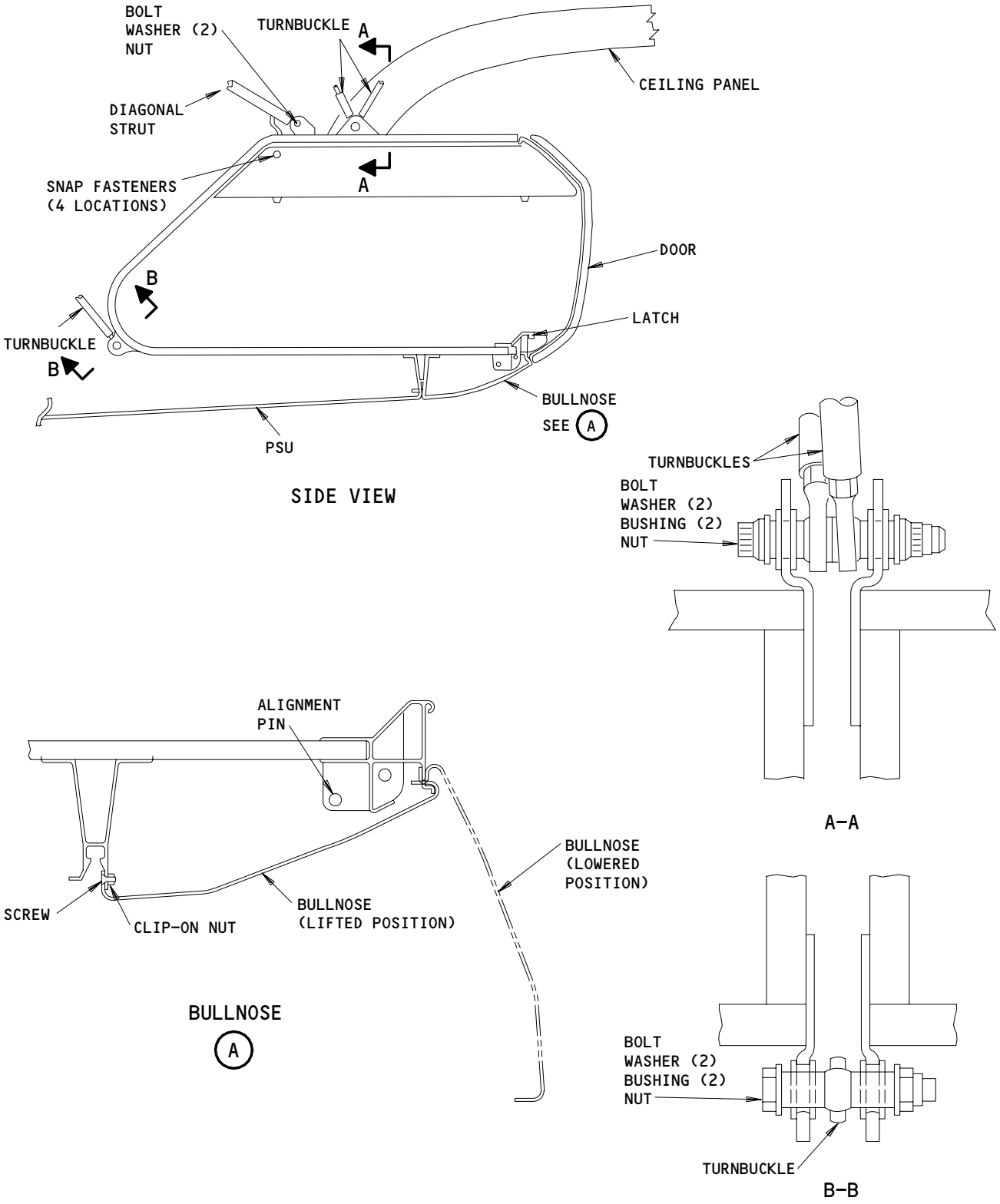
      S 024-197
      (5) Remove the screws on the outboard side of the bullnose.

      S 024-103
      (6) Remove the emergency aisle light (AMM 33-51-05/201).

      S 024-104
      (7) Remove the zone temperature sensor if it is installed (AMM 21-61-08/401).

      S 024-105
      (8) Remove the bullnose

      S 024-199
      (9) Remove the alignment pins between the adjacent overhead stowage bins.



Overhead Stowage Bin
Figure 401

S 024-200
(10) Remove the bolts, washers, bushings, and nuts to disconnect the lower turnbuckles.

S 024-201
(11) Remove the bolt, washer, and nut to disconnect the diagonal strut at the top, outboard edge of the overhead stowage bin.

S 024-202
(12) Hold the overhead stowage bin and remove the bolts, washers, bushings, and nuts to disconnect the top turnbuckles.

S 024-015
(13) Remove the overhead stowage bin.

TASK 25-28-02-404-038

3. Install the Overhead Stowage Bin (Fig. 401)

A. References
(1) AMM 21-61-08/401, Zone Temperature Sensor
(2) AMM 25-22-01/401, Sculptured Ceiling Panel
(3) AMM 25-22-02/401, Lowered Ceiling Panel
(4) AMM 25-23-01/401, Passenger Service Units
(5) AMM 33-21-10/201, Passenger Compartment Illumination
(6) AMM 33-51-05/201, Aisle Lights

B. Access
(1) Location Zone
200 Upper Half of Fuselage

C. Procedure

S 864-132
(1) Put the overhead stowage bin in position.

S 434-041
(2) Install the alignment pins between the adjacent overhead stowage bins.

S 424-219
(3) Install the bolts, washers, bushings, and nuts to attach the top turnbuckles.

S 424-220
(4) Install the bolts, washers, bushings, and nuts to attach the lower turnbuckles.

S 824-043
(5) Adjust the turnbuckles to hold the weight of the overhead stowage bin. Make sure the overhead stowage bin is aligned with the adjacent overhead stowage bins.

S 424-221
(6) Install the bolt, washer, and nut to attach the diagonal strut at the top, outboard edge of the overhead stowage bin.

S 424-116
(7) Install the sculptured ceiling panel (AMM 25-22-01/401).

S 424-117
(8) Install the lowered ceiling panel (AMM 25-22-02/401).

S 424-222
(9) Connect the electrical connector and install the fluorescent light if it is necessary (AMM 33-21-10/201).

S 424-118
(10) Install the bullnose.

S 424-223
(11) Install the emergency aisle light (AMM 33-51-05/201).

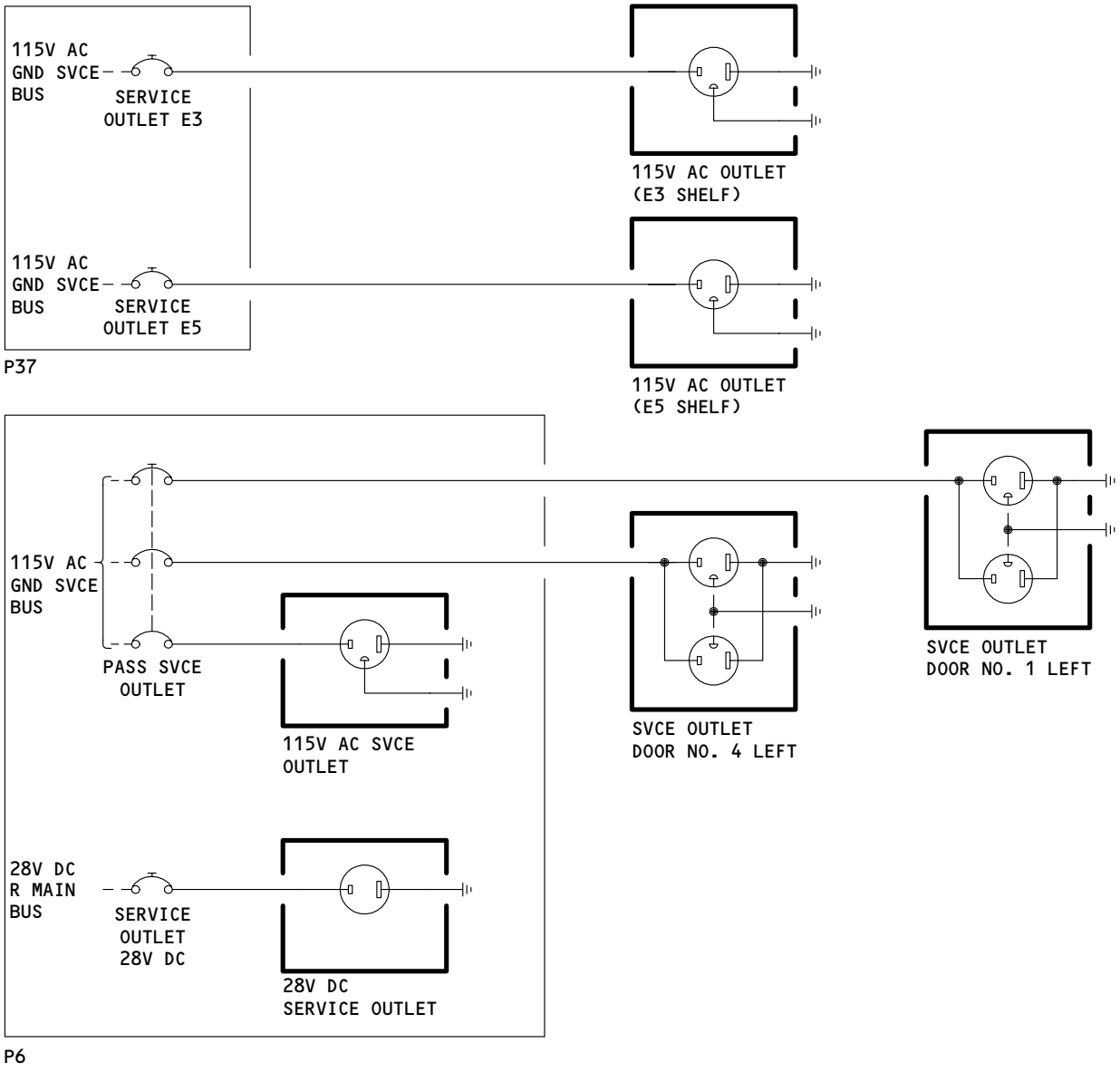
S 424-119
(12) Install the zone temperature sensor if it is necessary (AMM 21-61-08/401).

S 424-225
(13) Lift the bullnose and install the screws.

S 424-120
(14) Install the PSU and spacer panels (AMM 25-23-01/401).

PASSENGER AND CABIN ATTENDANT ACCOMMODATIONS - DESCRIPTION AND OPERATION

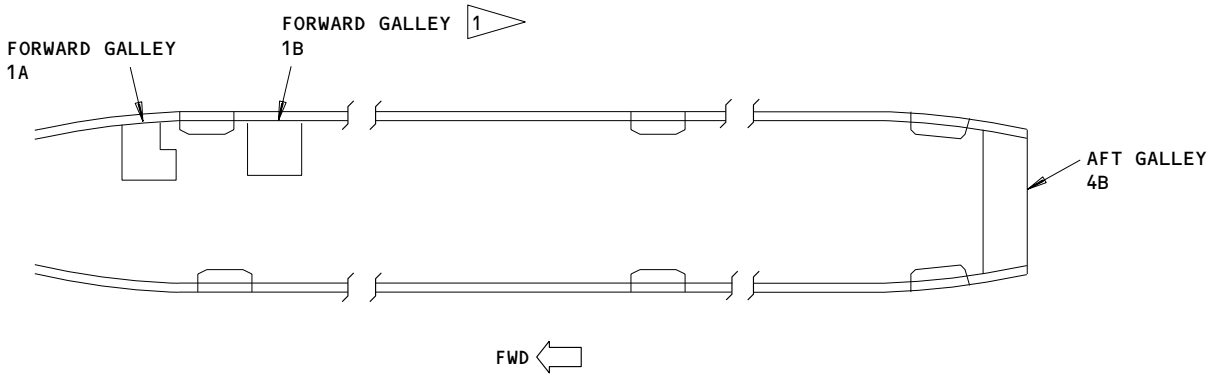
1. General
   A. Electrical power is provided by service outlets. Service outlets provide power for electrical appliances used by service personnel during airplane servicing.
   B. In the passenger compartment, the right bus supplies 115 volts ac power to outlets at Passenger Door No. 1L and Passenger Door No. 4L.
   C. In the flight compartment, the right bus supplies 28 volts dc and 115 volts ac power to outlets on the main distribution panel P6. In the lower lobe, the service outlets are on the E3 and E5 racks in the electronics equipment center. 115 volts ac are supplied to the outlets via the right bus.



Service Outlets Schematic
Figure 1

GALLEYS - DESCRIPTION AND OPERATION

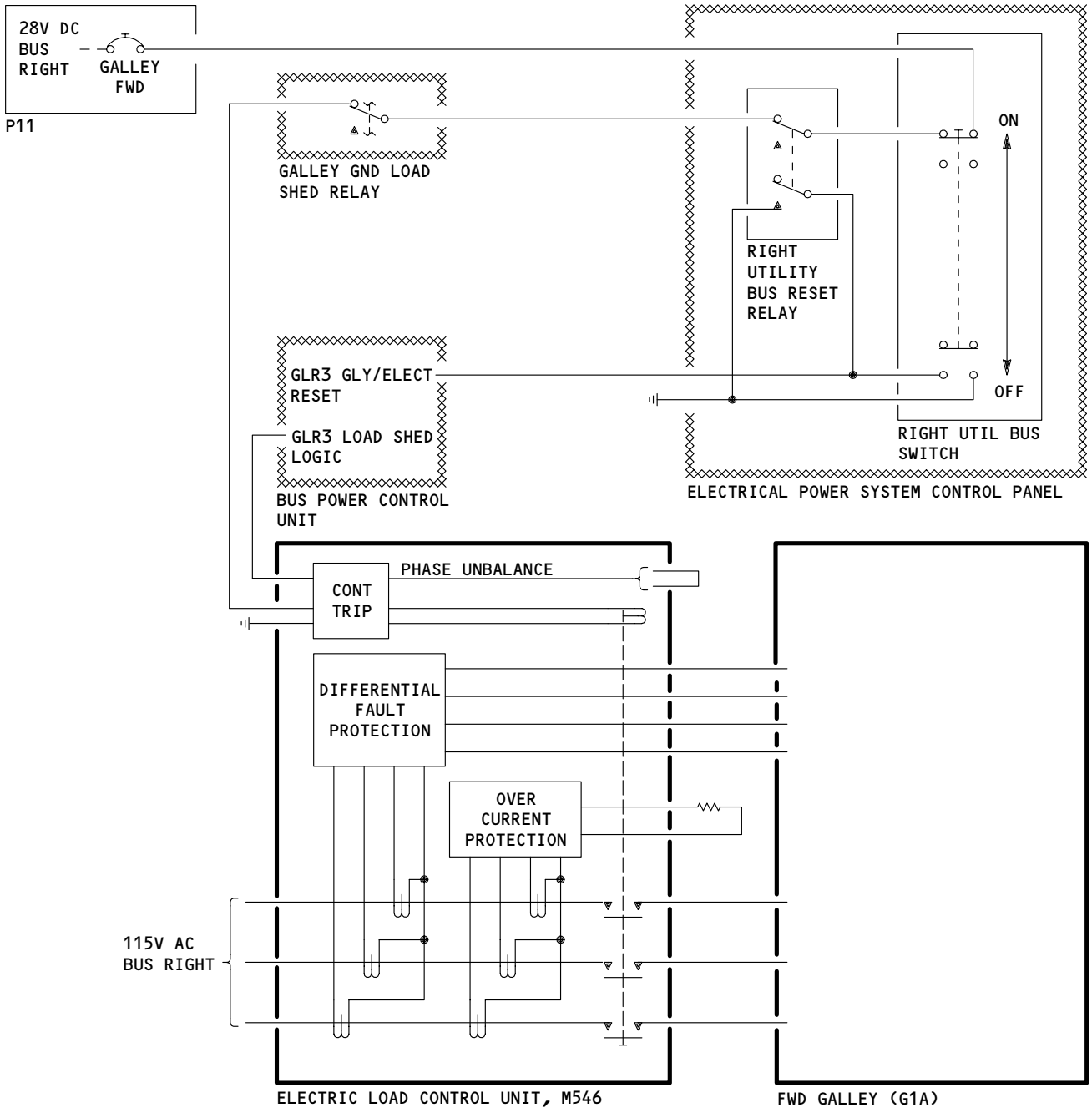
1. General (Fig. 1)
   A. ALL EXCEPT GUI 004, 006;
      the forward galley is near the No. 1 passenger door.
   B. ON GUI 004, 006;
      the forward galleys are near the No. 1 passenger door.
   C. The aft galley is near the No. 4 passenger door.
   D. Galleys have facilities for stowing, preparing, and serving food and beverages.
   E. Electric load control units (ELCU) protect galley circuits against overcurrent, phase unbalance, and differential current. ELCU's have a main contactor, current transformers (CT), and sensing circuits. The main contactor stays closed until it receives an overcurrent or differential current signal. The main contactor will open when the galley bus switch is opened. The overcurrent signal comes from a sensing circuit and from the internal CT's, which trip the ELCU. The overcurrent sensing circuit has a time delay. A small overcurrent will take longer to trip the ELCU. The CT's sense phase current differences. If the phase current difference is large, the ELCU will trip. The internal CT's sense phase unbalance. The ELCU will trip when the difference between the highest and lowest phase current is large.



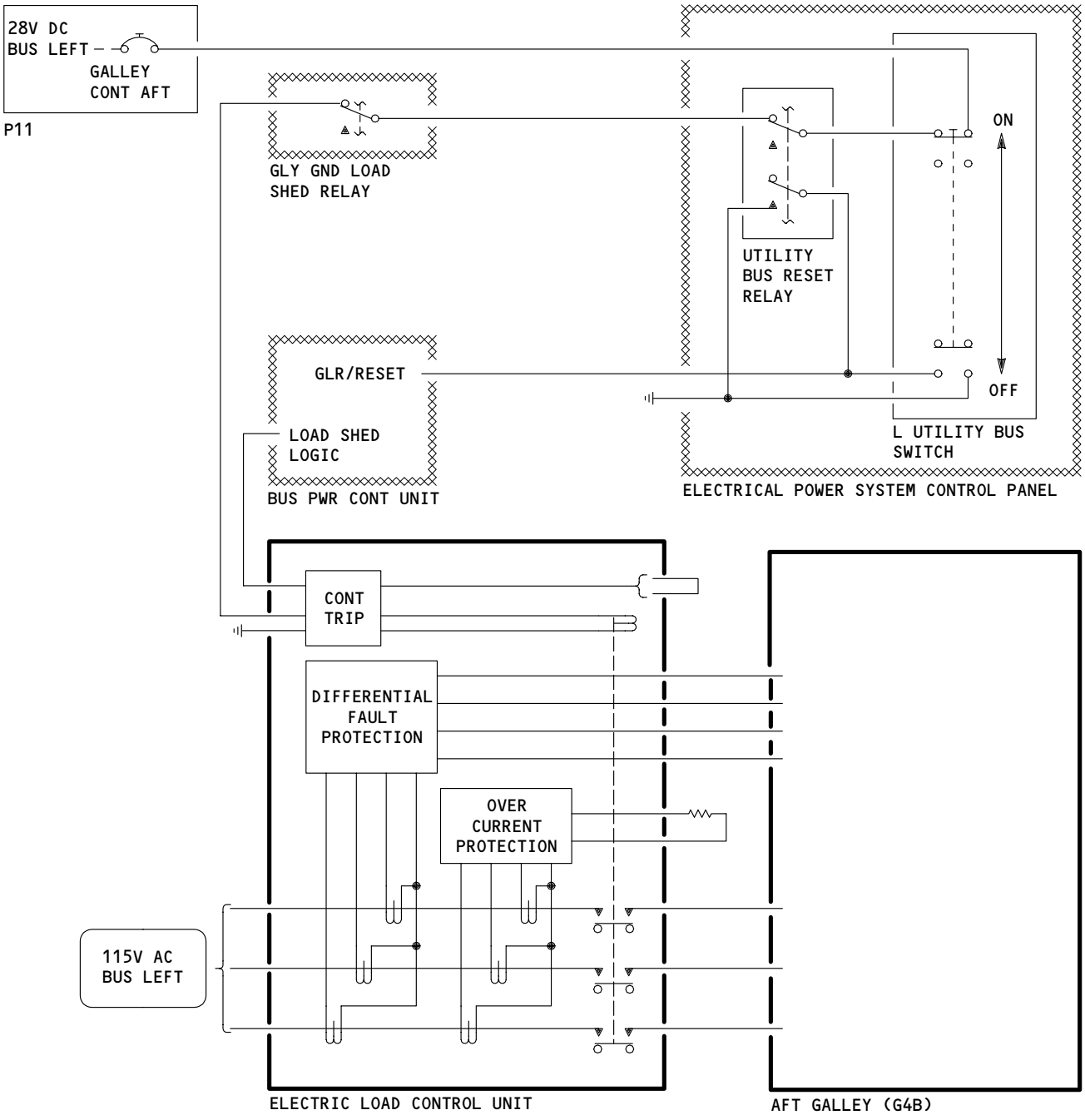
1 GUI 004,006

Galleys
Figure 1

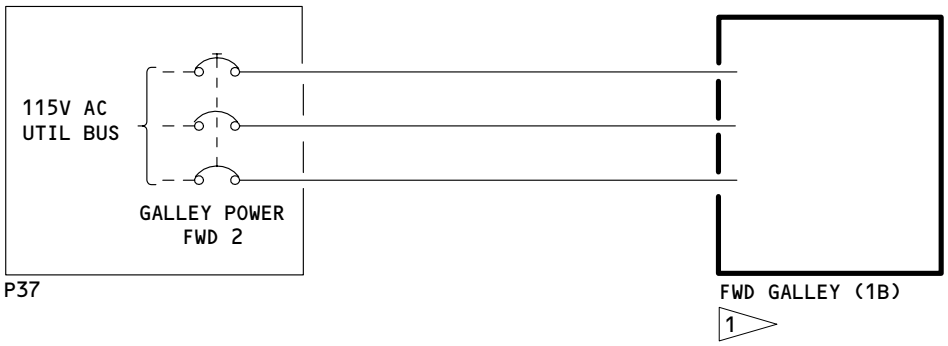
F. The ELCU's and galley load relays (GLR) are controlled by the bus power control unit (BPCU) to reduce loads in galley buses. Loads are reduced in two stages depending on the overload. If overload persists, the galley bus is totally de-energized. All GLR's are de-energized if a single source overloads during ground operations, or if single generator operation occurs during flight. ELCU's will de-energize if overload persists. Galley bus is reset by the UTILITY BUS switch.



Forward Galley 1A Schematic
Figure 2



Aft Galley 4B Schematic
Figure 3



1 GUI 004,006

Forward Galley 1B Schematic
Figure 4

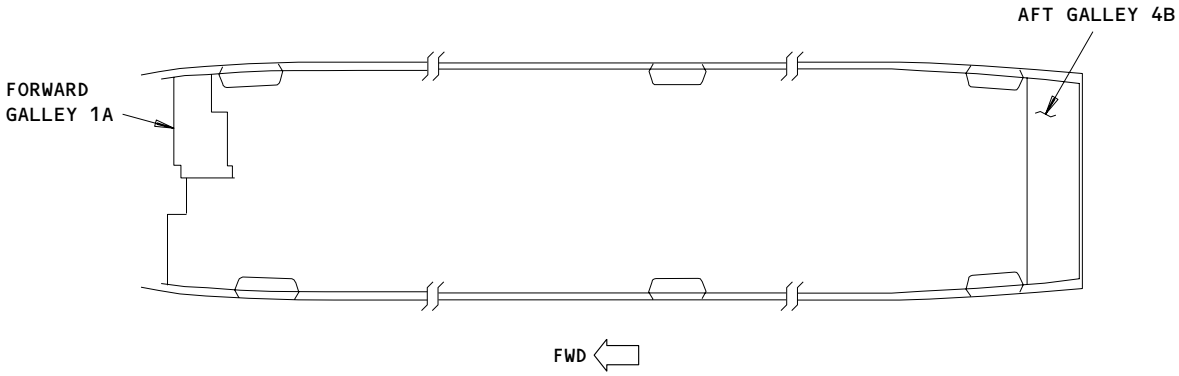
A70888

GALLEYS

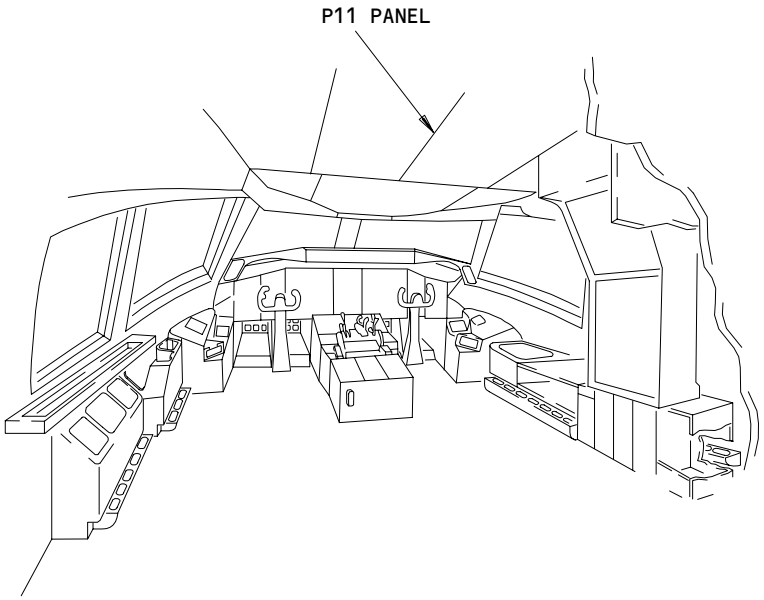
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER –	2		FLT COMPT, P11	
GALLEY 1A, C740		1	11S34	*
GALLEY 4B, C743		1	11S2	*
CIRCUIT BREAKER –	1		119BL, MAIN EQUIP CTR, P32	
GALLEY 1A, C3023		1	32A5	*
GALLEY – AFT 4B	1	1	AFT PASS. CABIN	25-31-04
GALLEY – FORWARD 1A	1	1	FWD PASS. CABIN	25-31-01
UNIT – (FIM 31-01-32/101)				
ELECTRIC LOAD CONTROL M227 (GALLEY 4B)				
ELECTRIC LOAD CONTROL M546 (GALLEY 1A)				

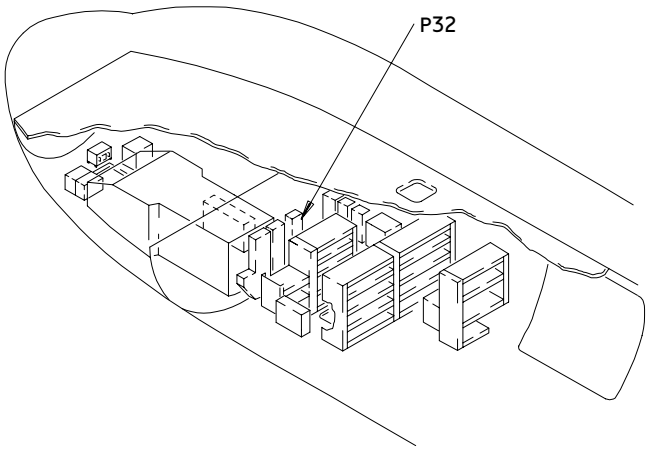
* SEE THE WDM EQUIPMENT LIST

Galleys – Component Index
Figure 101



Galleys - Component Location
Figure 102 (Sheet 1)





Component Location
Figure 102 (Sheet 2)

GALLEY WASTE ENCLOSURE - INSPECTION/CHECK

1. General
   A. This is a procedure to examine the galley waste enclosures on the airplane to make sure that each galley waste enclosure can contain a fire.
   B. The galley waste enclosure is referred to as the enclosure in this procedure.
   C. This is a general inspection procedure for each galley waste enclosure and galley cart.

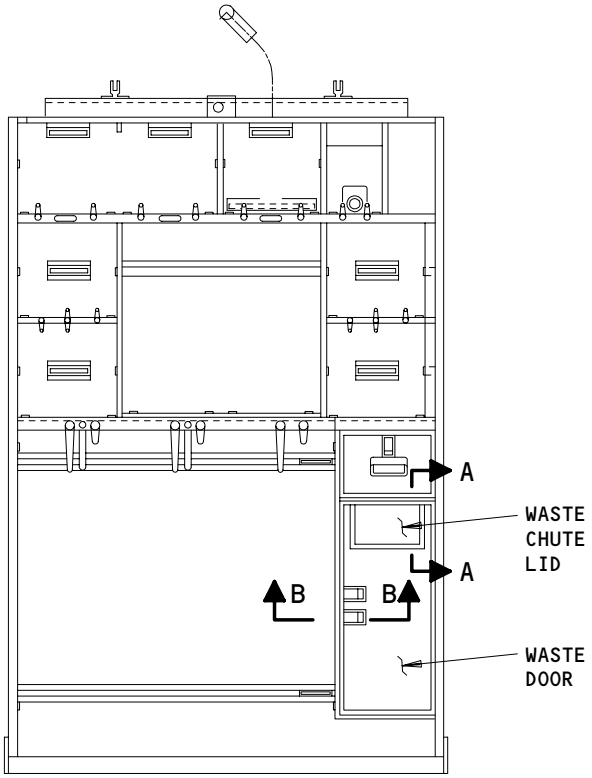
TASK 25-31-00-206-002

2. Examine the Galley Waste Enclosure and Galley Cart
   A. Access
      (1) Location Zone
          200 Upper Half of Fuselage

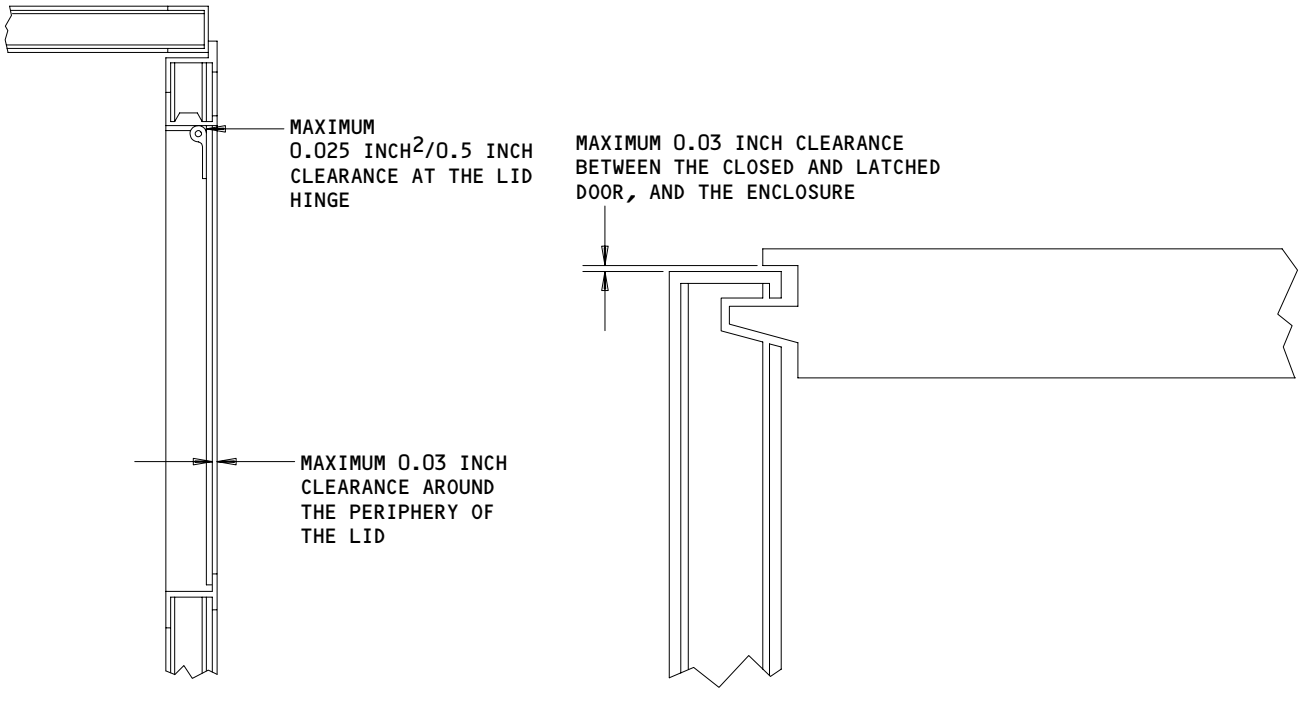
   B. Procedure

      S 206-006
      (1) To do a check on the waste chute lid, do the steps that follow:
          (a) Make sure the edges of the lid do not have damage.
          (b) Make sure the lid hinge is not loose or worn too much.
          (c) Make sure the lid operates smoothly and closes correctly on the chute opening.
          (d) Make sure the WASTE - NO CIGARETTE DISPOSAL placard is installed on the lid.
          (e) Make sure the CLOSE WHEN NOT IN USE placard is installed on the lid.
          (f) Make sure the clearance between the closed lid and the chute edge is not more than the maximum tolerance specified on the galley installation drawing.

      S 206-007
      (2) To do a check on the waste compartment and door, do the steps that follow:
          (a) Make sure the door hinge is not loose or worn too much.
          (b) Make sure the door edges do not have damage.
          (c) Make sure the door latch operates smoothly.
          (d) Make sure the door is tight when the door is closed and latched.
          (e) Make sure the door operates smoothly and closes correctly on the opening.
          (f) Make sure the clearance between the closed and latched door, and the enclosure is not more than the maximum tolerance specified on the galley installation drawing.



GALLEY (EXAMPLE)



A–A B–B

Galley Waste Compartment
Figure 601

(g) Make sure the door latch bolt engages into the enclosure the distance specified on the galley installation drawing.
(h) Make sure the waste container is in good structural condition.

FORWARD GALLEY - REMOVAL/INSTALLATION

1. General
   A. This procedure contains tasks to remove and install the forward galleys.
   B. For the removal procedure, you must divide the forward galley G1A to get it through the No. 1 passenger door.

TASK 25-31-01-004-001

2. Remove the Forward Galley G1A (Fig. 401)
   A. References
      (1) 38-10-00/201, Potable Water System
   B. Access
      (1) Location Zone
          222 Passenger Cabin - Section 41 (Right)

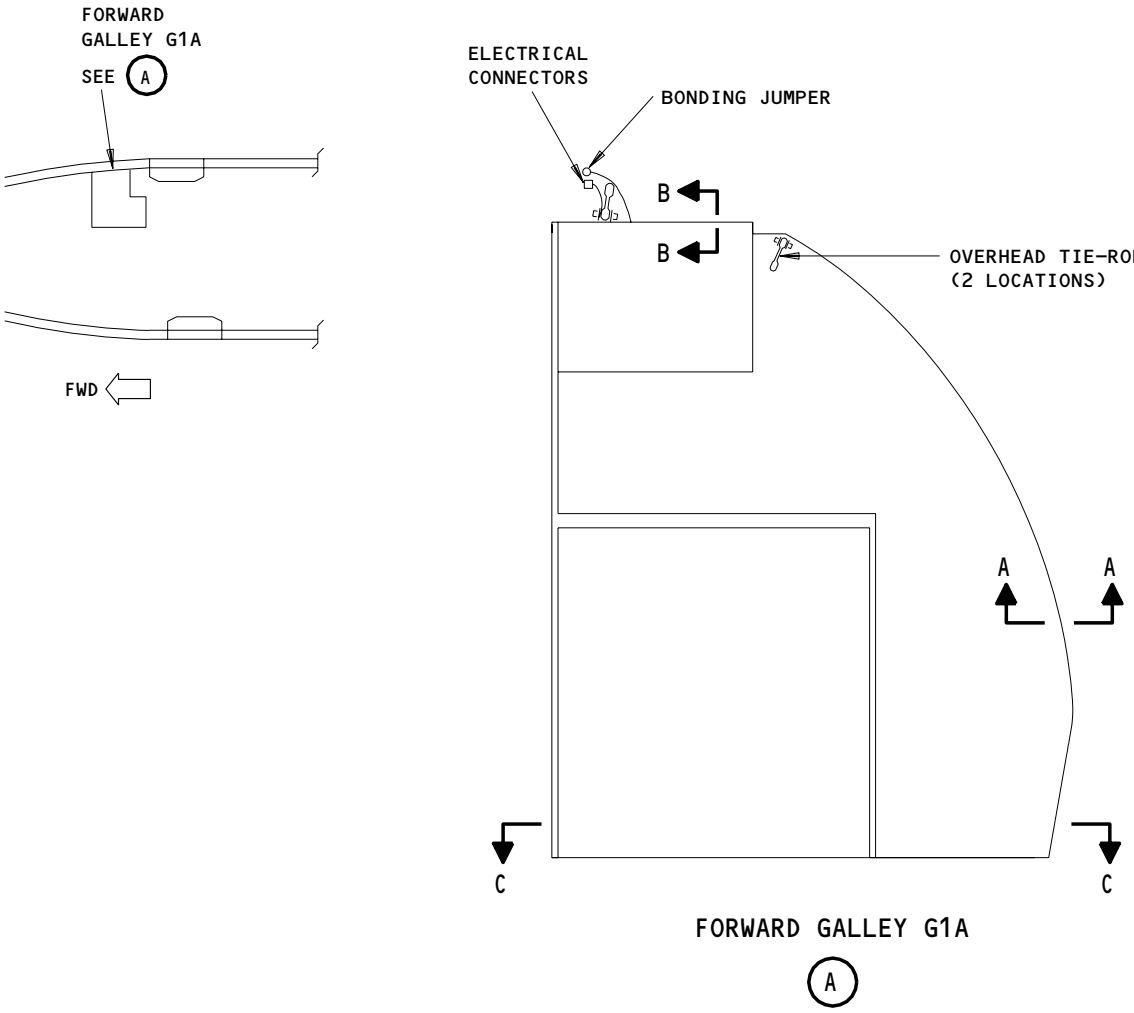
   C. Procedure

      S 864-077
      (1) Open the applicable circuit breaker on the P37 equipment panel and attach a DO-NOT-CLOSE tag:
          (a) 37A5, GALLEY PWR FWD G1A

      S 864-002
      (2) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (Ref 38-10-00).

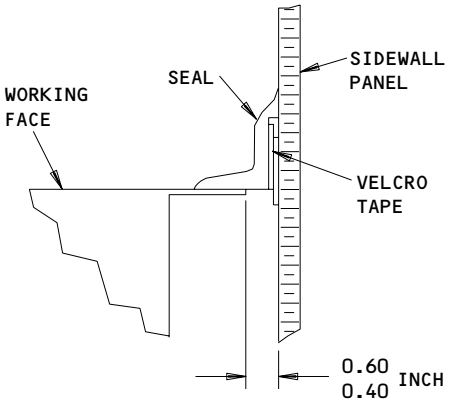
      S 024-003
      (3) Remove the galley appliances and containers.

      S 024-004
      (4) To divide the galley, do the steps that follows:
          (a) Remove the three doors along the vertical split line.
          (b) Disconnect the electrical connectors from the oven and coffee maker receptacles.
          (c) Remove the clamps that hold the wire bundle.

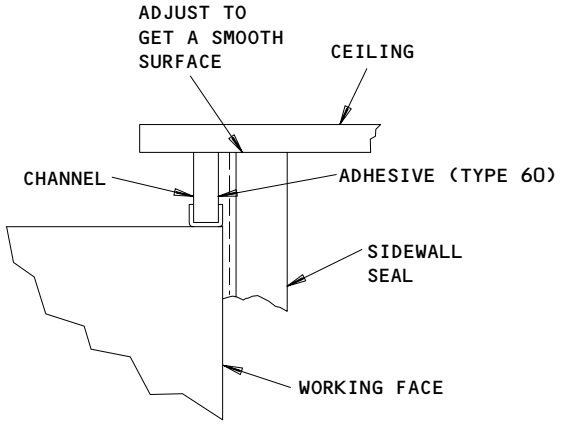


FORWARD GALLEY G1A

A



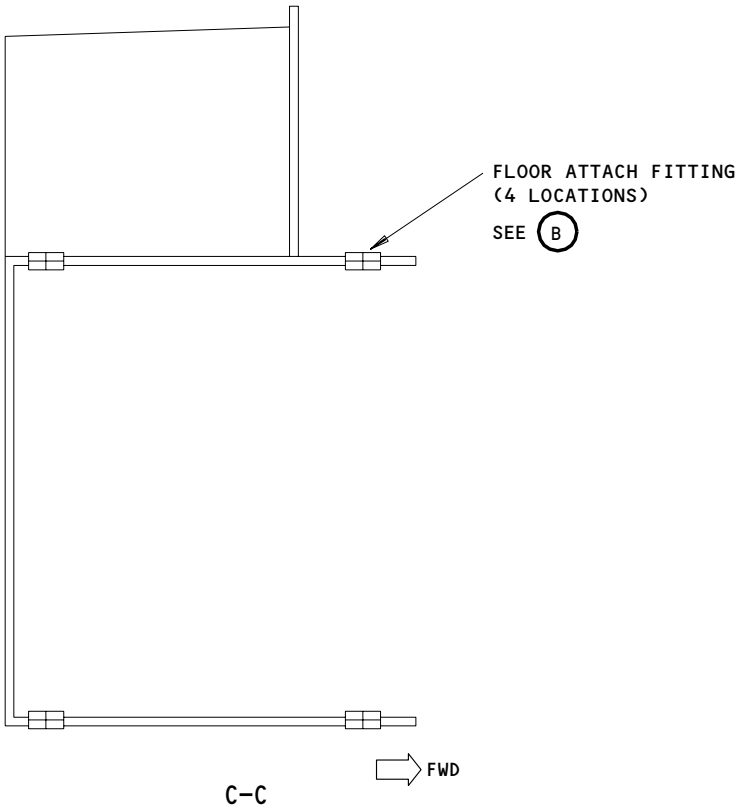
A-A



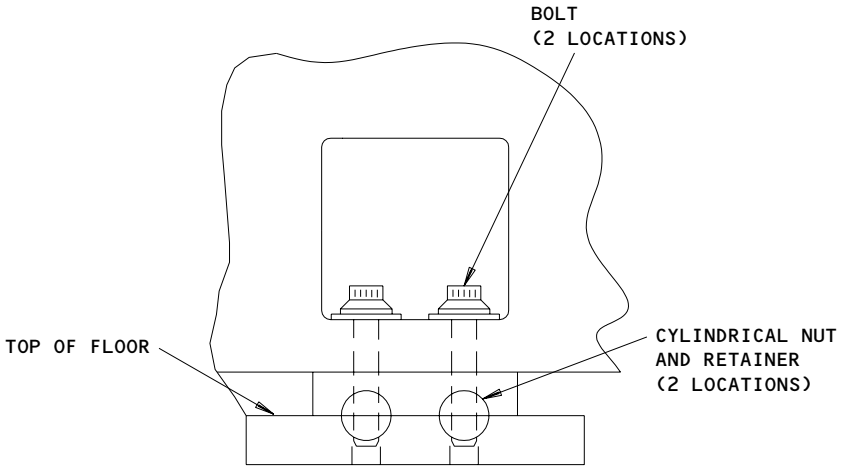
B-B

Forward Galley G1A
Figure 401 (Sheet 1)

831576



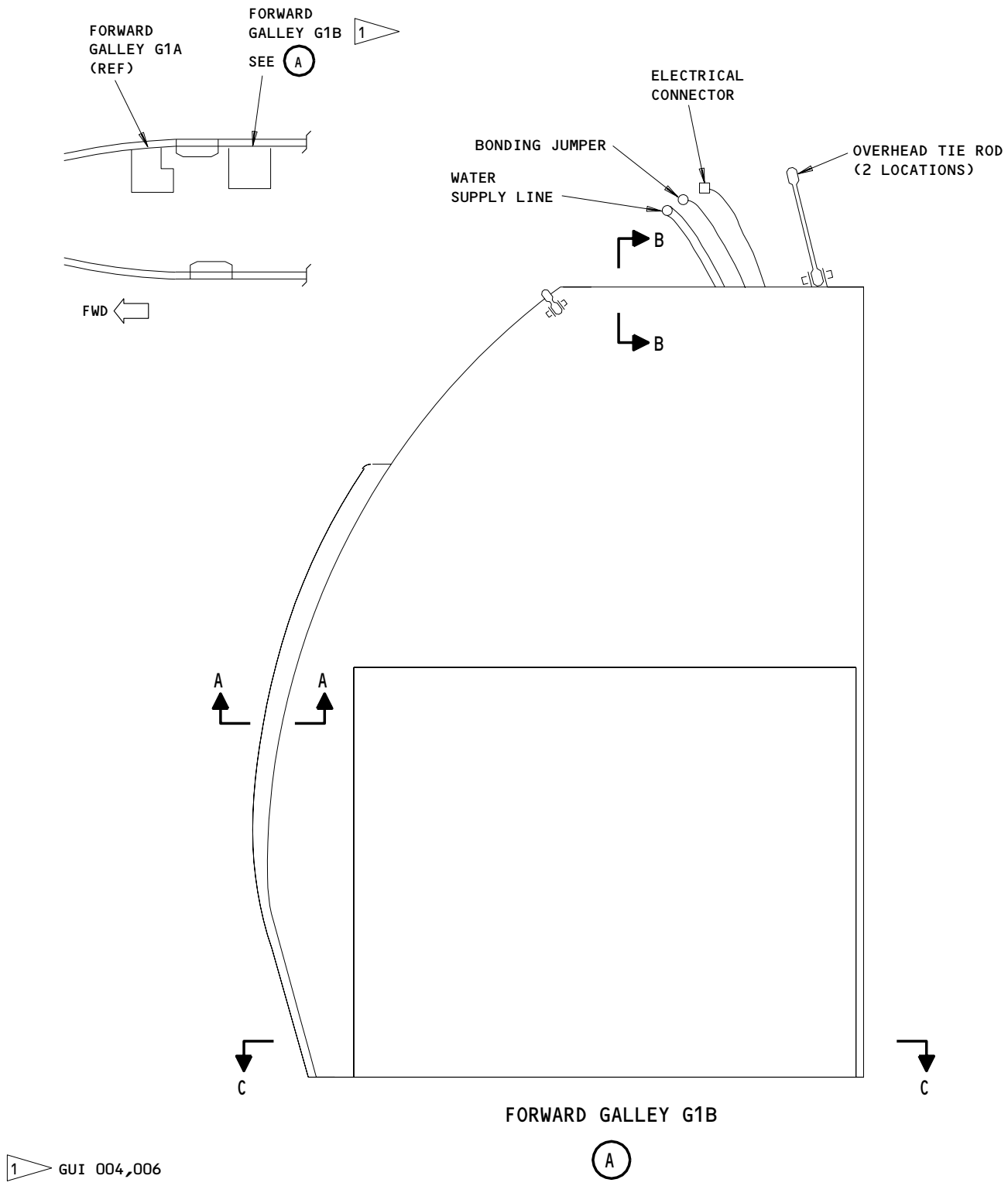
C–C



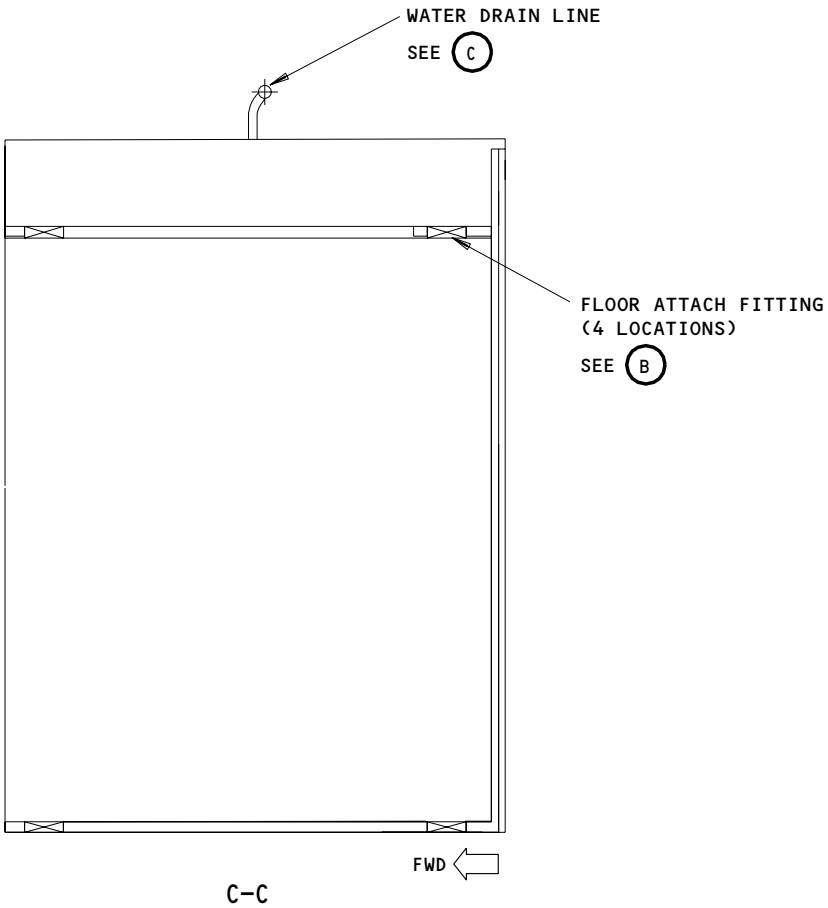
FLOOR ATTACH FITTING

B

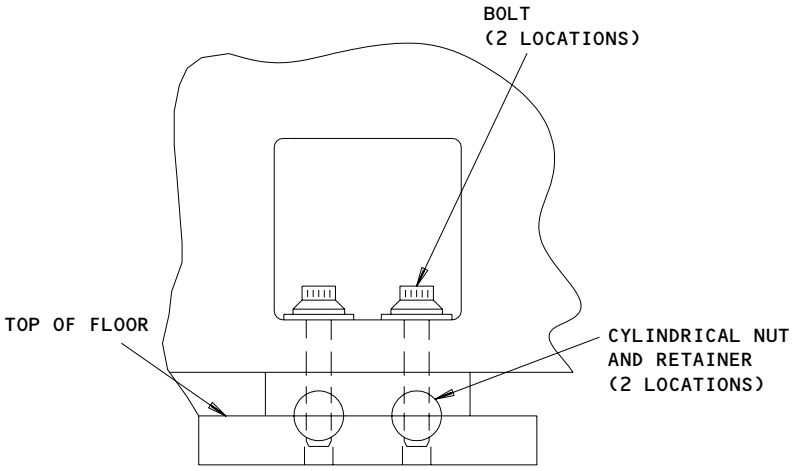
Forward Galley G1A
Figure 401 (Sheet 2)



Forward Galley G1B
Figure 402 (Sheet 1)

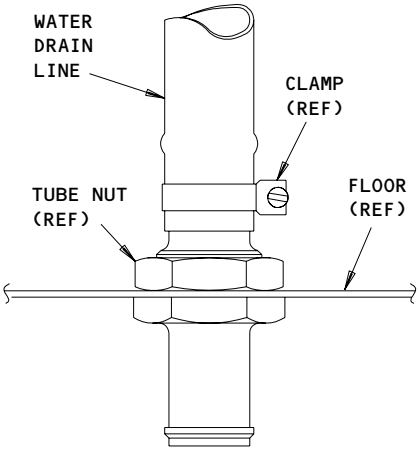


C–C



FLOOR ATTACH FITTING

B



WATER DRAIN LINE

C

Forward Galley G1B
Figure 402 (Sheet 2)

(d) Remove the wire bundle until it is clear from the galley.
(e) Remove the bolts and screws to remove the galley shelves and top.
(f) Remove the countertop.
(g) On the forward wall, remove the outboard and top trim strips around the decorative panel.
(h) Move the decorative panel out of the inboard trim strips.
(i) Remove the screws to divide the forward wall.

S 024-005
(5) Remove the trim panels along the outboard contour of the galley.

S 034-006
(6) Disconnect the ground wire and the electrical connectors from the galley.

S 034-007
(7) Disconnect the water supply line and the water drain line.

S 034-010
(8) Remove the kickstrips.

S 034-011
(9) Remove the sidewall seal.

S 034-012
(10) Remove the overhead tie-rods from the galley.

S 034-013
(11) Remove the bolts and cylindrical nuts from the floor attach fittings.

S 024-014
(12) Divide the galley in half.

S 024-061
(13) Remove each half of the galley from the airplane.

TASK 25-31-01-414-015

3. Install the Forward Galley G1A (Fig. 401)
   A. Consumable Materials
      (1) Adhesive - Dow Corning Q3-6093 (Preferred)
      (2) A00027 Adhesive - BAC 5010 Type 60, RTV 174 (Alternate)
      (3) G02092 Tape - Seal R326V
   B. References
      (1) AMM 38-10-00/201, Potable Water System
   C. Access
      (1) Location Zone
          222 Passenger Cabin - Section 41 (Right)

D. Procedure

S 394-016
(1) Install the floor seals with the adhesive.

S 394-064
(2) Apply the tape along the top of the gutters and the adjacent wall seals.

S 424-063
(3) Put each half of the galley into position on the floor attach fittings.

S 434-020
(4) Attach each half of the galley with bolts and screws along the shelves, top, and forward wall.

S 434-021
(5) Install the countertop.

S 434-022
(6) Put the decorative panel on the forward wall.

S 434-065
(7) Install the trim strips with screws.

S 424-023
(8) Install the three doors on the working face.

S 434-024
(9) Install the wire bundles with the clamps.

S 434-025
(10) Connect the electrical connectors to the oven and the coffee maker receptacles.

S 434-026
(11) Connect the water supply line and the water drain line.

S 434-027
(12) Install the bolts and cylindrical nuts into the floor attach fittings.

S 434-028
(13) Connect the overhead tie-rods to the galley.

S 434-029
(14) Install the kickstrips.

S 434-030
(15) Connect the ground wire and the electrical connectors to the galley.

S 764-088
(16) Do a galley to airplane main static ground resistance bonding check (AMM 20-10-21/601 and SWPM 20-20-00).

S 434-032
(17) Install the sidewall seal.

S 424-033
(18) Install the galley appliances and containers.

S 864-065
(19) Remove the DO-NOT-CLOSE tag and close the applicable circuit breaker on the P37 equipment panel:
(a) 37A5, GALLEY FWD PWR 1

S 414-079
(20) Close the fill/overflow valve on the potable water service panel (Ref 38-10-00).

TASK 25-31-01-004-034

4. Remove the Forward Galley G1B (Fig. 402)
A. References
(1) 38-10-00/201, Potable Water System
B. Access
(1) Location Zone
222 Passenger Cabin - Section 41 (Right)

C. Procedure

S 864-068
(1) Open the applicable circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:
(a) 11S34, GALLEYS MID FWD

S 864-080
(2) Open the applicable circuit breaker on the on the P37 equipment panel and attach a DO-NOT-CLOSE tag:
(a) 37J8, GALLEY PWR FWD 2

S 864-035
(3) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (Ref 38-10-00).

S 034-038
(4) Remove the sidewall seals, and the ceiling seals.

S 034-067
(5) Disconnect the chiller return duct and the chiller supply duct.

S 034-040
(6) Disconnect the water supply line and the water drain line.

S 034-042
(7) Disconnect the ground wire and the electrical connectors from the galley.

S 034-044
(8) Disconnect the overhead tie-rods from the galley.

S 034-046
(9) Remove the kickstrips.

S 034-047
(10) Remove the bolts and cylindrical nuts from the floor attach fittings.

S 024-048
(11) Remove the galley.

TASK 25-31-01-414-049

5. Install the Forward Galley G1B (Fig. 402)

A. Consumable Materials
(1) Adhesive - Dow Corning Q3-6093 (Preferred)
(2) A00027 Adhesive - BAC 5010 Type 60, RTV 174 (Alternate)

B. References
(1) 38-10-00/201, Potable Water System

C. Access
(1) Location Zone
222 Passenger Cabin - Section 41 (Right)

D. Procedure

S 394-050
(1) Install the floor seals with the adhesive.

S 424-066
(2) Put the galley into position on the floor attach fittings.

S 434-052
(3) Install the bolts and cylindrical nuts into the floor attach fittings.

S 434-064
(4) Connect the overhead tie-rods to the galley.

S 434-053
(5) Install the kickstrips.

S 434-055
(6) Connect the ground wire and the electrical connectors to the galley.

S 764-100
(7) Do a galley to airplane main static ground resistance bonding check (AMM 20-10-21/601 and SWPM 20-20-00).

S 434-068
(8) Connect the chiller return duct and the chiller supply duct.

S 434-058
(9) Connect the water supply line and the water drain line.

S 434-060
(10) Install the sidewall seal and ceiling seal around the galley.

S 424-061
(11) Install the galley appliances and containers.

S 864-063
(12) Close the fill/overflow valve on the potable water service panel (Ref 38-10-00).

S 864-072
(13) Remove the DO-NOT-CLOSE tag and close the applicable circuit breaker on the P37 equipment panel.
(a) 37J8, GALLEY PWR FWD 2

S 864-073

(14) Remove the DO-NOT-CLOSE tag and close the applicable circuit breaker on the P11 equipment panel.

(a) 11S34, GALLEYS MID FWD

GALLEY ELECTRIC LOAD CONTROL UNITS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the procedure to remove the electric load control unit (ELCU) for the galley from the EE Bay. The second task is the procedure to install the ELCU for the galley into the EE Bay.
   B. Electric load control units (ELCU) are in the left and right generator power panels, P31 and P32, in the EE Bay. Each ELCU includes only one galley, but not all galleys have an ELCU. Figure 401 shows the ELCUs on the generator power panels.
   C. Each ELCU supplies protection for only one galley.
   D. Not all galleys have an ELCU.

TASK 25-31-03-004-001

2. Remove Galley ELCU (Fig. 401)
   A. References
      (1) 24-22-00/201, Electric Power
   B. Access
      (1) Location Zones
          211/212 Control Cabin - Section 41

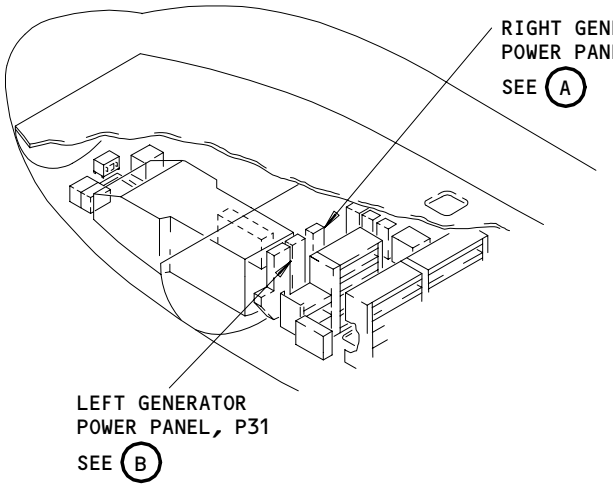
   C. Procedure

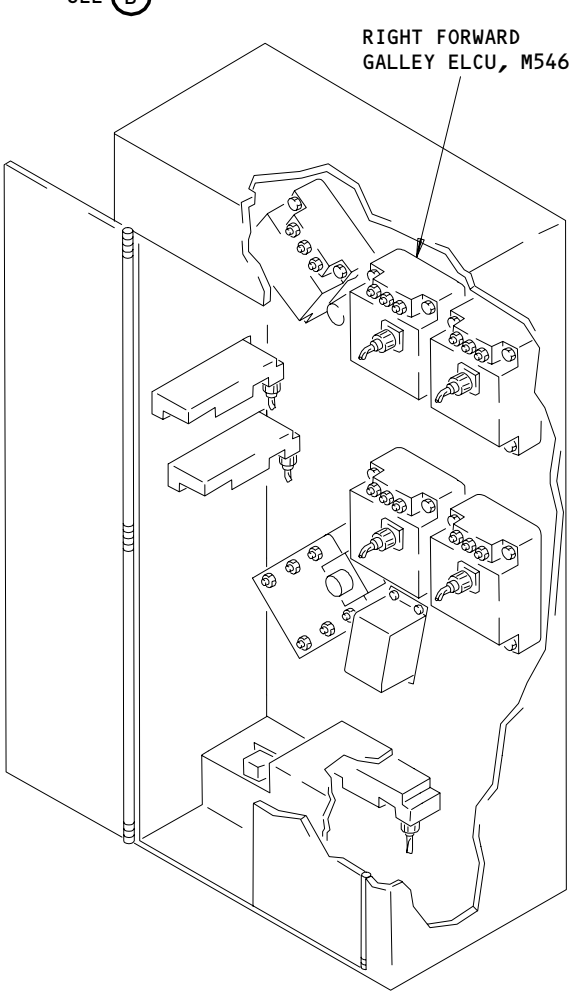
      S 864-008
      (1) Open these circuit breakers on the overhead panel P11, and attach DO-NOT-CLOSE tags:
          (a) 11S2, GALLEY AFT
          (b) 11S34, GALLEY G1A

      S 864-002
      (2) Remove the electrical power (Ref 24-22-00).

      S 034-003
      (3) Disconnect the electrical connectors. Identify the electrical connectors for subsequent installation.

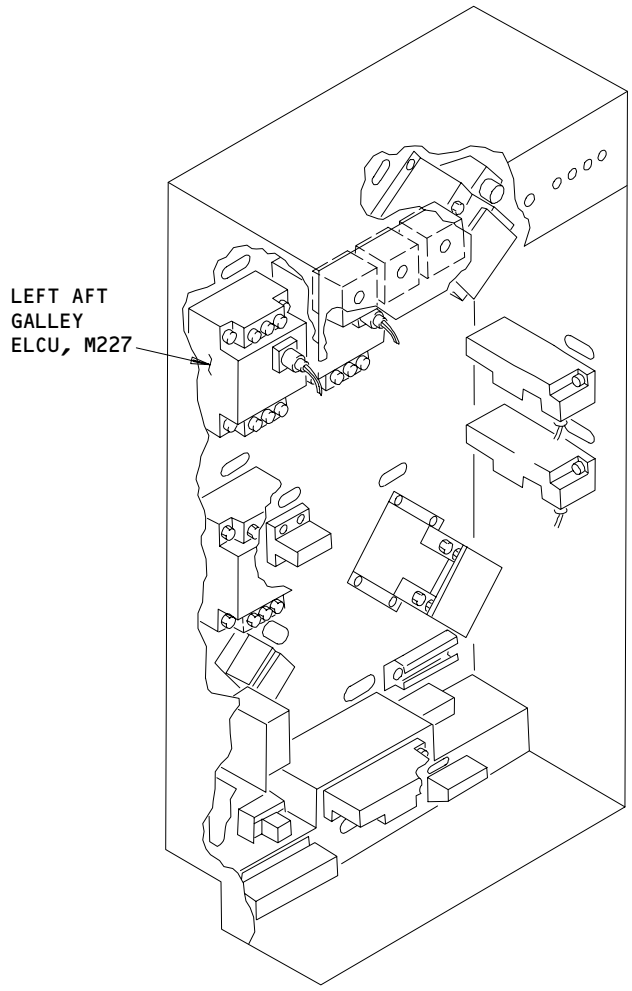
      S 034-004
      (4) Remove the mount bolts.





RIGHT GENERATOR POWER PANEL, P32

A



LEFT GENERATOR POWER PANEL, P31

B

Galley ELCU
Figure 401

808412

S 024-009
(5) Remove the ELCU.

TASK 25-31-03-404-005

3. Install Galley ELCU (Fig. 401)

A. Access

(1) Location Zones
211/212 Control Cabin - Section 41

B. Procedure

S 414-006
(1) Put the ELCU into position for installation.

S 424-011
(2) Install the mount bolts (for torque values Ref. 20-11-00).

S 434-007
(3) Connect the electrical connector (for torque values Ref. D6-54446).

S 864-010
(4) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11S2, GALLEY AFT
(b) 11S34, GALLEY G1A

AFT GALLEY - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the aft galley
      (2) Installation of the aft galley

   TASK 25-31-04-004-018
2. Remove Galley 4B (Fig. 401)
   A. General
      (1) You must divide the galley 4B into the higher and lower parts to remove the galley from the airplane. The lower part is divided into four smaller parts.
   B. References
      (1) AMM 33-51-01/201, Exit Signs
      (2) AMM 38-10-00/201, Potable Water System
   C. Access
      (1) Location Zones
          251/252 Passenger Cabin - Section 46

   D. Procedure - Remove Galley 4B

      S 864-001
      (1) Open the applicable circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
          (a) 11S2, GALLEY AFT

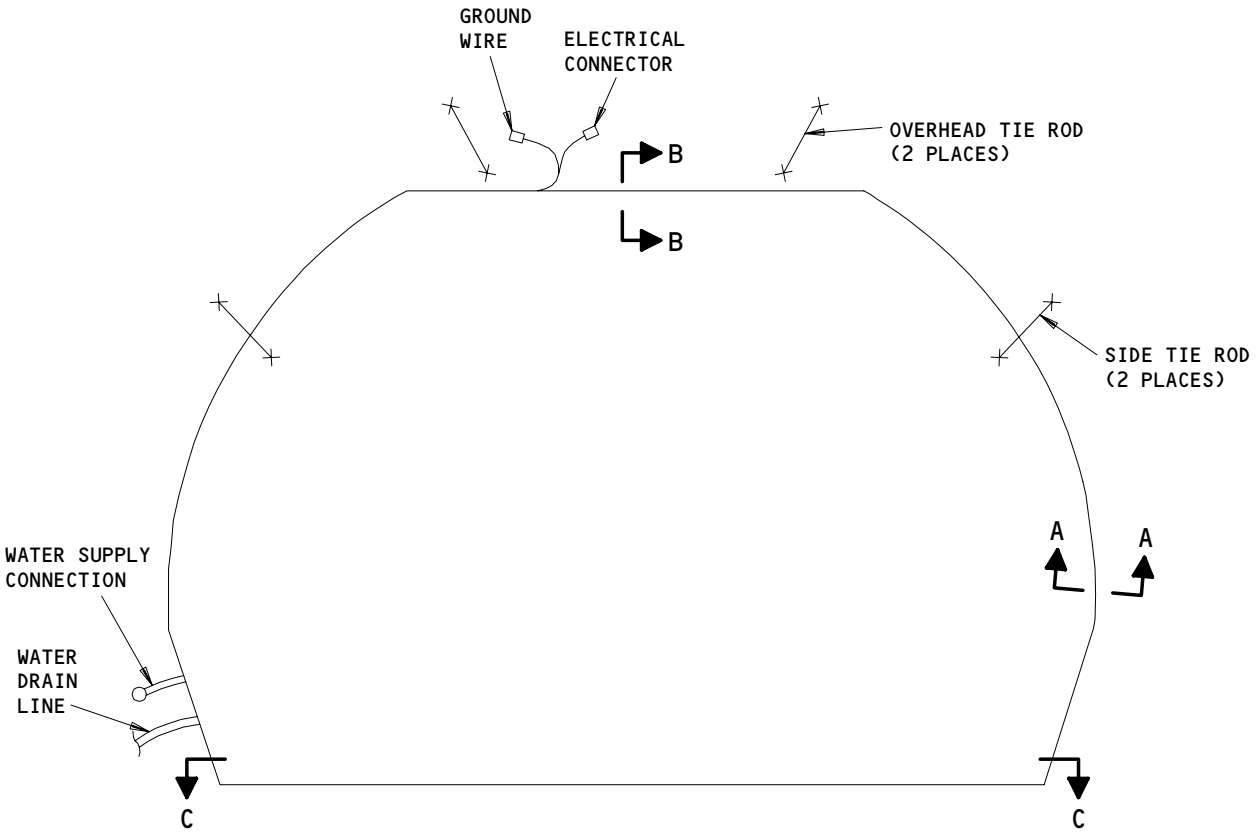
      S 034-081
      (2) Remove the aft exit signs before the removal of the galley (AMM 33-51-01/201).

      S 864-003
      (3) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (AMM 38-10-00/201).

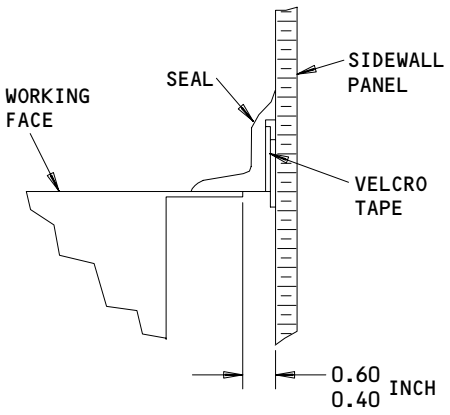
      S 034-004
      (4) Remove all the containers and carts from the galley.

      S 034-005
      (5) Disconnect the water supply line and the water drain line.

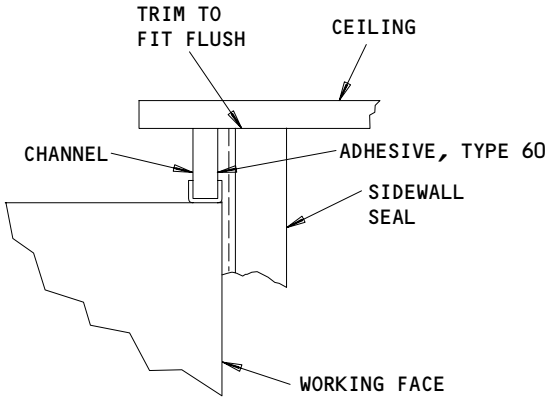
      S 034-007
      (6) Remove the water lines that are necessary to divide the galley.



GALLEY 4B



A–A



B–B

Galley 4B Installation
Figure 401 (Sheet 1)

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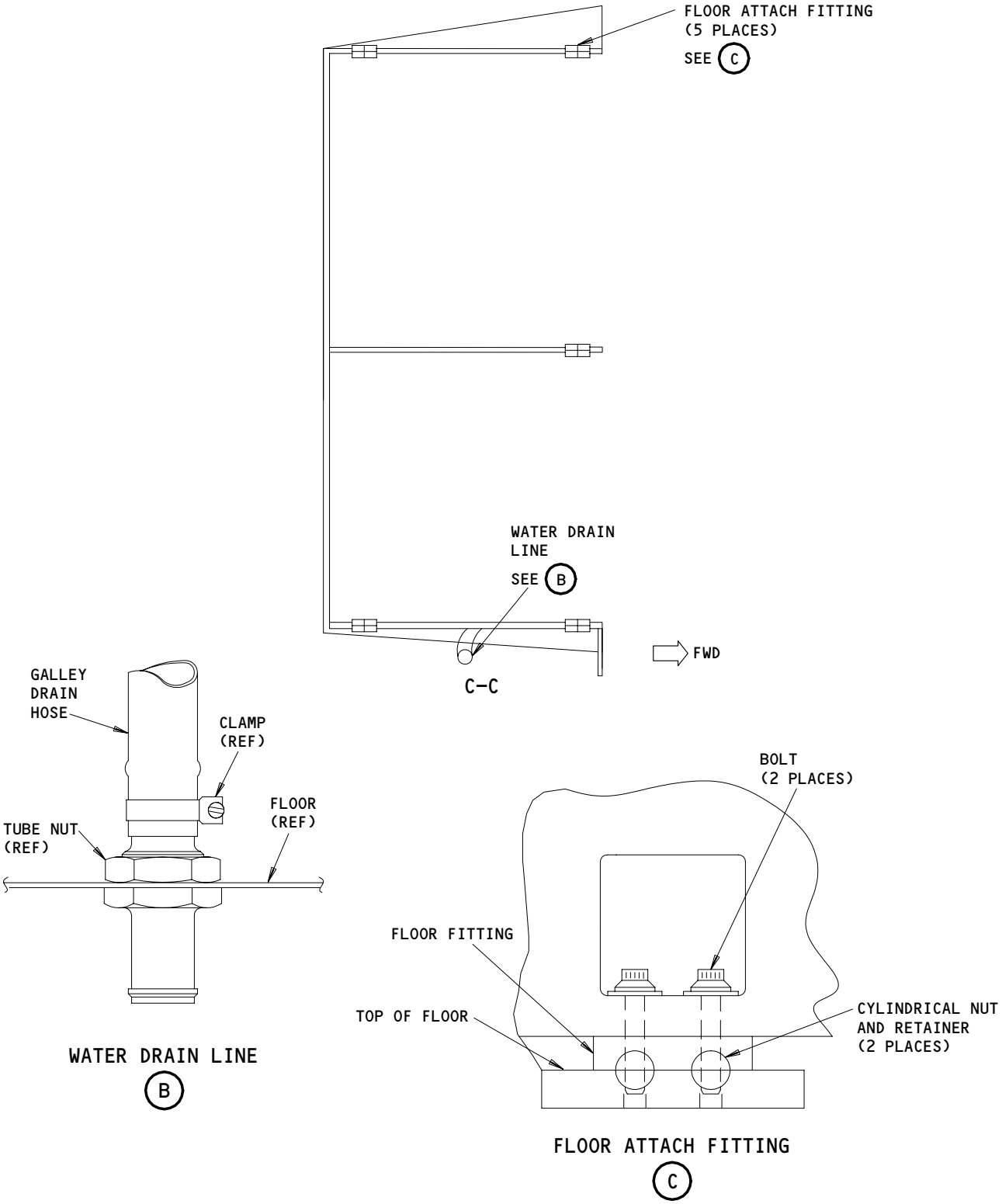


Galley 4B Installation
Figure 401 (Sheet 2)

S 014-008
(7) Remove the access plates in the galley ceiling.

S 034-009
(8) Disconnect the electrical connectors above the galley.

S 034-010
(9) Disconnect the wires from the terminal board.

S 034-082
(10) Remove the counter top.

S 024-090
(11) Disconnect the overhead tie-rods from the galley.

S 024-091
(12) Disconnect the side tie-rods from the galley.

S 024-014
(13) Remove the higher galley part from the lower part.

S 024-083
(14) Remove the bolts, cylindrical nuts, and retainers from the floor attach fittings.

S 024-016
(15) Remove the lower galley part.

TASK 25-31-04-404-017

3. Install Galley 4B (Fig. 401)
   A. Consumable Materials
      (1) Adhesive - Dow Corning Q3-6093 (Preferred)
      (2) A00027 Adhesive - BAC5010 Type 60, RTV 174 (Alternate)
      (3) G50019 Tape - Flexible foam, sound damping and sealant 1.00 inch wide by 0.25 inch, BMS 8-283, Type 1
   B. References
      (1) AMM 33-51-01/201, Exit signs

(2) AMM 38-10-00/201, Potable Water System

C. Access

(1) Location Zones

251/252 Passenger Cabin - Section 46

D. Procedure - Install Galley 4B

S 424-087

(1) Assemble the lower galley parts.

S 434-020

(2) Install the galley floor seals with Q3-6093 or Type 60, RTV 174 adhesive. Apply the sealant to all the floor attach fittings.

S 434-021

(3) Install the pressure sensitive tape along the top of the gutter and on the outer surface of the adjacent side wall seals.

S 424-086

(4) Put the lower galley into position for installation.

S 424-084

(5) Install the bolts, cylindrical nuts, and retainers to the floor attach fittings.

S 424-149

CAUTION: PREVENT DAMAGE TO THE PITOT STATIC TUBES ENTERING FROM THE AFT BULKHEAD BY MAKING SURE THE OVERHEAD TIE RODS ARE OUT OF THE WAY WHILE INSTALLING THE UPPER PORTION OF THE GALLEY.

(6) Put the higher galley part on the lower galley.

S 424-088

(7) Connect the overhead tie-rods to the galley.

S 424-089

(8) Connect the side ties.

S 434-027

(9) Connect the wires to the terminal board.

S 434-028

(10) Connect the electrical connectors above the galley.

S 764-114
(11) Do a galley to airplane main static ground resistance bonding check (AMM 20-10-21/601 and SWPM 20-20-00).

S 434-099
(12) Install the access plates in the galley ceiling.

S 434-029
(13) Install the water lines.

S 434-030
(14) Connect the water supply line and the water drain line.

S 434-092
(15) Install the counter top.

S 434-093
(16) Install the sidewall and ceiling seals.

S 434-033
(17) Install the trim panels and trim flanges.

S 394-034
(18) Seal the galley structure with Q3-6093 or Type 60, RTV 174 adhesive.

S 434-094
(19) Install the galley carts, containers, and ovens.

S 434-095
(20) Install the aft exit signs (AMM 33-51-01/201).

S 864-096
(21) Close the fill/overflow valve on the potable water service panel (AMM 38-10-00/201).

S 864-037
(22) Remove the DO-NOT-CLOSE tag and close the applicable circuit breaker on the P11 panel:
(a) 11S2, GALLEY AFT

S 764-115
(23) Do a galley to airplane main static ground resistance bonding check (AMM 20-10-21/601 and SWPM 20-20-00).

AFT GALLEY G4B AIR CHILLER - REMOVAL/INSTALLATION

1. General
   A. This procedure contains three tasks:
      (1) The first task is the removal of the air chiller.
      (2) The second task is the installation of the air chiller.
      (3) The third task is to do a test of the air chiller.
   B. The air chiller is below the floor of the passenger compartment in the area aft of the bulk cargo compartment.

TASK 25-33-01-004-001

2. Remove the Aft Galley G4B Air Chiller (Fig. 401)
   A. References
      (1) 25-50-03/401, Bulkhead Lining
   B. Access
      (1) Location Zones
          165/166 Area Aft of Bulk Cargo Compartment

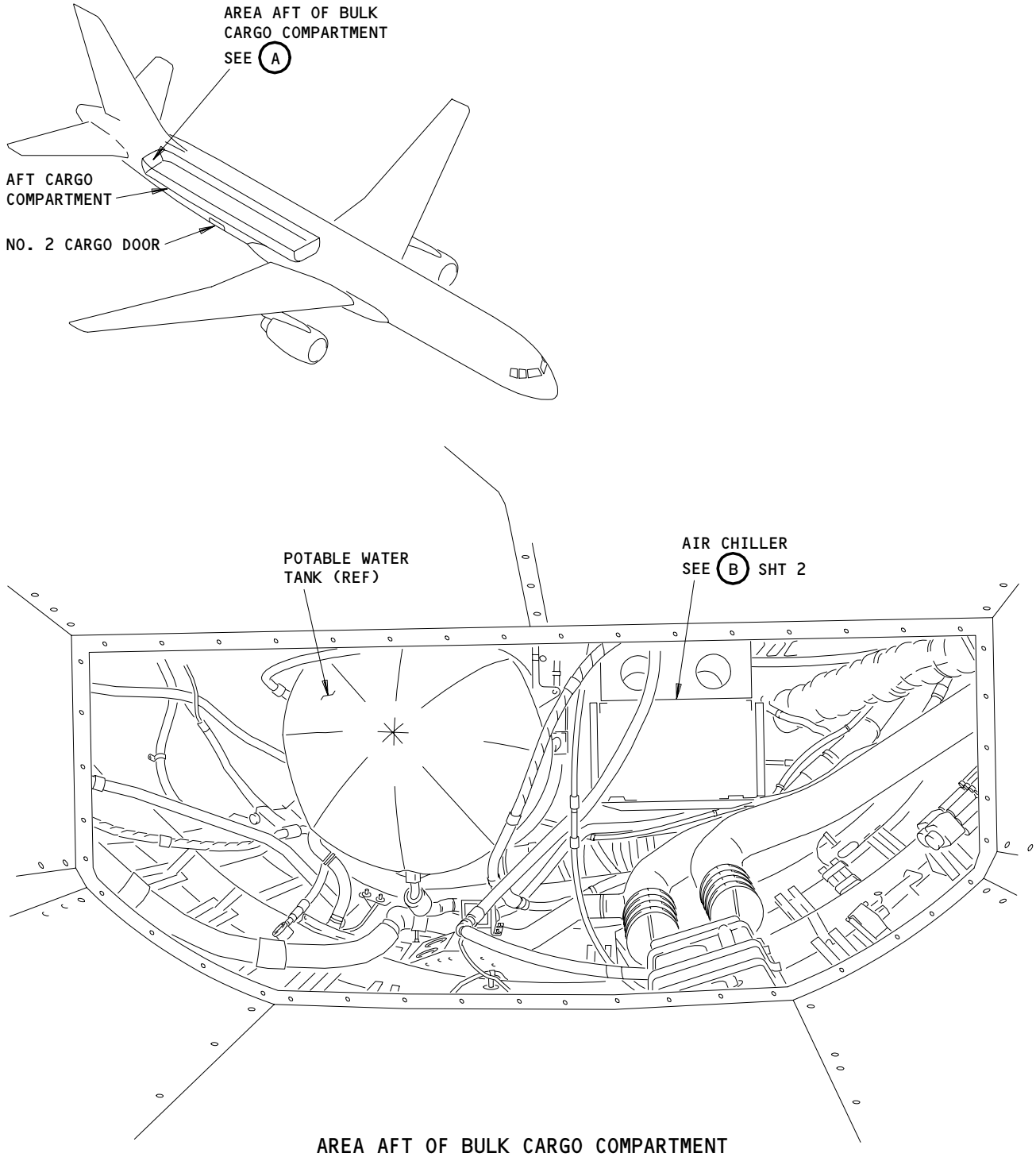
   C. Procedure

      S 214-002
      (1) Make sure the air chiller ON/OFF switch is in the OFF position.

      S 864-003
      (2) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
          (a) 11S3, GALLEY G4B

      S 014-004
      (3) Remove the aft bulkhead lining to get access to the area aft of the bulk cargo compartment (AMM 25-50-03/401).

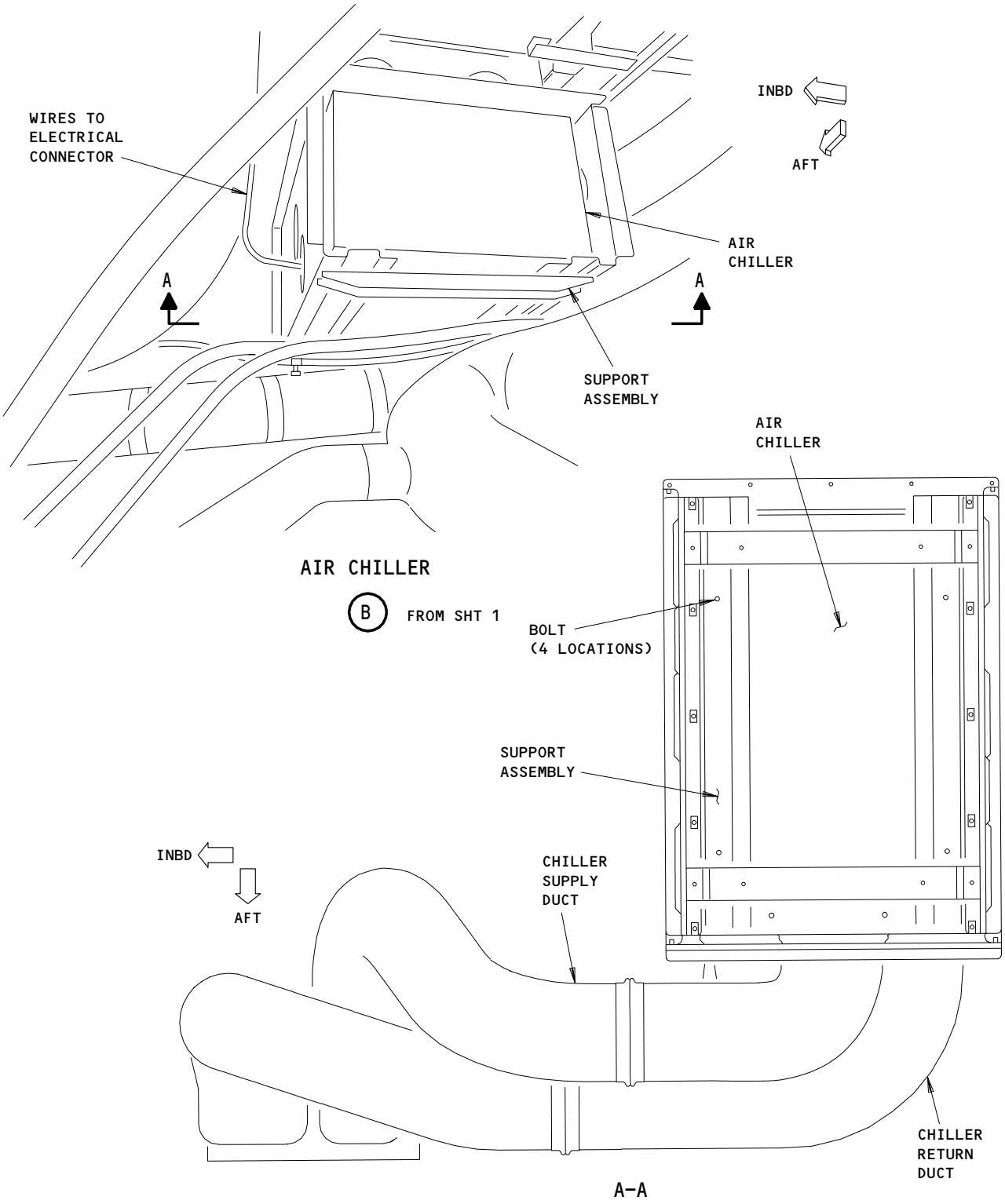
      S 024-005
      (4) To remove the air chiller, do the steps that follow:
          (a) Remove the bolts from the bottom of the chiller support.



AREA AFT OF BULK CARGO COMPARTMENT
(VIEW IN THE AFT DIRECTION)

A

Aft Galley G4B Air Chiller
Figure 401 (Sheet 1)



Aft Galley G4B Air Chiller
Figure 401 (Sheet 2)

(b) Lift the air chiller and pull the air chiller forward to get access to the electrical connector.
(c) Disconnect the electrical connector.
(d) Remove the air chiller.

TASK 25-33-01-404-006

3. Install the Aft Galley G4B Air Chiller (Fig. 401)

A. References
(1) 25-50-03/401, Bulkhead Lining

B. Access
(1) Location Zones
165/166 Area Aft of Bulk Cargo Compartment

C. Procedure

S 424-007
(1) To install the air chiller, do the steps that follow:
(a) Put the air chiller on the chiller support.
(b) Connect the electrical connector.
(c) Push the air chiller in the aft direction. Make sure the air chiller moves into the correct position on the chiller rails.
(d) Install the bolts on the bottom of the chiller support.

S 864-008
(2) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11S3, GALLEY G4B

S 714-014
(3) Do the Aft Galley G4B Air Chiller Test task.

S 414-015
(4) Install the aft bulkhead lining (AMM 25-50-03/401).

TASK 25-33-01-704-009

4. Aft Galley G4B Air Chiller Test

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

B. Access
(1) Location Zones
251/252 Passenger Cabin - Section 46

C. Procedure

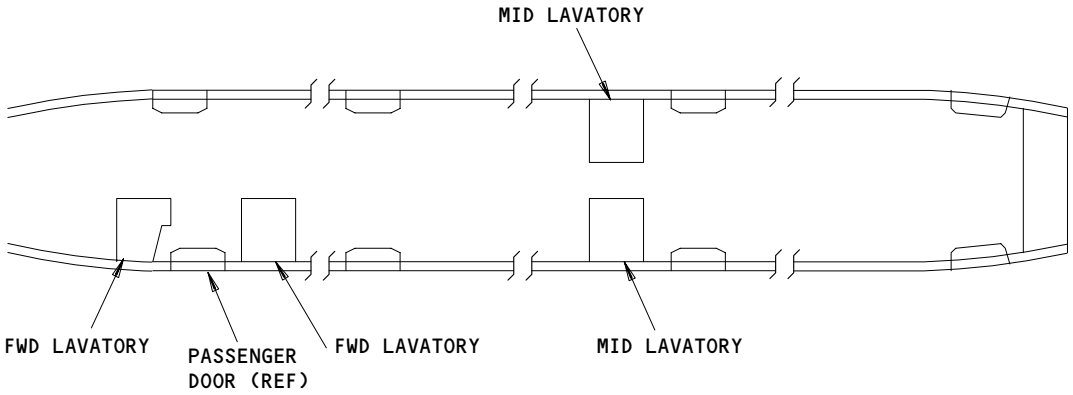
S 864-012
(1) Supply the electrical power (Ref 24-22-00).

S 714-010
(2) To do the test of the air chiller, do the steps that follow:
(a) Move the air chiller ON/OFF switch to the ON position.
(b) Make sure the blue ON light comes on.
(c) Make sure the air chiller comes on.
(d) Make sure the air chiller supplies cold air to the aft galley G4B.
(e) Move the air chiller ON/OFF switch to the OFF position.
(f) Make sure the air chiller ON light goes off.

S 864-011
(3) Remove the electrical power if it is not necessary (Ref 24-22-00).

LAVATORIES - DESCRIPTION AND OPERATION

1. General (Fig. 1)
   A. There are four lavatories located throughout the airplane.
   B. Each lavatory module contains a closed waste system for the toilet (Ref 38-30-00).
   C. Each lavatory module has a potable water system (AMM 38-10-00).



Lavatories
Figure 1

LAVATORIES - INSPECTION/CHECK

1. General
   A. This procedure contains a task to examine the waste compartment doors and the seal in the lavatory.

TASK 25-41-00-206-001

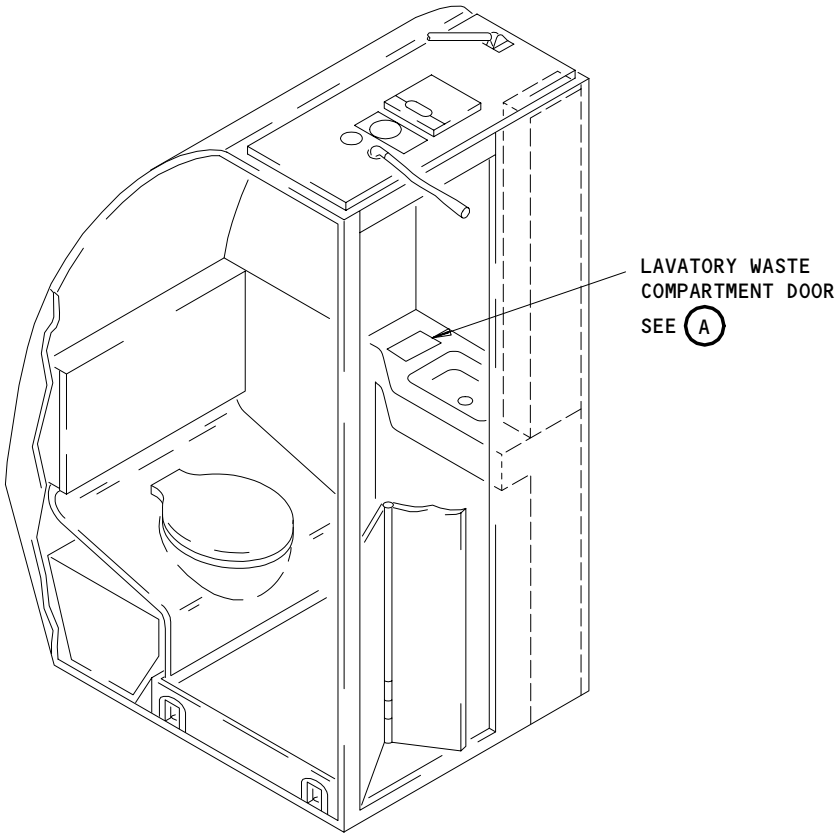
2. Examine the Lavatory Waste Compartment Door (Fig. 601)
   A. Access
      (1) Location Zones
          221/222 Passenger Cabin - Section 41
          231/232 Passenger Cabin - Section 43
          251/252 Passenger Cabin - Section 46

   B. Procedure

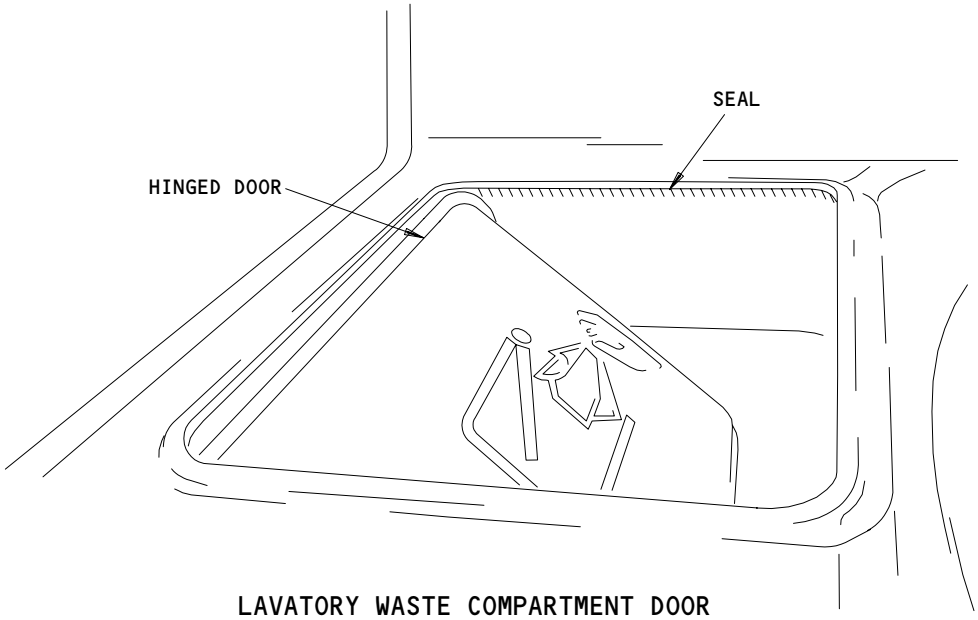
      S 216-002
      (1) Examine the door for damage.

      S 216-003
      (2) Examine the seal for damage. Make sure the inner and outer surface of the seal is satisfactory.

      S 216-004
      (3) Make sure the return spring holds the door against the seal.
          (a) Procedure for replacing a defective waste flap disposal door spring.
              1) Open the access door to the waste container.
              2) Remove the waste container.
              3) Remove the two screws from inside of the waste compartment duct which hold the waste flap door.
              4) Remove the waste flap door.
              5) Remove the screw retaining the spring.
              6) Replace the spring.
              7) Install the screw holding the spring.



LAVATORY (EXAMPLE)



LAVATORY WASTE COMPARTMENT DOOR

A

Waste Compartment Door
Figure 601

8) Replace the waste flap disposal door by installing the two screws inside the waste compartment duct.
9) Replace the waste container.
10) Close the waste container access door.

S 216-005

(4) Make sure the outer side of the door touches the seal fully when the door is closed.

FORWARD LAVATORY - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the forward lavatory A.
      (2) The installation of the forward lavatory A.
      (3) The removal of the forward lavatory F.
      (4) The installation of the forward lavatory F.

TASK 25-41-01-004-002

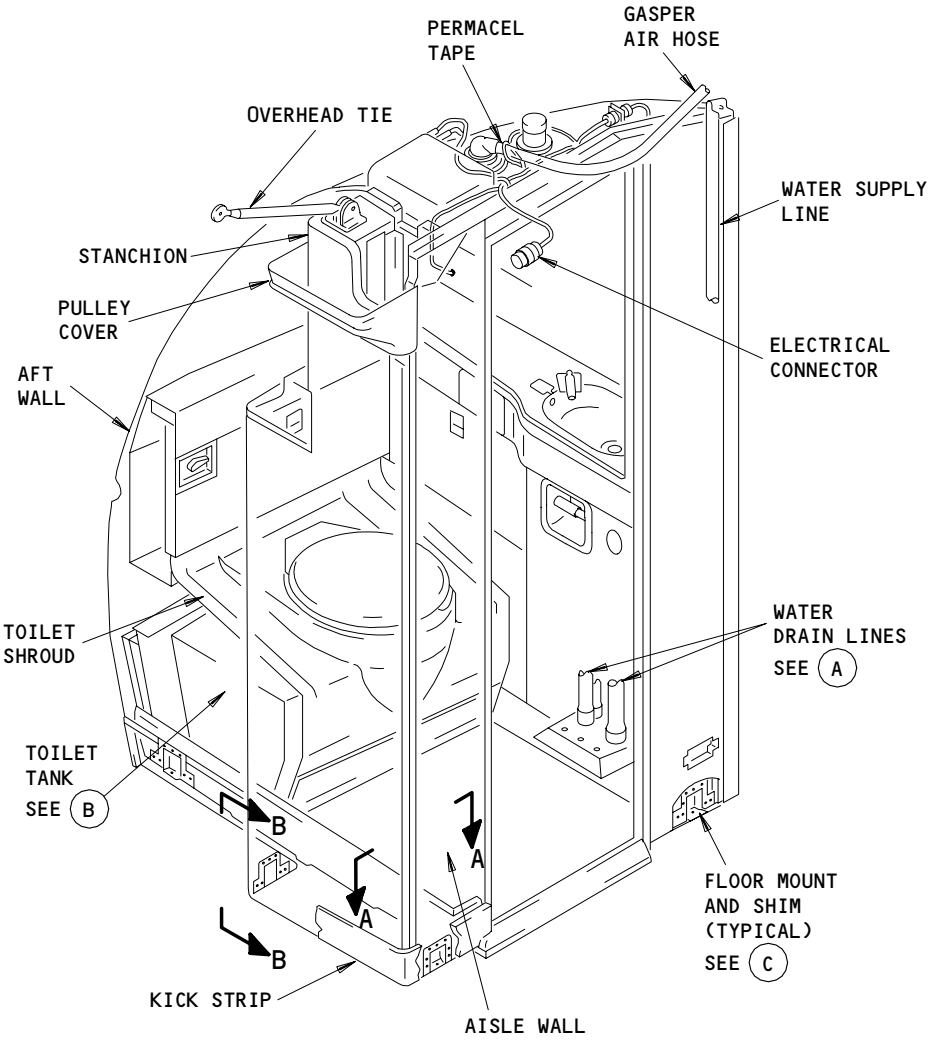
2. Remove Lavatory A (Fig. 401)
   A. General
      (1) The forward galley, located directely across from the forward lavatory will have to be disassembled to make clearance for the removal of the forward lavatory A.
   B. References
      (1) AMM 25-41-02/401, Lavatory Door
      (2) AMM 38-10-00/201, Potable Water System
      (3) AMM 38-32-01/401, Toilet Tank
      (4) AMM 52-11-02/401, Passenger Door Lining
   C. Access
      (1) Location Zones
         (a) 221 Passenger Cabin - Section 41 (Left)

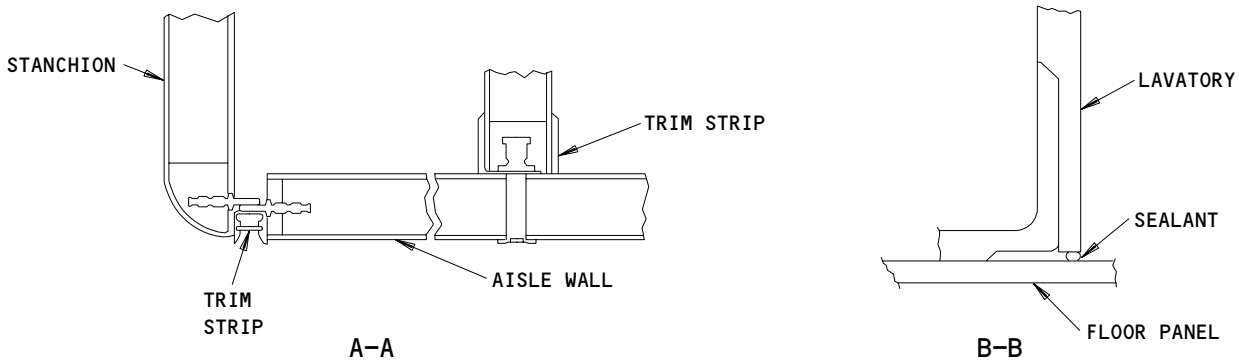
   D. Prepare for Removal

      S 864-003
      (1) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tag:
         (a) 11S8, LAV FLUSH MOTOR A

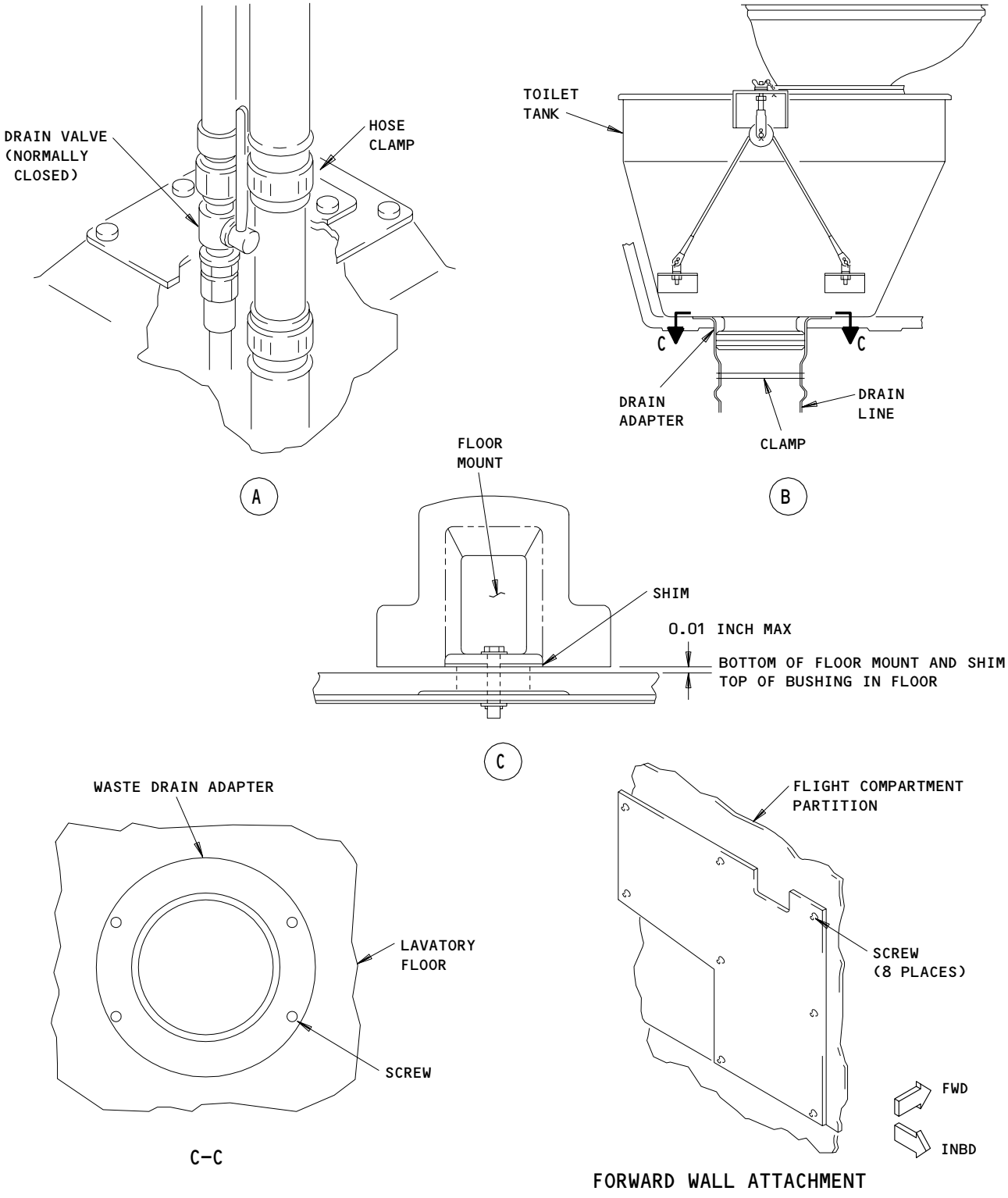
      S 864-004
      (2) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
         (a) 34B6, LIGHT LAV SERVICE
         (b) 34D1, LAV LIGHTS OCCUPY DOME

      S 864-005
      (3) Open this circuit breaker on the right miscellaneous electrical equipment panel, P37, and attach DO-NOT-CLOSE tag:
         (a) 37G3, LIGHTS LAV

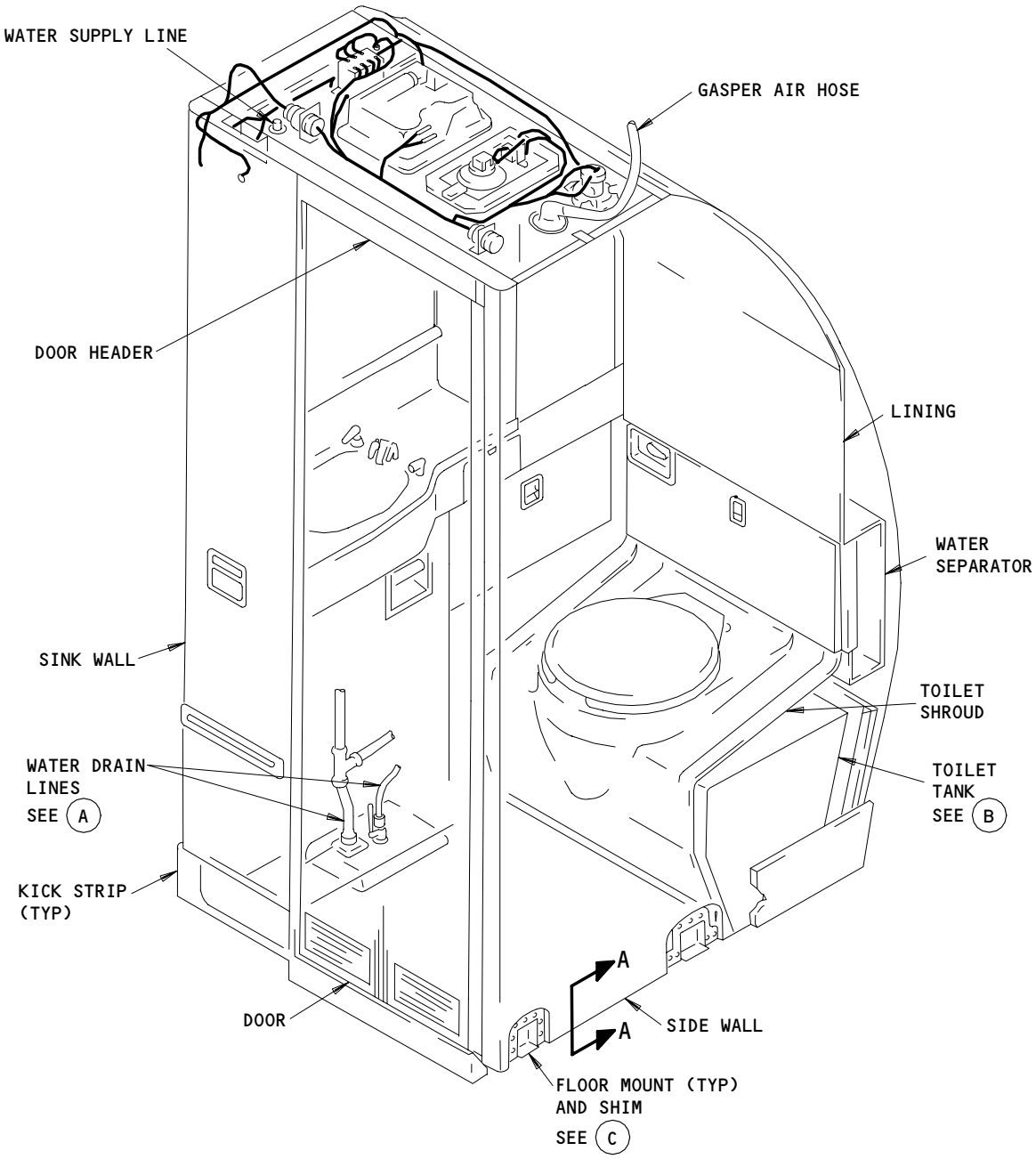




Forward Lavatory Installation
Figure 401 (Sheet 1)

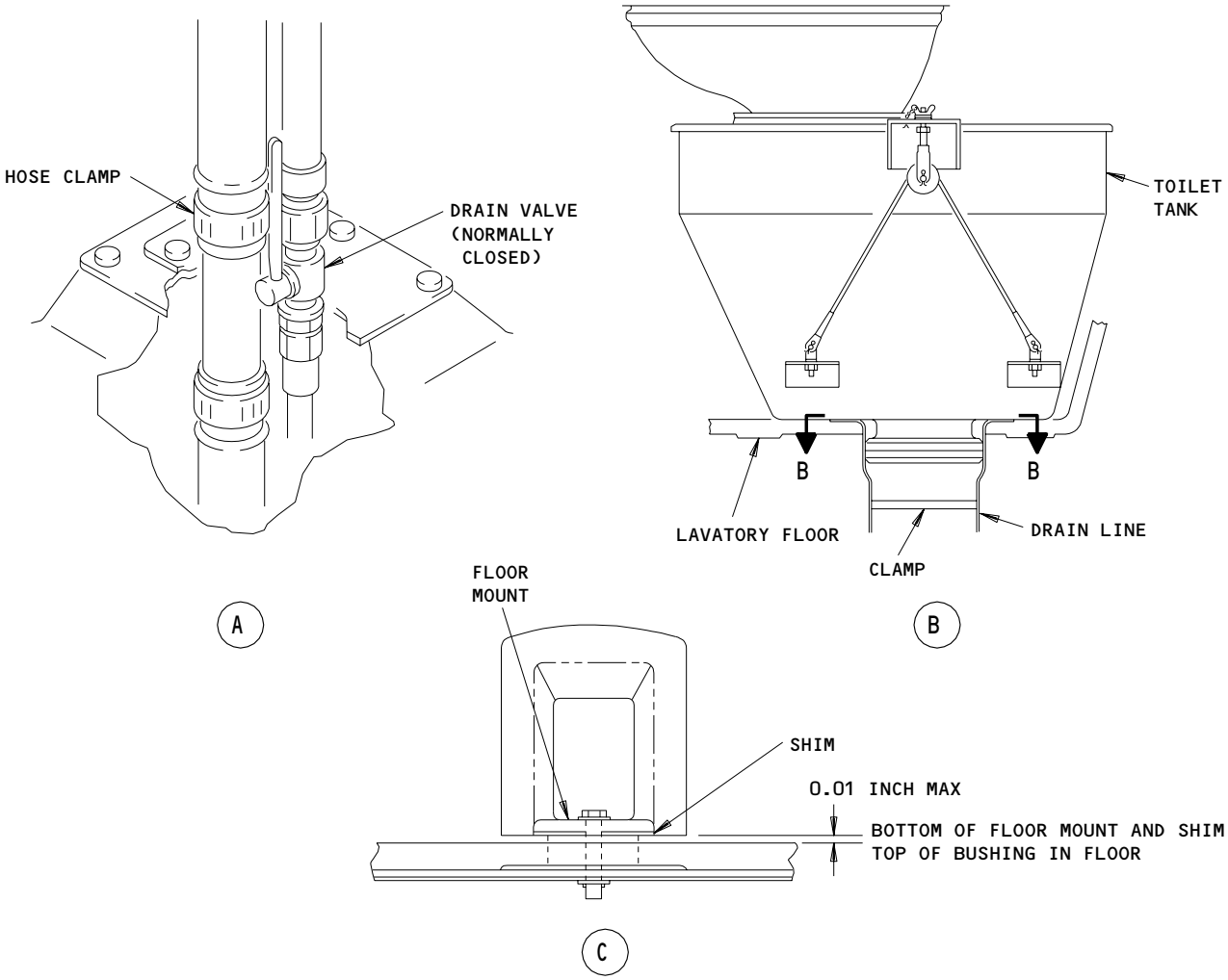


Forward Lavatory Installation
Figure 401 (Sheet 2)



LAVATORY F

Lavatory F Installation
Figure 402 (Sheet 1)



Lavatory F Installation
Figure 402 (Sheet 2)

S 864-007
(4) Open this circuit breaker on the miscellaneous electrical equipment panel, P70, and attach DO-NOT-CLOSE tag:
(a) 70A1, LAV WTR HTR A

S 024-110
(5) Remove the doorway lining which is forward of the left No. 1 passenger door (AMM 52-11-02/401).

S 014-013
(6) Remove the ceiling panels to get access to the lavatory.

S 864-067
(7) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (AMM 38-10-00/201).

S 014-015
(8) Open the drain valve under the sink to drain the water lines and heater.

E. Procedure

S 024-085
(1) Disconnect the electrical connector above the ceiling.

S 024-086
(2) Disconnect the gasper air hose.

S 014-018
(3) Remove the lavatory mirror.

S 014-019
(4) Remove the lavatory door (AMM 25-41-02/401) and door frame.

S 024-087
(5) Remove the kick strips at the base of lavatory.

S 014-021
(6) To remove the aisle wall, do the steps that follow:
(a) Remove the cable cover at the top of stanchion.
(b) Inside the lavatory, remove the vertical trim strip at the inboard corner of the aft wall.
(c) Remove the fasteners behind the trim strip.
(d) On the aft side of the aisle wall, move the trim strip up to remove it.
(e) Remove the floor mount at the bottom of the aisle wall.
(f) Disconnect the electrical wiring if it is necessary.
(g) Remove the aisle wall.

S 014-022
(7) Disconnect the overhead tie rods from the lavatory.

S 014-023
(8) To remove the aft wall, do the steps that follow:
(a) Remove the aft floor mount.
(b) Remove the screws along the outboard contour.
(c) Remove the screws to disconnect the ceiling panel.
(d) Remove the aft wall.

S 014-024
(9) Remove the toilet shroud and toilet tank (AMM 38-32-01/401).

S 024-088
(10) Remove the screws that attach the waste drain line to the lavatory floor.

S 024-089
(11) Lift the waste drain line and remove the clamp.

S 024-090
(12) Disconnect the waste drain line from the adapter.

S 024-091
(13) Disconnect the water drain lines under the sink cabinet.

S 024-092
(14) Disconnect the water supply line above the lavatory ceiling.

S 024-093
(15) Remove the screws to remove the lavatory from the flight compartment partition. Get access to the screws through the sink cabinet.

S 014-031
(16) Remove the remaining floor mounts.

S 024-032
(17) Remove the lavatory.

TASK 25-41-01-004-054

3. Remove Lavatory F (Fig. 402)

A. References

(1) AMM 25-41-02/401, Lavatory Door
(2) AMM 38-10-00/201, Potable Water System
(3) AMM 38-32-01/401, Toilet Tank
(4) AMM 52-11-02/401, Passenger Door Lining

B. Access

(1) Location Zones
(a) 221 Passenger cabin - section 41 (Left)

C. Prepare for Removal

S 864-055
(1) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tag:
(a) 11S11, LAV FLUSH MOTOR F

S 864-056
(2) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
(a) 34B6, LIGHT LAV SERVICE
(b) 34D1, LAV LIGHTS OCCUPY DOME

S 864-057
(3) Open this circuit breaker on the right miscellaneous electrical equipment panel, P37, and attach DO-NOT-CLOSE tag:
(a) 37G3, LIGHTS LAV

S 864-058
(4) Open this circuit breaker on the miscellaneous electrical equipment panel, P70, and attach DO-NOT-CLOSE tag:
(a) 70A2, LAV WTR HTR F

S 034-063
(5) Remove the doorway lining which is aft of the left No. 1 passenger door (AMM 52-11-02/401).

S 014-082
(6) Remove the ceiling panels to get access to the lavatory.

S 864-066
(7) Open the fill/overflow valve on the potable water service panel to decrease the pressure of the water system (AMM 38-10-00/201).

S 014-014
(8) Open the drain valve under the sink to drain the water drain lines and heater.

D. Procedure

S 034-033
(1) Disconnect the electrical connector at the top of the lavatory.

S 014-034
(2) Disconnect the water supply line at the top of the lavatory.

S 034-035
(3) Disconnect the gasper air hose at the top of the lavatory.

S 014-036
(4) Disconnect the overhead tie rods from the lavatory.

S 014-037
(5) Remove the lavatory door (AMM 25-41-02/401) and door header.

S 034-038
(6) Remove the kick strips at the bottom of the lavatory.

S 034-039
(7) Remove the light lens from above the sink.

S 014-040
(8) To remove the ceiling, do the steps that follow:
  (a) Disconnect the electrical line above the ceiling, near the sink wall.
  (b) Remove the screws to disconnect the ceiling from the walls.
  (c) Remove the ceiling.

S 014-041
(9) To remove the sidewall, do the steps that follow:
  (a) Remove the floor edge trim at the bottom of the sidewall.
  (b) Disconnect the sidewall from lining.
  (c) Disconnect the sidewall from the water separator box.
  (d) Disconnect the sidewall from the floor.
  (e) Disconnect the sidewall from the floor mounts.
  (f) Remove the sidewall.

S 014-042
(10) Remove the toilet shroud and toilet tank (AMM 38-32-01/401).

S 034-043
(11) Remove the screws to disconnect the waste drain line from the lavatory floor.

S 034-044
(12) Lift the waste drain line and remove the clamp.

S 034-045
(13) Disconnect the waste drain line from the adapter.

S 014-046
(14) To remove the water separator box, do the steps that follow:
(a) Remove the screws to disconnect the water separator box from the lining and sink wall.
(b) Remove the water separator box to disconnect the electrical line.
(c) Remove the water separator box.

S 034-047
(15) Remove the screws to disconnect the lining from the lavatory frame.

S 034-048
(16) Remove the lining.

S 034-049
(17) Disconnect the water drain lines under the sink cabinet.

S 034-050
(18) Remove the floor attachment bolts to disconnect the floor from the airplane structure.

NOTE: You can get access to two of the bolts from under the sink cabinet. You can get access to the remaining bolts at the bottom of the lavatory sidewall from the passenger compartment side.

S 024-051
(19) Remove the lavatory.

TASK 25-41-01-404-052

4. Install Lavatory A (Fig. 401)
A. Consumable Materials
(1) G00156 Vinyl Plastic Permacel Tape No. 295

(2) A00247 Sealant, Chromate Type BMS5-95
(3) A00028 Adhesive, BMS 5-92
(4) B00138 Canton (cotton) flannel cloth, clean and oil free
(5) B00148 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261

B. References
(1) AMM 25-41-02/401, Lavatory Door
(2) AMM 38-10-00/201, Potable Water System
(3) AMM 38-32-01/401, Toilet Tank
(4) AMM 52-11-02/401, Passenger Door Lining

C. Access
(1) Location Zones
(a) 221 Passenger Cabin - Section 41 (Left)

D. Procedure

S 414-016
(1) If you install a new lavatory, remove the aisle wall, aft wall, mirror and toilet tank from the lavatory.

S 824-017
(2) Put the lavatory in position to align the floor mounts and waste drain line.

S 424-094
(3) If you install a new lavatory, install the shims in the floor mounts as follows:
(a) Install the shim in the floor mount as shown in (Fig. 401).

NOTE: Do not make each shim thicker than 0.06 inch.

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

(b) Clean the shim and the floor mount surfaces with a clean wiper, which is moist with solvent, Series 91 (AMM 20-30-91/201).
(c) Bond the shim to the floor mount with adhesive and clean the unwanted adhesive.

S 424-095
(4) Install the screws in the forward wall to attach the lavatory to the flight compartment partition.

S 414-020
(5) Install the forward floor mount. Apply the sealant around the bolt head after the installation of the bolt.

S 424-096
(6) Connect the waste drain line to the lavatory adapter with a clamp.

S 394-022
(7) Apply the sealant in the screw holes and install the screws to put the adapter on the lavatory floor. Apply the sealant around the adapter.

S 414-023
(8) Install the toilet tank (AMM 38-32-01/401).

S 424-097
(9) Connect the water supply line and the water drain line.

S 414-025
(10) Put the aft wall in position to align the mounts.

S 424-098
(11) Install the screws to connect the ceiling panel.

S 424-100
(12) Install the screws along the outboard contour.

S 394-028
(13) Install the aft floor mount. Apply the sealant around the bolt head after installation of the bolt.

S 414-029
(14) Put the aisle wall in position for installation.

S 424-099
(15) Connect the electrical wiring.

S 414-031
(16) Install the floor mount.

S 424-101
(17) Install the fasteners that connect the aisle wall to the aft wall.

S 414-033
(18) Install the trim strips.

S 414-034
(19) Connect the overhead tie rods.

S 414-035
(20) Install the mirror.

S 414-037
(21) Install the door frame and door (AMM 25-41-02/401).

S 424-102
(22) Connect the electrical connector above the ceiling.

S 424-103
(23) Connect the gasper air duct with vinyl plastic tape.

S 394-040
(24) Apply the sealant between the lavatory walls and airplane floor.

E. Put the Airplane Back to Its Usual Position

S 414-041
(1) Install the ceiling panels around the lavatory.

S 414-042
(2) Install the doorway lining (AMM 52-11-02/401).

S 864-065
(3) Close the fill/overflow valve on the potable water service panel (AMM 38-10-00/201).

S 864-044
(4) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11S8, LAV FLUSH MOTOR A

S 864-045
(5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
(a) 34B6, LIGHT LAV SERVICE
(b) 34D1, LAV LIGHTS OCCUPY DOME

S 864-046
(6) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P37 panel:
(a) 37G3, LIGHTS LAV

S 864-047
(7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P70 panel:
(a) 70A1, LAV WTR HTR A

S 704-048
(8) Make sure the lavatory lights and flush mechanism operate correctly.

TASK 25-41-01-404-049

5. Install Lavatory F (Fig. 402)
A. Consumable Materials
(1) G00156 Vinyl Plastic Permacel Tape No. 295
(2) A00247 Sealant, Chrome Type BMS 5-95
(3) A00028 Adhesive, BMS 5-92
(4) B00138 Canton (cotton) flannel cloth, clean and oil free
(5) B00148 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261
B. References
(1) AMM 25-41-02/401, Lavatory Door
(2) AMM 38-10-00/201, Potable Water System
(3) AMM 38-32-01/401, Toilet Tank
(4) AMM 52-11-02/401, Passenger Door Lining
C. Access
(1) Location Zones
(a) 221 Passenger cabin - section 41 (Left)
D. Procedure

S 414-051
(1) If you install a new lavatory, remove the toilet tank, water separator box, lining, ceiling, and door.

S 414-052
(2) Put the lavatory in position to align the floor mounts and waste drain line.

S 414-053
(3) If you install a new lavatory, install the shims in the floor mounts as follows:
(a) Install the shim in the floor mount as shown in (View C, Fig. 401).

NOTE: Do not make each shim thicker than 0.06 inch.

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

(b) Clean the shim and floor mount surfaces with a clean wiper which is moist with solvent, Series 91 (AMM 20-30-91/201).
(c) Bond the shim to the floor mount with adhesive and clean the unwanted adhesive.

S 424-104
(4) Install the bolts and washers to connect the floor mounts to the airplane structure in four locations.

S 424-105
(5) Connect the water drain lines under the sink cabinet.

S 424-106
(6) Connect the waste drain line to the lavatory adaptor with a clamp.

S 394-057
(7) Apply the sealant in the screw holes and install the screws to install the adapter to the lavatory floor. Apply the sealant around the adapter.

S 414-058
(8) Put the lining in position and install the screws to connect the lining to the lavatory frame.

S 414-059
(9) To install the water separator box, do the steps that follow:
(a) Connect the electrical line to the back of the box.
(b) Put the water separator box in position. Install the screws to connect the box to the sidewall and lining.

S 414-060
(10) Install the toilet shroud and toilet tank (AMM 38-32-01/401).

S 414-061
(11) To install the sidewall, do the steps that follow:
(a) Put the sidewall into position.

(b) Connect the sidewall to the floor mount with screws.
(c) Install the screws to connect the sidewall to the lining.
(d) Install the screws to connect the sidewall to the water separator box.
(e) Install the screws to connect the sidewall to the floor.
(f) Install the floor edge trim at the bottom of the sidewall.

S 414-062
(12) Connect the door header to the sidewall and the sink wall.

S 424-107
(13) Put the ceiling into position and install the screws to connect to the sink wall, sidewall, lining, and door header.

S 424-108
(14) Connect the electrical line to the ceiling.

S 414-064
(15) Connect the gasper air duct at the top of the lavatory with vinyl plastic tape.

S 424-109
(16) Connect the electrical connector and water supply line at the top of the lavatory.

S 414-066
(17) To connect the overhead tie rod to the top of the lavatory, do the steps that follow:
(a) Use finger pressure to adjust the length of overhead tie rod, if it is necessary.

NOTE: Do not use tools to tighten the overhead tie rod.

(b) Make sure that a 0.063-inch wire will not go through the inspection hole.

NOTE: If the wire goes through the inspection hole, then you must adjust the overhead tie rod.

(c) Crimp the end of the overhead tie rod.

NOTE: You can crimp the overhead tie rod a maximum of 2 times. If you crimp the overhead tie rod a second time at the same location, make sure the second crimp is 90 degrees to the first crimp.

S 414-067

(18) Install the kick strips at the bottom of the lavatory.

S 414-068

(19) Install the door (AMM 25-41-02/401).

S 394-069

(20) Apply the sealant between the lavatory walls and airplane floor.

E. Put the Airplane Back to Its Usual Condition

S 414-081

(1) Install the ceiling panels around the lavatory.

S 414-071

(2) Install the doorway lining (AMM 52-11-02/401).

S 864-064

(3) Close the fill/overflow valve on the potable water service panel (AMM 38-10-00/201).

S 864-073

(4) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11S11, LAV FLUSH MOTOR F

S 864-074

(5) Remove the DO-NOT-CLOSE tags and close these circuit-breakers on the P34 panel:
(a) 34B6, LIGHT LAV SERVICE
(b) 34D1, LAV LIGHTS OCCUPY DOME

S 864-075

(6) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P37 panel:
(a) 37G3, LIGHTS LAV

S 864-076

(7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P7O panel:
(a) 7OA2, LAV WTR HTR F

S 7O4-077

(8) Make sure the lavatory lights and flush mechanism operate correctly.

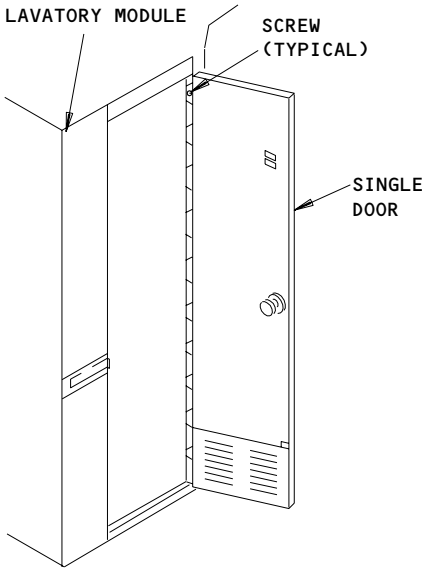
LAVATORY DOOR - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the lavatory door.
      (2) The installation of the lavatory door.

   TASK 25-41-02-004-002

2. Remove the Lavatory Door (Fig. 401)
   A. Access
      (1) Location Zones

221/222	Passenger Cabin - Section 41
231/232	Passenger Cabin - Section 43
251/252	Passenger Cabin - Section 46



LAVATORY WITH SINGLE DOOR

Lavatory Door Installation
Figure 401

B. Procedure - Remove the Lavatory Door

S 014-003
(1) Open the door.

S 024-024
(2) Remove the screws that connect the hinges to the door.

S 024-005
(3) Remove the door.

TASK 25-41-02-404-006

3. Install the Lavatory Door (Fig. 401)

A. Access

(1) Location Zones

221/222	Passenger Cabin - Section 41
231/232	Passenger Cabin - Section 43
251/252	Passenger Cabin - Section 46

B. Procedure - Install the Lavatory Door

S 414-008
(1) Put the door on the hinges.

S 424-025
(2) Install the screws.

S 214-010
(3) Make sure the door latches and locks correctly.

MID LAVATORY - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the mid lavatory
      (2) The installation of the mid lavatory

   TASK 25-41-03-004-001
2. Remove the Mid Lavatory (Fig. 401)
   A. References
      (1) AMM 25-41-02/401, Lavatory Door
      (2) AMM 38-10-00/201, Potable Water System
      (3) AMM 38-32-01/401, Toilet Tank
   B. Access
      (1) Location Zones
          231/232 Passenger Cabin - Section 43

   C. Prepare for Removal

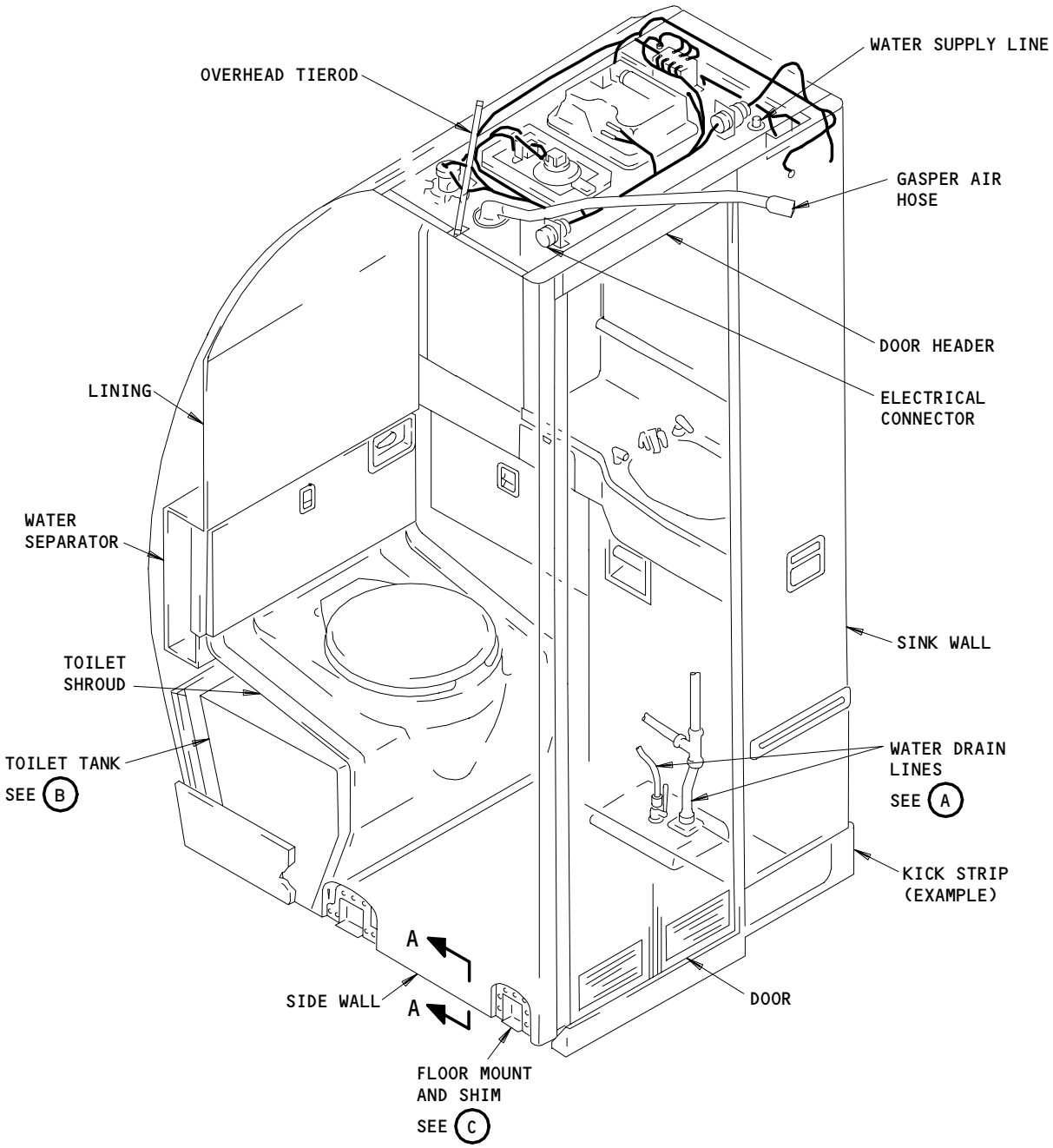
      S 864-003
      (1) Open these circuit breakers on the overhead panel P11, and attach DO-NOT-CLOSE tags:
          (a) 11S9, LAV FLUSH MOTORS S
          (b) 11S25, WATER/WASTE LAV FLUSH MOTORS C

      S 864-004
      (2) Open these circuit breakers on the APU external power panel P34, and attach DO-NOT-CLOSE tags:
          (a) 34B6, LIGHTS SERVICE LAV
          (b) 34D1, LAV LIGHTS OCCUPY DOME
          (c) 34D2, LAV LIGHTS THSHD

      S 864-005
      (3) Open these circuit breakers on the right miscellaneous electrical equipment panel P37, and attach DO-NOT-CLOSE tags:
          (a) 37G3, LIGHTS LAV

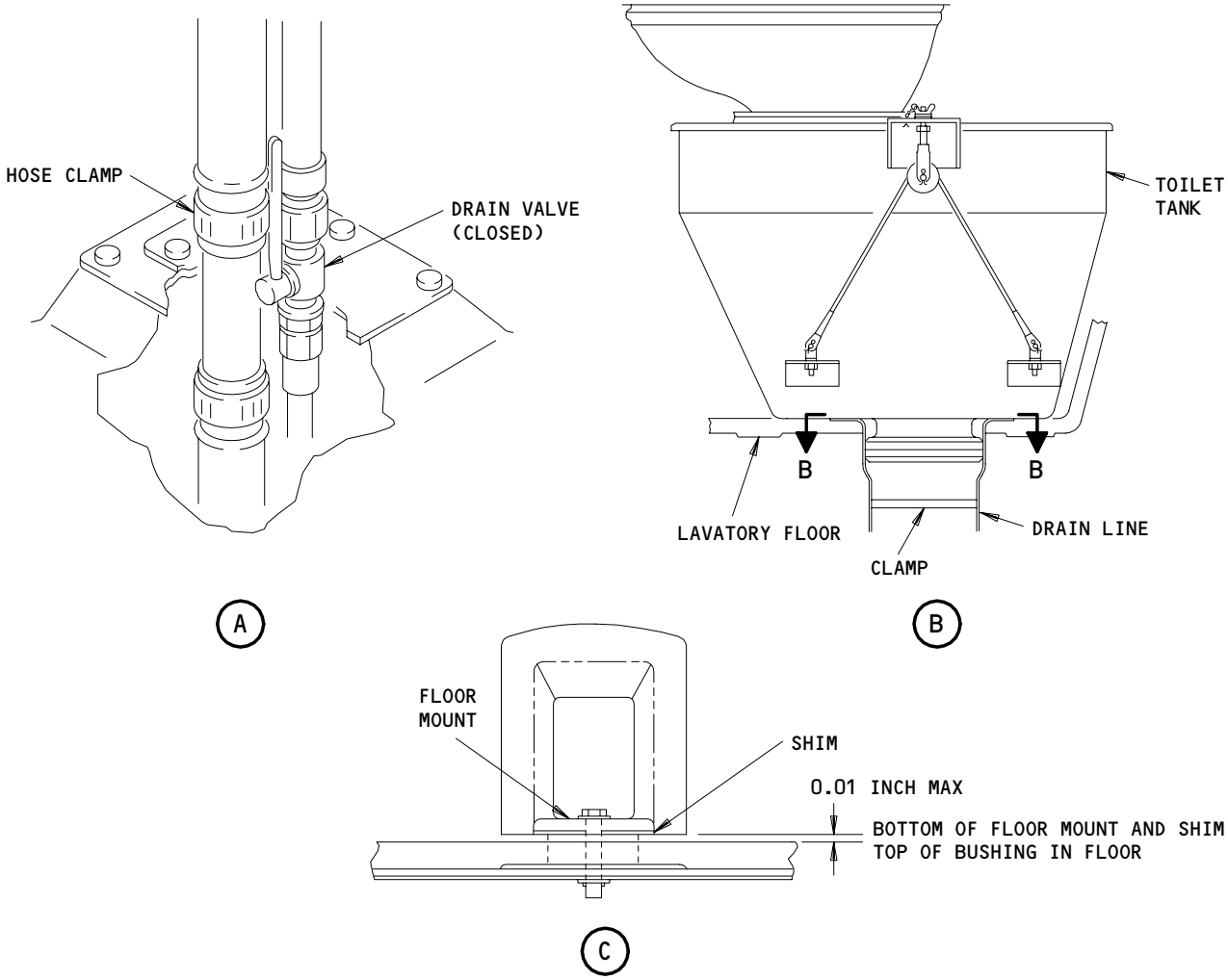
      S 864-006
      (4) Open this circuit breaker on the miscellaneous electrical equipment panel P70, and attach a DO-NOT-CLOSE tag:
          (a) 70A8, S LAV WTR HTR

      S 014-007
      (5) Remove the ceiling panels from the inboard side of the lavatory.



MID LAVATORY

Mid Lavatory Installation
Figure 401 (Sheet 1)



Mid Lavatory Installation
Figure 401 (Sheet 2)

S 864-018
(6) Open the fill/overflow valve on the water service panel to decrease the pressure of the water system (AMM 38-10-00/201).

S 014-009
(7) Open the drain valve which is under the sink to drain the water lines and the heater.

D. Procedure - Remove the Mid Lavatory

S 024-058
(1) Disconnect the electrical connector at the top of the lavatory.

S 024-059
(2) Disconnect the water supply line at the top of the lavatory.

S 014-012
(3) Disconnect the gasper air hose at the top of the lavatory.

S 014-013
(4) Disconnect the overhead tie rod from the lavatory.

S 014-014
(5) Remove the lavatory door (AMM 25-41-02/401).

S 014-020
(6) Remove the door header.

S 014-015
(7) Remove the kick strips at the bottom of the lavatory.

S 024-060
(8) Remove the light lens from above the sink.

S 014-018
(9) To remove the ceiling, do the steps that follow:
(a) Disconnect the electrical line which is above the ceiling and near the sink wall.
(b) Remove the screws to disconnect the ceiling from the walls.

(c) Remove the ceiling.

S 014-019
(10) To remove the sidewall, do the steps that follow:
(a) Remove the floor edge trim at the bottom of the sidewall.
(b) Disconnect the sidewall from the lining.
(c) Disconnect the sidewall from the water separator box.
(d) Disconnect the sidewall from the floor.
(e) Disconnect the sidewall from the floor mounts.
(f) Remove the sidewall.

S 014-021
(11) Remove the toilet shroud and toilet tank (AMM 38-32-01/401).

S 024-061
(12) Remove the screws to disconnect the waste drain line from the lavatory floor.

S 024-062
(13) Lift the waste drain line and remove the clamp.

S 024-063
(14) Disconnect the waste drain line from the adapter.

S 014-024
(15) To remove the water separator box, do the steps that follow:
(a) Remove the screws to disconnect the water separator box from the lining and sink wall.
(b) Remove the water separator box to disconnect the electrical line.
(c) Remove the water separator box.

S 024-064
(16) Remove the screws to disconnect the lining from the lavatory frame.

S 024-065
(17) Remove the lining.

S 024-066
(18) Disconnect the drain lines under the sink cabinet.

S 024-067
(19) Remove the floor attachment bolts to disconnect the floor from the airplane structure.

NOTE: You can get access to two bolts under the sink cabinet. You can get access to two bolts from the outer surface of the lavatory at the bottom of the sidewall.

S 024-028
(20) Remove the lavatory.

TASK 25-41-03-404-029

3. Install the Mid Lavatory (Fig. 401)

A. Consumable Materials
(1) G00156 Vinyl Plastic, Permacel Tape No. 295
(2) A00247 Sealant, Chromate Type BMS 5-95
(3) A00028 Adhesive, BMS 5-92
(4) B00138 Canton (cotton) flannel cloth, clean and oil free
(5) B00148 Solvent - Methyl Ethyl Ketone (MEK), TT-M-261

B. References
(1) AMM 25-41-02/401, Lavatory Door
(2) AMM 38-10-00/201, Potable Water System
(3) AMM 38-32-01/401, Toilet Tank

C. Access
(1) Location Zones
231/232 Passenger Cabin - Section 43

D. Procedure - Install the Mid Lavatory

S 414-030
(1) If you install a new lavatory, remove the sidewall, toilet tank, water separator box, lining, ceiling, and door from the lavatory.

S 824-031
(2) Put the lavatory in position to align the floor mounts and waste drain line.

S 424-068
(3) If you install a new lavatory, install a shim in the floor mounts as follows:
(a) Install the shim between the top of bushing in the floor and the bottom of floor mount until you get the correct clearance (Fig. 401).

NOTE: Do not make each shim thicker than 0.06 inch.

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

(b) Clean the shim and the floor mount surfaces with a clean wiper, which is moist with solvent, Series 91 (AMM 20-30-91/201).
(c) Bond the shim to the floor mount with BMS 5-92 adhesive. Clean the unwanted adhesive.

S 424-069
(4) Install the bolts and washers to connect the floor mounts to the airplane structure in four locations.

S 424-070
(5) Connect the water drain lines under the sink cabinet.

S 424-071
(6) Connect the waste drain line to the lavatory adapter with the clamp.

S 394-036
(7) Apply the sealant in the screw holes of the adapter.

S 424-072
(8) Install the screws to attach the adapter to the lavatory.

S 394-016
(9) Apply the sealant around the adapter.

S 414-037
(10) Put the lining in position and install the screws to connect the lining to the lavatory frame.

S 414-038
(11) To install the water separator box, do the steps that follow:
(a) Connect the electrical line to the back of the water separator box.
(b) Put the water separator box in position and install the screws to connect the box to the sidewall and lining.

S 414-039
(12) Install the toilet shroud and toilet tank (AMM 38-32-01/401).

S 414-040
(13) To install the sidewall, do the steps that follow:
(a) Put the sidewall into position.
(b) Connect the sidewall to the floor mount with screws.
(c) Install the screws to connect the sidewall to the lining.
(d) Install the screws to connect the sidewall to the water separator box.
(e) Install the screws to connect the sidewall to the floor.
(f) Install the floor edge trim at the bottom of the sidewall.

S 414-041
(14) Connect the door header to the sidewall and the sink wall.

S 414-042
(15) Put the ceiling into position and install the screws to connect to the sink wall, sidewall, lining, and door header.

S 424-073
(16) Connect the electrical line which is near the sink wall to the ceiling.

S 414-043
(17) Connect the gasper air duct at the top of the lavatory with vinyl plastic tape.

S 424-074
(18) Connect the electrical connector and water supply line at the top of the lavatory.

S 424-075
(19) To connect the tie rod to the top of the lavatory, do the steps that follow:
(a) Use finger pressure to adjust the length of the tie rod, if it is necessary

NOTE: Do not use tools to tighten the tie rod.

(b) Make sure that a 0.063-inch wire does not go through the inspection hole.

NOTE: If the wire goes through the inspection hole, then you must adjust the tie rod.

(c) Crimp the end of tie rod.

NOTE: You can crimp the tie rod a maximum of 2 times. If the tie rod is crimped a second time at the same rod end, it is necessary that the second crimp be 90 degrees to the first crimp.

S 414-046

(20) Install the kick strips at the bottom of the lavatory.

S 414-048

(21) Install the door (AMM 25-41-02/401).

S 394-049

(22) Apply the sealant between the lavatory walls and the airplane floor.

E. Put the Airplane Back to Its Usual Condition

S 414-050

(1) Close the drain valve under the sink cabinet.

S 864-019

(2) Close the fill/overflow valve on the water service panel (AMM 38-10-00/201).

S 414-052

(3) Install the ceiling panels around the lavatory.

S 864-054

(4) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
(a) 11S9, LAV FLUSH MOTORS S
(b) 11S25, WATER/WASTE LAV FLUSH MOTORS C

S 864-055

(5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P34 panel:
(a) 34B6, LIGHTS SERVICE LAV
(b) 34D1, LAV LIGHTS OCCUPY DOME
(c) 34D2, LAV LIGHTS THSHD

S 864-056

(6) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P37 panel:
(a) 37G3, LIGHTS LAV

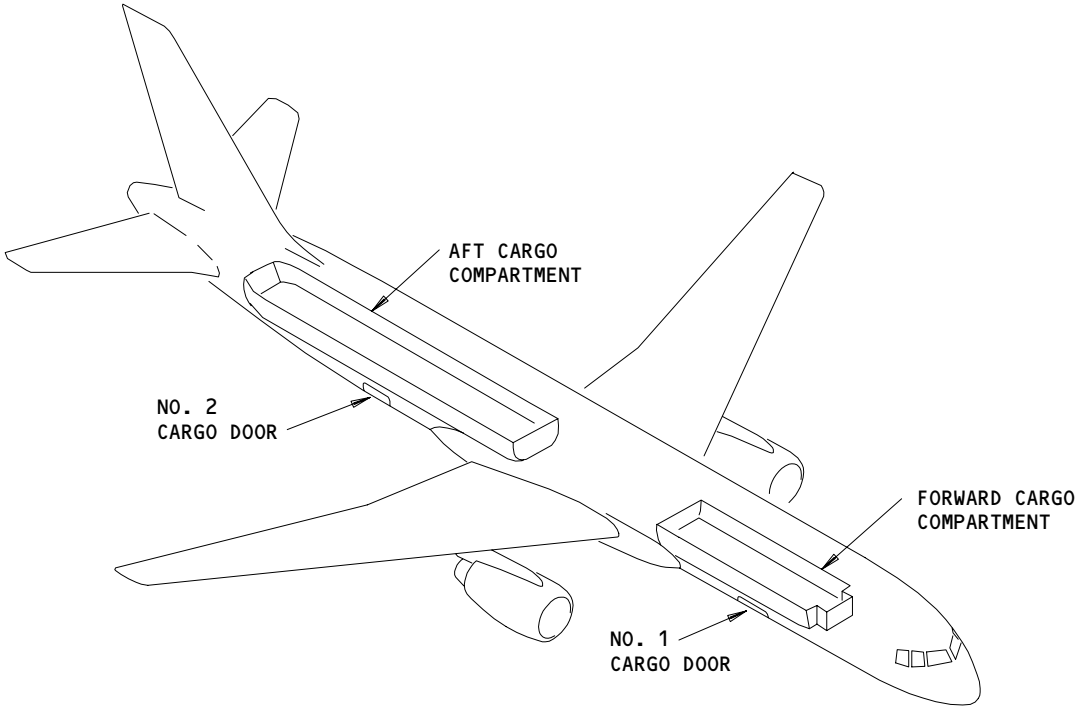
S 864-010
(7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P7O panel:
(a) 7OA8, S LAV WTR HTR

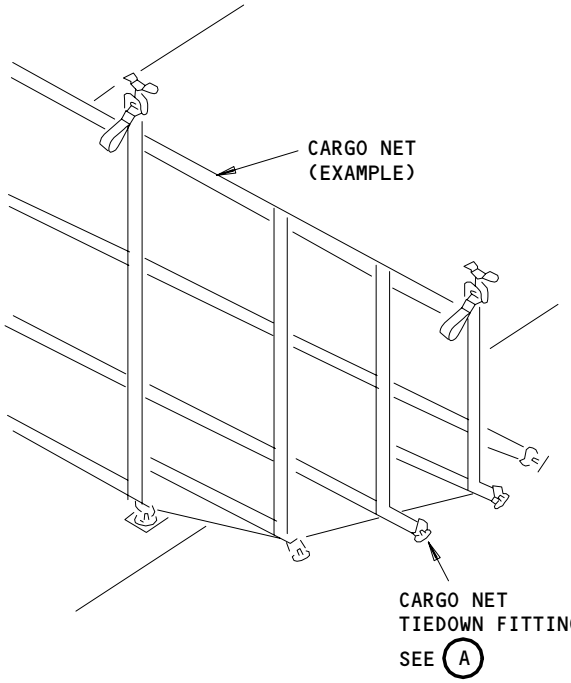
S 704-011
(8) Do a check of the lavatory lights (AMM 33-26-OO/2O1).

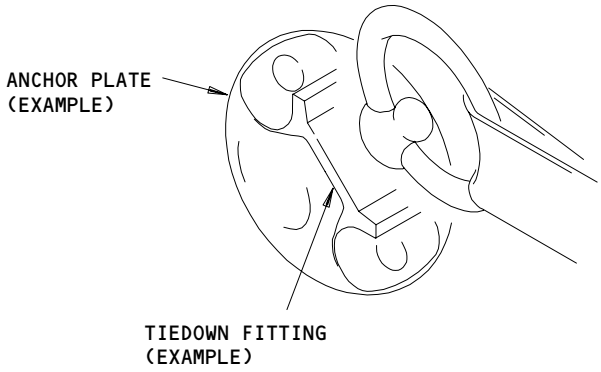
S 704-076
(9) Do a check of the flushing mechanism (AMM 38-32-OO/5O1).

CARGO COMPARTMENTS - DESCRIPTION AND OPERATION

1. General (Fig. 1)
   A. The lower deck has a forward cargo compartment and an aft cargo compartment. You put the cargo in these compartments manually.
   B. The forward compartment has a capacity of 700 cubic feet. The aft compartment has a capacity of 1,090 cubic feet.
   C. One some airplanes, the aft compartment has a cargo loader system. The aft compartment cargo loader has a capacity of 400 cubic feet. There is 650 cubic feet more in the aft cargo compartment for the cargo that is not on the cargo loader.
   D. For more data about the cargo loader system refer to AMM 25-51-00, Cargo Loader System - Description and Operation.
2. Cargo Compartment Lining (Fig. 1)
   A. The cargo compartments have linings to prevent damage to the structure. The lining panels also give a smooth surface which will not cause damage to the cargo.
   B. The other function of the lining is to keep the fire extinguishing agent in the cargo compartment.
   C. The floor lining panels are made of aluminum or fiberglass. They are sealed to prevent leaks.
   D. The ceiling lining panels in the forward compartment are made of a rigid nomex honeycomb that has a fiberglass face.
   E. The forward and aft bulkheads in each compartment are made of nomex honeycomb with a fiberglass face.
   F. The aft bulkhead in the aft compartment has a zipper to get access aft of the bulkhead.
3. Cargo Net Tiedown Fittings (Fig. 1)
   A. Tiedown fittings for the bulk cargo nets are in each compartment. The net tiedowns use standard fittings.
4. Operation - Zipper for the Station 1640 Bulkhead
   A. Procedure - Zipper Operation
      (1) Do the steps that follow to close the zipper:
         (a) Hold the access panel in the closed position with the top snap before you operate the zippers.







CARGO NET TIEDOWN FITTING
(EXAMPLE)
A

Lower Lobe Cargo Compartments
Figure 1

(b) Pull the zipper tabs parallel to the line of the zipper, at an angle.

(2) Do the steps that follow to open the zipper:

(a) Pull the zipper down the full length of the zipper travel to open the flap.

NOTE: Do not step on the flap when you access the bulkhead.

CARGO COMPARTMENT - INSPECTION/CHECK

1. General
   A. This procedure is for the inspection and check of the cargo compartment lining. It gives instructions for the inspection of the fiberglass liners on the vertical and sloping sidewalls, bulkhead, and ceiling in the cargo compartment.
   B. It is important that all of the fasteners, seams, and punctures are sealed correctly to keep the amount of oxygen in the compartment to a minimum.

TASK 25-50-00-216-049

2. Cargo Compartment - Inspection/Check
   A. References
      (1) AMM 25-00-00/801, Equipment/Furnishings, Approved Repairs
      (2) AMM 25-50-01/401, Cargo Compartment Ceiling Lining
      (3) AMM 25-50-02/401, Cargo Compartment Sidewall Lining
      (4) AMM 25-50-03/401, Bulkhead Lining
      (5) AMM 25-50-09/801, Cargo Compartment Lining (Fiberglass)
   B. Access
      (1) Location Zones
          121/122 Forward Cargo Compartment
          153/154 Aft Cargo Compartment
          161/162 Bulk Cargo Compartment

   C. Procedure

      S 216-029
      (1) Do a visual inspection of the forward, aft and bulk cargo compartment lining.
          (a) Make sure the ceiling liners, sidewall liners, bulkhead liners, bulkhead panels, and floor panels do not have any cuts, tears, or holes.
              1) If there are damages found, do the necessary repair.
          (b) Make sure the cargo lining joint seal tape is correctly installed and not damaged or loose.
              1) If there are loose or damaged tape, do this task: Repair Loose or Damaged Tape (AMM 25-50-09/801).

S 866-045

CAUTION: DO NOT GET CORROSION-INHIBITING COMPOUNDS (CIC) ON THE INSULATION BLANKETS. APPLY CIC (BMS 3-23, BMS 3-26, BMS 3-29, OR EQUIVALENT) ONLY TO METALLIC AIRPLANE COMPONENTS. DO NOT ALLOW CIC TO CONTAMINATE NON-METALLIC MATERIALS. CIC WILL HAVE AN ADVERSE AFFECT ON THE FLAMMABILITY CHARACTERISTICS OF INSULATION BLANKETS.

(2) If Corrosion-inhibiting Compounds (CIC) contamination of insulation blankets occurs, adhere to the following steps:
   (a) Replace the insulation blanket if CIC contamination occurs along a seam.
   (b) For all areas except along seams, remove the CIC with Biogenic SE377C, Alphatic Naphtha, Citra-Safe, or equivalent.

       NOTE: If the CIC can not be removed, replace the blanket.

S 866-043

(3) In order to prevent Corrosion-inhibiting compounds (CIC) contamination of insulaton blankets, obey the following steps prior to blanket installation:

   NOTE: Adjust the following steps ventilation times upward to achieve satisfactory drying depending on the temperature, humidity, and quantity of CIC.

   (a) Ventilate areas after application of CIC such as BMS 3-23, for a minimum of one hour.
   (b) Ventilate areas treated with CIC such as BMS 3-26 or BMS 3-29 for a minimum of four hours.

S 346-030

(4) Do the permanent repair procedure if the linings are not damaged more than these limits (AMM 25-50-09/801):
   (a) Slits that are 36-inches (914.4mm) long,
   (b) "L" shaped tears that are 9-inches long on the two sides,
   (c) Holes that have a 1.5-inch diameter,
   (d) One damaged fastener,
   (e) Damaged zippers,
   (f) In the area of seams and fasteners, loose or damaged tape.

S 966-034

(5) Replace the applicable fiberglass linings that have more than the above damage limits (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 346-047

(6) Repair the rigid nomex honeycomb lining if it is necessary (AMM 25-00-00/801).

S 346-048

(7) If both rigid nomex honeycomb lining skins have been damaged, do this task: (AMM 25-50-09/801).

CARGO COMPARTMENT - CLEANING/PAINTING

1. General
   A. This section contains one task. The task gives instructions to clean the cargo compartments.

   TASK 25-50-00-107-022

2. Clean the Cargo Compartment
   A. Equipment
      (1) Vacuum Cleaner - Example: Dual Air Vac - Clarke Model TMDGU, Clarke Division Magraw Edison Co., 2800 Estas St., Muskegon MI 49441
      (2) Drum - 30 or 55 Gallon capacity, mounted on casters
      (3) Hose Assembly - 6 foot length, 1 1/2-inch ID; with swivel connection to pump - Example: Graco Model 206-266 siphon tube
      (4) Hose - 50 foot length, 3/8-inch ID, 2250 psi working pressure with 3/8-inch pipe fittings at each end - Example: Graco Model 207-831
      (5) Portable Airless Pump - Example: Graco Bulldog Model 207-463: Hydraclean Pressure with 7 gpm output, 1200 psi working pressure, 10:1 ratio pump on Pneumatic Cart Model 208-156, with Regulator Assembly 206-199: Graco Inc., 60-11th Ave. NE, Minneapolis, MN 53440
   B. Consumable Materials
      (1) Solvent - Alkaline Emulsion

          NOTE: Use one of these Alkaline Emulsion Solvents:

          (a) B00431 Allied-kelite 28
          (b) B00014 Calla 301
          (c) B00432 Cee Bee A-410B
          (d) B00005 Cee Bee 280
          (e) B00013 Dubious C-1102
          (f) B00003 GMC 528B
          (g) B00433 Hydrex 09
          (h) B00434 Metaclean AC
          (i) B00008 Oakite 204
          (j) B00017 Pacific B-82
          (k) B00260 Pennwalt (Delchem) 2271R
          (l) B00016 Tec Formula No. 1
          (m) B00335 Tec 86-2
          (n) B00012 Turco Jet Clean C
          (o) B00325 Turco Jet Clean E
      (2) G00009 Corrosion Inhibiting Compound - BMS 3-23
      (3) G00099 Grease proof paper
      (4) G00258 Laminated waterproof paper

(5) G00270 Masking tape
(6) G02173 pH testing paper with increments of 0.5 units of pH change: 5 to 10, 6.5 to 10, 6.0 to 8.0 or 8.0 to 9.5 pH range
(7) G00115 Polyethylene sheet
(8) G00216 Wipers

C. References
(1) AMM 20-41-00/201, Static Grounding
(2) AMM 24-22-00/201, Electrical Power - Control

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

(2) Access Panels
821 No. 1 Cargo Door
822 No. 2 Cargo Door

E. Prepare to Clean

S 867-001
(1) Remove electrical power (AMM 24-22-00/201)

S 917-002
(2) Connect a static ground wire to the airplane (AMM 20-41-00/201)

S 027-023

CAUTION: YOU MUST REMOVE ALL COMPONENTS THAT ARE NOT RESISTANT TO DAMAGE FROM THE SOLVENTS OR WATER. DAMAGE TO SOME COMPONENTS CAN OCCUR IF THEY GET WET WITH THE SOLVENTS OR WATER.

(3) Remove all the insulation blankets and components that are not resistant to damage from the solvents or water.

S 957-021

CAUTION: APPLY THE MASKING TAPE AND PAPER TO ALL AREAS THAT YOU WILL NOT CLEAN. YOU MUST OBEY THE MANUFACTURER'S INSTRUCTIONS. THESE CLEANERS HAVE HIGH CONCENTRATION LEVELS AND CAN CAUSE DAMAGE TO THE PAINT OR CAN CAUSE THE CORROSION OF METAL SURFACES.

(4) Use polyethylene sheet, greaseproof paper or laminated waterproof paper and masking tape to cover the areas that you will not clean.

NOTE: This includes all the lubricated or waxed surfaces and the latches and fittings.

F. Procedure

S 167-016
(1) Use a vacuum cleaner to remove unwanted materials.

S 117-017

WARNING: DO NOT GET THESE SOLVENTS IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES. PUT ON PROTECTIVE SPLASH GOGGLES AND GLOVES. KEEP THESE SOLVENTS AWAY FROM SPARKS, FLAME AND HEAT. THESE SOLVENTS CAN BE POISONOUS OR FLAMMABLE WHICH CAN CAUSE INJURY OR DAMAGE.

CAUTION: DO NOT USE SOLVENTS THAT ARE NOT LISTED IN THE CONSUMABLE MATERIALS LIST. YOU CAN CAUSE DAMAGE TO THE EQUIPMENT IF YOU USE OTHER SOLVENTS.

(2) Apply the Alkaline Emulsion solvent with the airless pump. Let the solvent soak for five minutes, but do not let it dry.

S 167-014
(3) Remove all the unwanted material that the solvent loosened with the vacuum cleaner.

S 167-013
(4) Apply more solvent and use the vacuum cleaner until the surfaces are clean.

S 177-012
(5) Flush the area with clean water. Use pressure to apply the water.

S 167-011
(6) Remove the water with a vacuum cleaner.

S 757-010
(7) Do a pH check of the water from the areas that have caught and held the water. Do this check in more than one area.

S 757-009
(8) Do a pH check of the clean water.

S 757-008
(9) Compare the pH of the clean water and the water you used to flush the area. If the pH has increased more than 1 pH unit, flush the area again.

S 167-007
(10) Dry the area with clean wipers.

S 627-006
(11) Apply the corrosion inhibiting compound on the areas you cleaned (AMM 51-24-03/701).

G. Put the airplane back to its usual condition.

S 957-005
(1) Remove all the masking tape and paper.

S 417-004
(2) Install the equipment you removed.

S 917-003
(3) Disconnect the static ground wire if it is not necessary (AMM 20-41-00/201).

CARGO COMPARTMENT CEILING LINING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the removal of the ceiling linings in the lower lobe cargo compartments, for all types of linings. The second task is the installation of the ceiling linings in the lower lobe cargo compartment, for all types of linings.
   B. In the forward compartment,
   all ceiling linings, except those near the doorway, are fiberglass sheets with a tedlar surface facing. The linings near the doorway are made of a rigid fiberglass-faced, nomex-honeycomb core material.
   C. In the aft compartment,
   all the ceiling linings are fiberglass sheets with a tedlar surface facing.

TASK 25-50-01-004-001

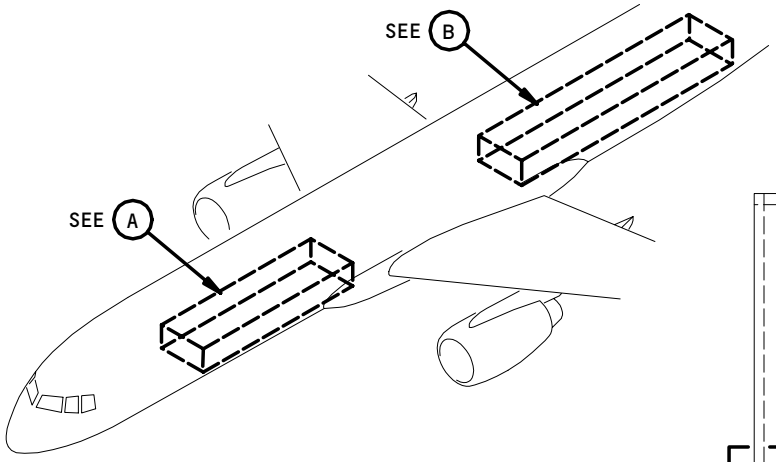
2. Remove the Ceiling Linings (Fig. 401)
   A. Access
      (1) Location Zones
      121 Forward Cargo Compartment (Left)
      122 Forward Cargo Compartment (Right)
      153 Aft Cargo Compartment (Left)
      154 Aft Cargo Compartment (Right)

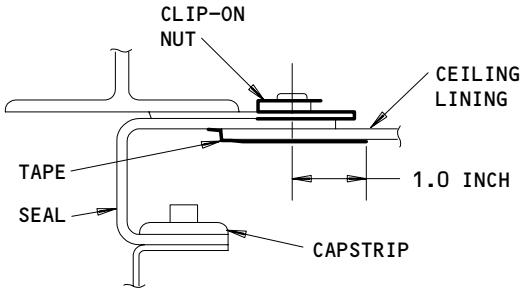
      (2) Access Panels
      821 No. 1 Cargo Door
      822 No. 2 Cargo Door

   B. Procedure

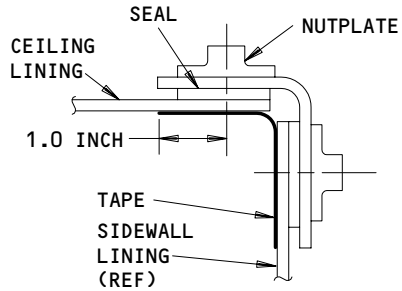
      S 034-002
      (1) Remove and discard the tape from the fasteners and seams of the lining.

      S 034-004
      (2) Remove the shrouds around the lights and the other ceiling mounted equipment.





A-A



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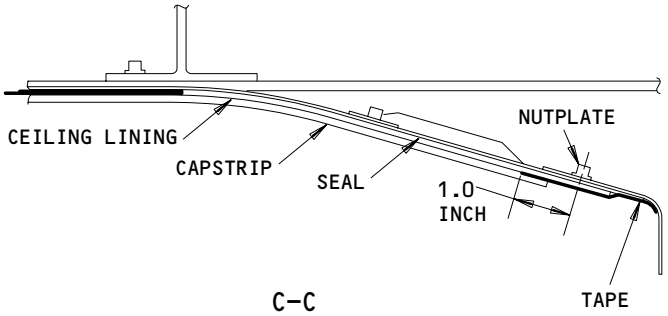

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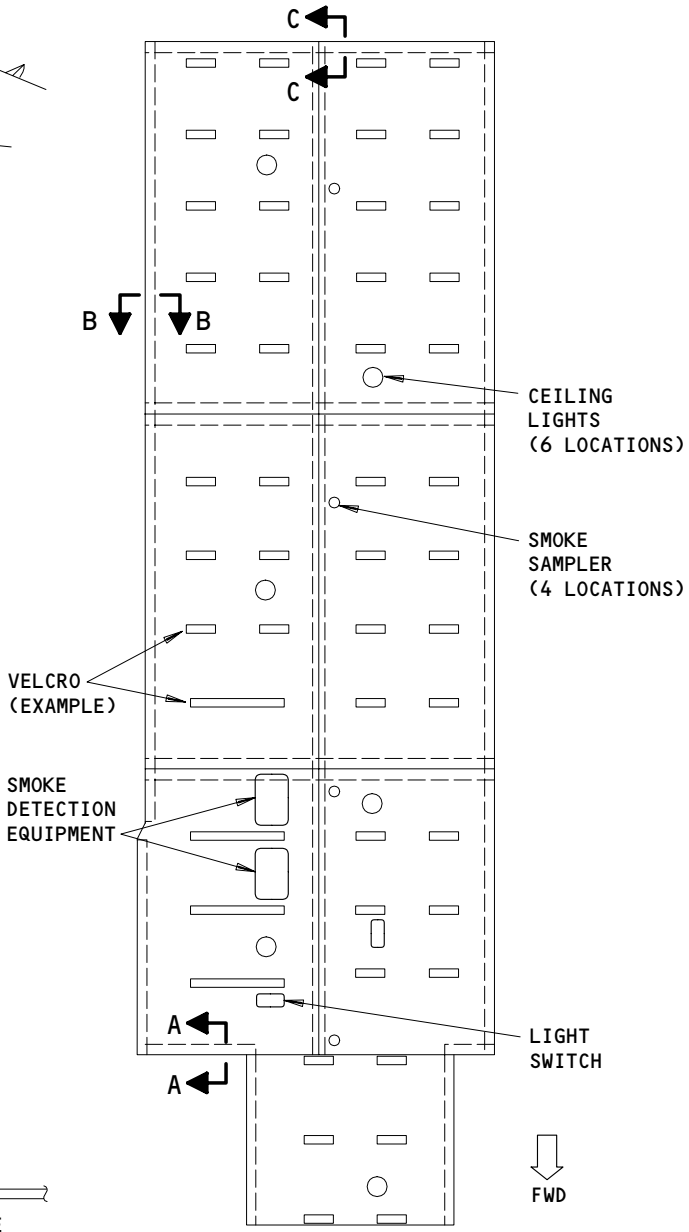
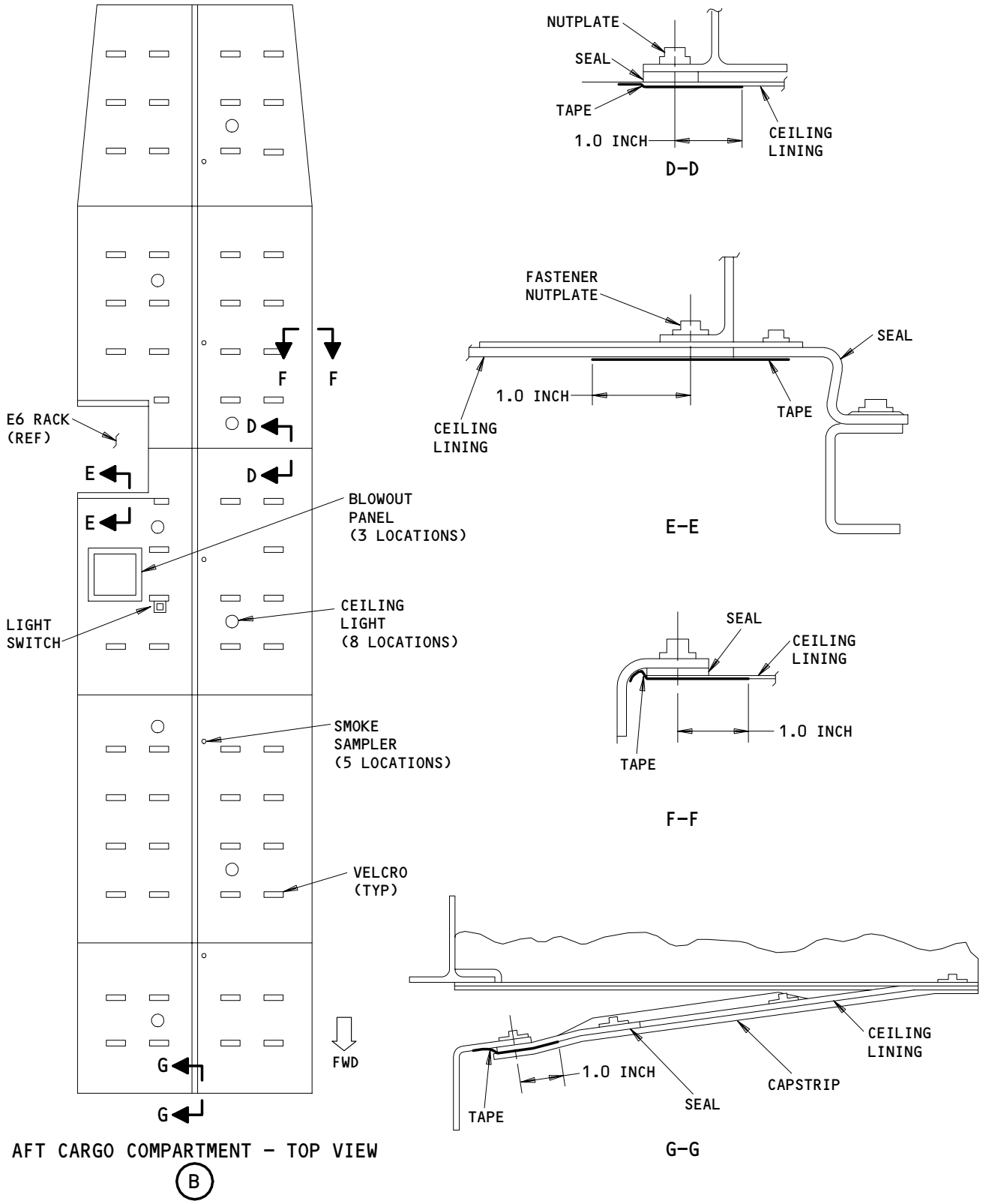


FWD CARGO COMPARTMENT - TOP VIEW

(A)

Cargo Compartment Ceiling Lining Installation
Figure 401 (Sheet 1)

621854



Cargo Compartment Ceiling Lining Installation
Figure 401 (Sheet 2)

S 034-005
(3) Remove the blowout panels, if they are installed.

S 034-017
(4) Remove (nozzle) pan assemblies and tube fitting, if installed. (AMM 26-23-00)

S 034-006
(5) Remove the fasteners and the capstrips from the ceiling lining.

S 024-007
(6) Carefully separate the velcro tape from the upper surface of the lining and remove the lining.

TASK 25-50-01-404-008

3. Install Ceiling Linings (Fig. 401)
   A. Equipment
      (1) Heat gun - commercially available
      (2) Roller - commercially available
   B. Consumable Materials
      (1) G00033 Cheesecloth - BMS 15-5
      (2) Tape

          NOTE: Use this tape:

          (a) BMS5-146, Cargo Liner Joint Sealing Tapes
      (3) Solvent

          NOTE: Use one of these solvents:

          (a) B00090 1-1-1 trichloroethane - MIL-T-81533
          (b) B00093 Tetrachloroethylene - O-T-236
          (c) B00111 Freon TF

C. Access

(1) Location Zones

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

(2) Access Panels

821 No. 1 Cargo Door
822 No. 2 Cargo Door

D. Procedure

S 424-009

(1) Put the light assemblies, the smoke samplers and (nozzle) support pan assemblies in position in the openings in the lining. (AMM 26-23-00)

S 424-018

(2) Put the lining against the velcro on the support structure. (AMM 26-23-00)

S 114-010

(3) Clean the area on and around the fasteners, seams, and gaps with cheesecloth that is moist with Naphtha or Isopropyl alcohol.

S 114-011

(4) Rub the cleaned area with a clean cheesecloth to remove the solvent before the solvent dries.

S 114-012

(5) Clean the area one more time, if it is necessary, to fully remove the dirt, oil, adhesive, and other unwanted materials.

S 434-010

(6) Install the capstrips and the fasteners.

S 434-014

(7) Install new tape over all the gaps and fasteners in the lining (BMS5-146).

NOTE: Do not use the tape more than one time or you will not get a satisfactory bond.

S 434-013

(8) Use the heat gun and the roller on the tape several times.

S 434-011
(9) Install the shrouds around the ceiling mounted equipment.

S 434-016
(10) Install the retainer for the (nozzle) support pan assembly. (AMM 26-23-00)

S 434-012
(11) Install the blowout panels, if it is necessary.

S 424-013
(12) Put pressure on the lining with your hand in the areas of the velcro tape to make sure the velcro tape is fully attached.

CARGO COMPARTMENT SIDEWALL LININGS - REMOVAL/INSTALLATION

1. General
   A. The sidewall lining for the forward and aft cargo compartments are almost the same. Some sidewall linings have openings for blowout panels. The removal and installation procedures are for the sidewall lining in all cargo compartments.

TASK 25-50-02-004-017

2. Remove the Sidewall Lining (Fig. 401)
   A. Access
      (1) Location Zones
          121 Forward Cargo Compartment (Left)
          122 Forward Cargo Compartment (Right)
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)

      (2) Access Panels
          821 No. 1 Cargo Door
          822 No. 2 Cargo Door

   B. Procedure

      S 034-003
      (1) Remove and discard the tape.

      S 034-004
      (2) Remove the fasteners from the sidewall lining.

      S 024-005
      (3) Pull the hook/loop tape apart and remove the sidewall lining.

TASK 25-50-02-404-006

3. Install the Sidewall Lining (Fig. 401)
   A. Consumable Materials
      (1) G00033 Cheesecloth - BMS 15-5
      (2) Tape

          NOTE: Use this tape.
          (a) BMS5-146, Cargo Liner Joint Sealing Tapes

(3) Solvent

NOTE: Use one of these solvents.

(a) B00090 1-1-1 trichloroethane - MIL-T-81533
(b) B00093 Tetrachloroethylene -0-T-236
(c) B00111 Freon TF

B. Access

(1) Location Zones

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

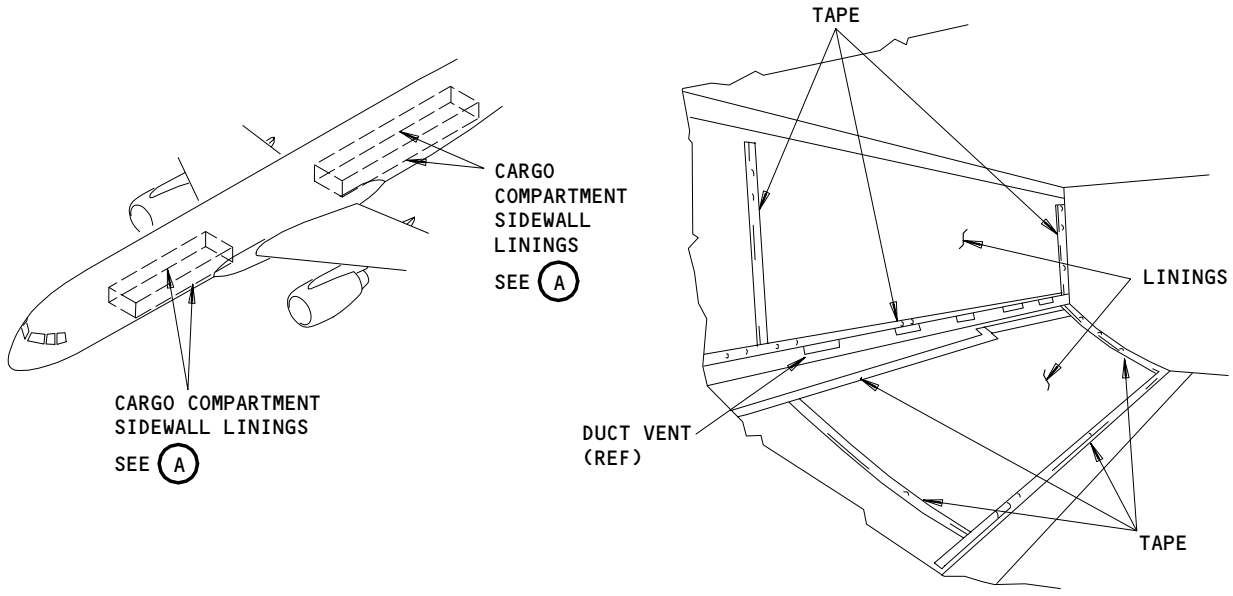
(2) Access Panels

821 No. 1 Cargo Door
822 No. 2 Cargo Door

C. Procedure

S 824-007

(1) Put the sidewall lining in position against the supports. Use the hook/loop tape to help you get it aligned correctly.



CARGO COMPARTMENT SIDEWALL LININGS
(RIGHT SIDEWALL SHOWN - ALL SIDEWALLS EQUIVALENT)
A

Cargo Compartment Sidewall Lining Installation
Figure 401

S 164-008

(2) Clean the area on and around the fasteners, seams, and gaps with a cheesecloth which is moist with Isopropyl Alcohol, or Naphtha.

S 164-009

(3) Rub these areas dry with a clean cheesecloth before the solvent becomes dry.

S 434-011

(4) Install the fasteners.

S 434-012

(5) Put new tape on all of the fasteners, seams, and gaps in the sidewall lining (BMS5-146).

S 914-016

(6) Push on the sidewall lining with your hand in the areas of the hook/loop tape to make sure the hook/loop tape is fully attached.

BULKHEAD LINING - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the removal of the bulkhead linings in the forward, aft, and bulk cargo compartments. The second task is the installation of the bulkhead linings in the forward, aft, and bulk cargo compartments.
   B. The blowout panels and heat inlet grills on the bulkhead linings do not have to be removed.

TASK 25-50-03-004-001

2. Remove the Bulkhead Lining
   A. Access
      (1) Location Zones
          121 Forward Cargo Compartment (Left)
          122 Forward Cargo Compartment (Right)
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)
          161 Bulk Cargo Compartment (Left)
          162 Bulk Cargo Compartment (Right)

      (2) Access Panels
          821 No. 1 Cargo Door
          822 No. 2 Cargo Door

   B. Procedure

      S 024-003
      (1) Remove and discard the tape.

      NOTE: Do not use the tape again. Used tape will not bond satisfactorily.

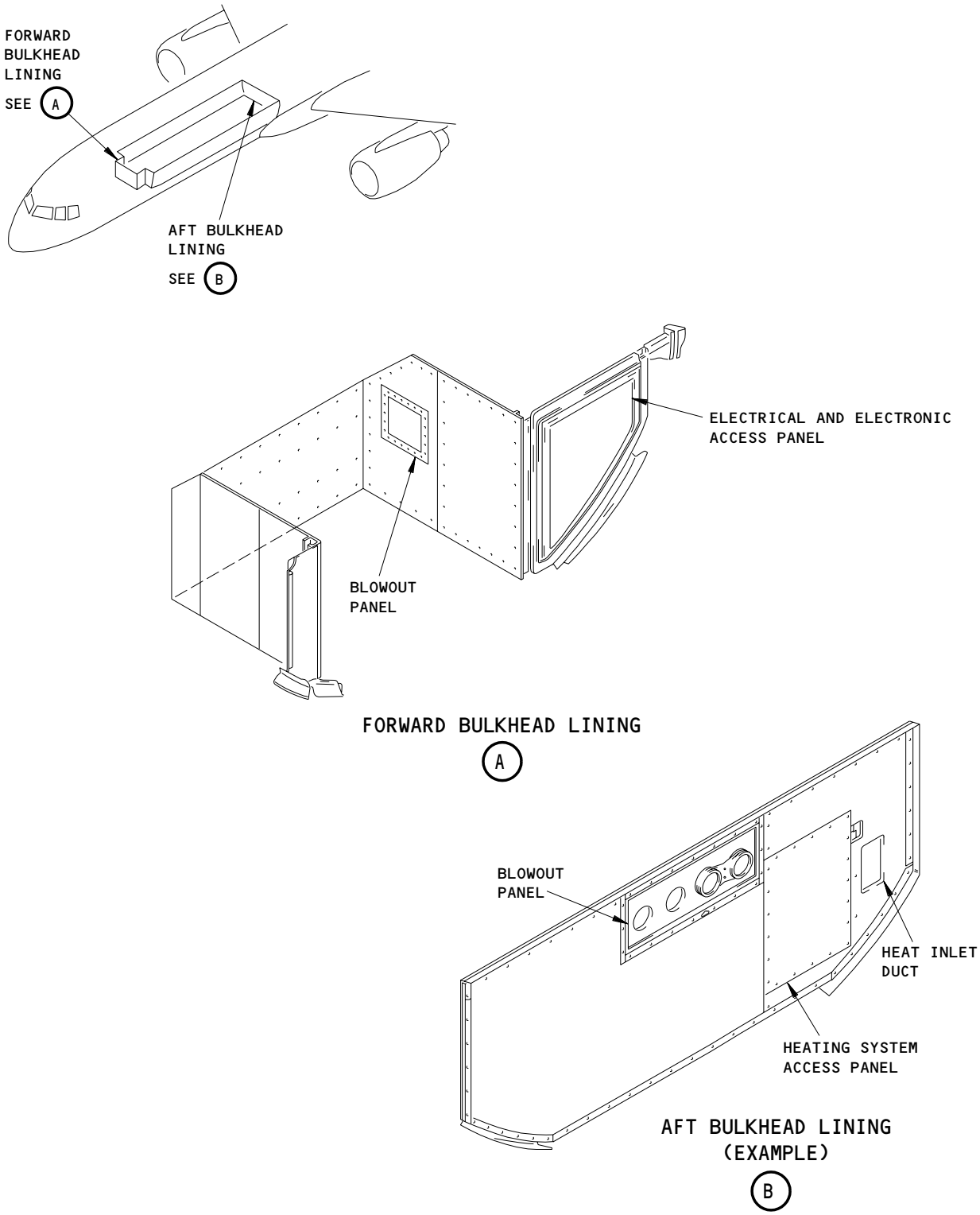
      S 034-004
      (2) Remove the screws from the edges of the lining.

      S 034-005
      (3) Remove the capstrips, if they are installed.

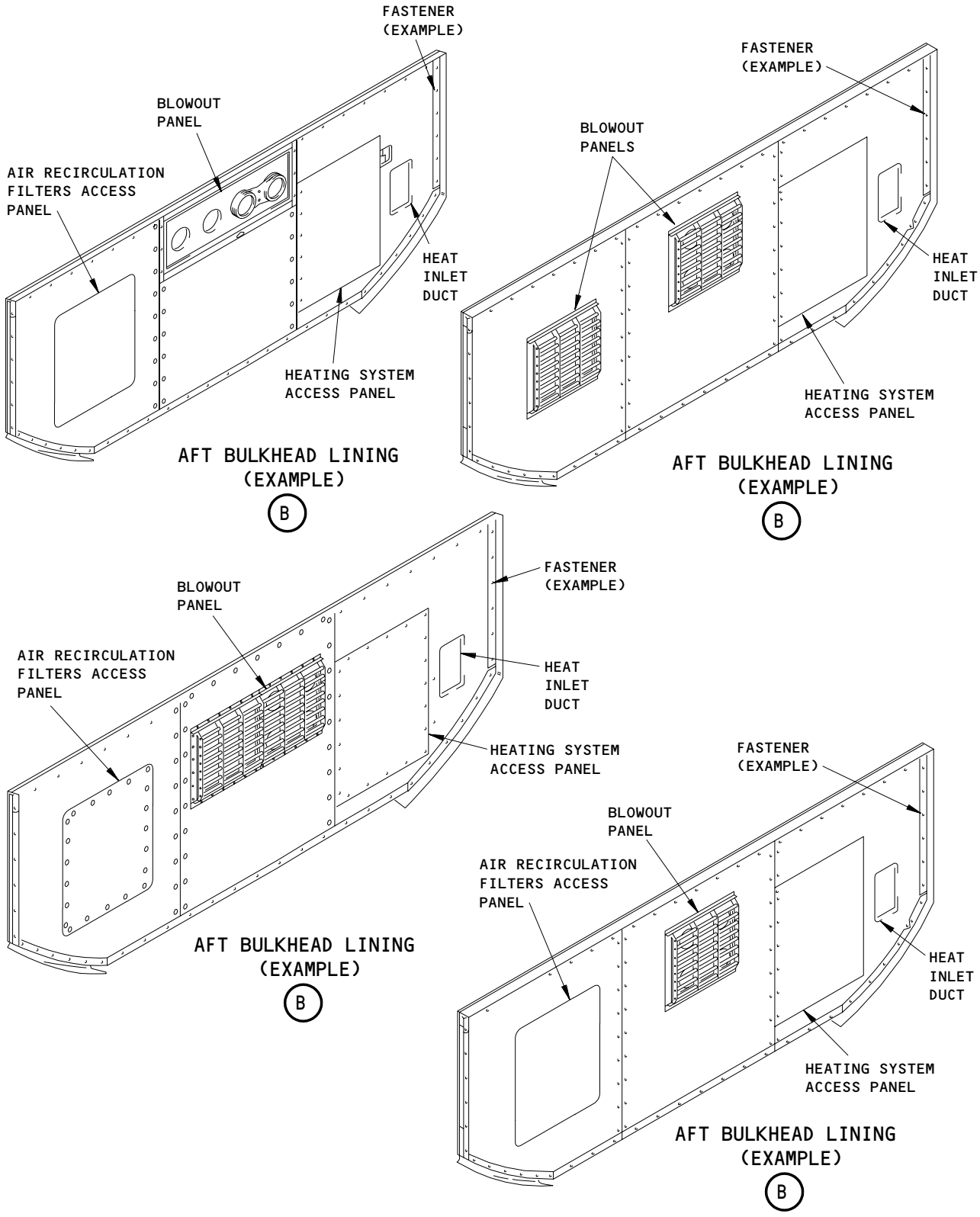
      S 024-006
      (4) Remove the bulkhead linings.

TASK 25-50-03-404-002

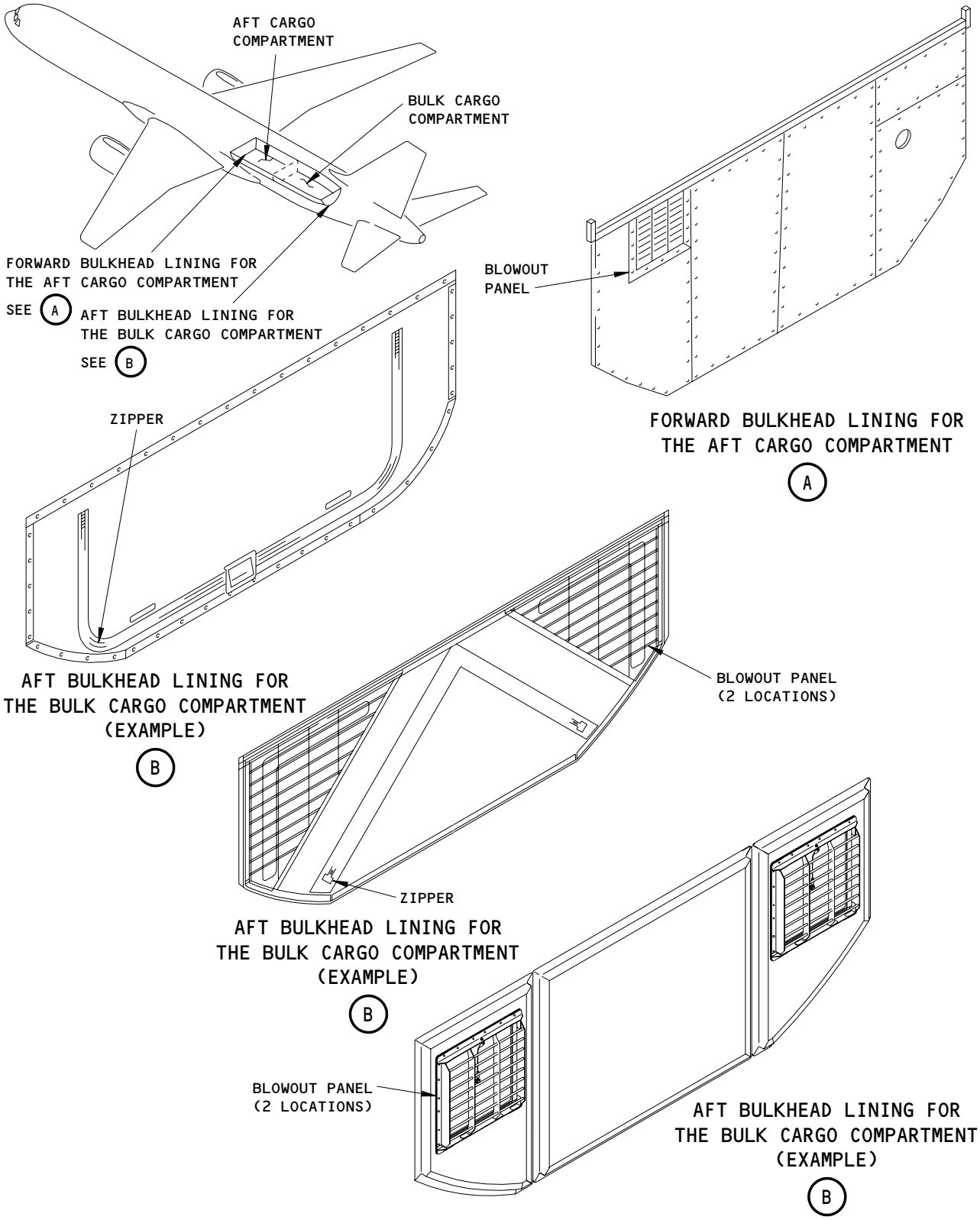
3. Install the Bulkhead Lining
   A. Consumable Materials
      (1) G00033 Cheesecloth - BMS 15-5



Forward Cargo Compartment Bulkhead Lining Installation
Figure 401 (Sheet 1)



Forward Cargo Compartment Bulkhead Lining Installation
Figure 401 (Sheet 2)



Aft and Bulk Cargo Compartment Bulkhead Lining Installation
Figure 402

(2) Tape

NOTE: Use this tape.

(a) BMS5-146, Cargo Liner Joint Sealing Tapes

(3) AOO247 Sealant - Chromate Type BMS 5-95
Class B-1/2

(4) Solvent

NOTE: Use one of these solvents.

(a) BOOO90 1-1-1 trichloroethane - MIL-T-81533
(b) BOOO93 Tetrachloroethylene -O-T-236
(c) BOO111 Freon TF

B. Access

(1) Location Zones

121	Forward Cargo Compartment (Left)
122	Forward Cargo Compartment (Right)
153	Aft Cargo Compartment (Left)
154	Aft Cargo Compartment (Right)
161	Bulk Cargo Compartment (Left)
162	Bulk Cargo Compartment (Right)

(2) Access Panels

821	No. 1 Cargo Door
822	No. 2 Cargo Door

C. Procedure

S 214-007

(1) Examine the seal between the linings and the support structure (Fig. 401). Install a new seal if you find damage.

S 414-008

(2) If you will install a new lining, install the blowout panels and the heat inlet grill.

NOTE: Some linings do not have blowout panels or heat inlet grills.

S 564-002

(3) AFT AND BULK COMPARTMENT BULKHEAD LINING WITH DIAGONAL ZIPPER AND BLOWOUT PANELS;
Put the lining on the supports to align the mount holes.

S 164-010

(4) For the forward bulkhead in the forward compartment, do the steps that follow:
   (a) Clean the area on and around the fasteners, seams, and clearances with a cheesecloth that is moist with Naphtha, BMS 11-7, Citra Safe, FCC-55, MEK:sec-Butyl Alcohol (42:58), MEK, or MPK .
   (b) Dry the area with a clean cheesecloth before the solvent drys.
   (c) Make sure that all of the dirt, oil, paint and unwanted materials are fully removed. Clean the area one more time if it is necessary.

S 414-013

(5) Install the capstrips with the wet sealant on the screws.

S 434-011

(6) Put new tape on all of the seams, clearances, and fasteners (BMS5-146).

FLOOR PANELS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the removal of the floor panels in the forward and aft cargo compartments. The second task is the installation of the floor panels in the forward and aft cargo compartments.

TASK 25-50-04-004-001

2. Remove Floor Panels
   A. References
      (1) AIRPLANES WITH THE CARGO LOADER SYSTEM;
          References:
          (a) 25-51-22/401, Aft Drive Screw
          (b) 25-51-24/401, Aft Cargo Loader Roller Tracks
          (c) 25-51-25/401, Aft Telescoping Baggage Modules
   B. Access
      (1) Location Zones
          121/122 Forward Cargo Compartment
          153/154 Aft Cargo Compartment

   C. Procedure

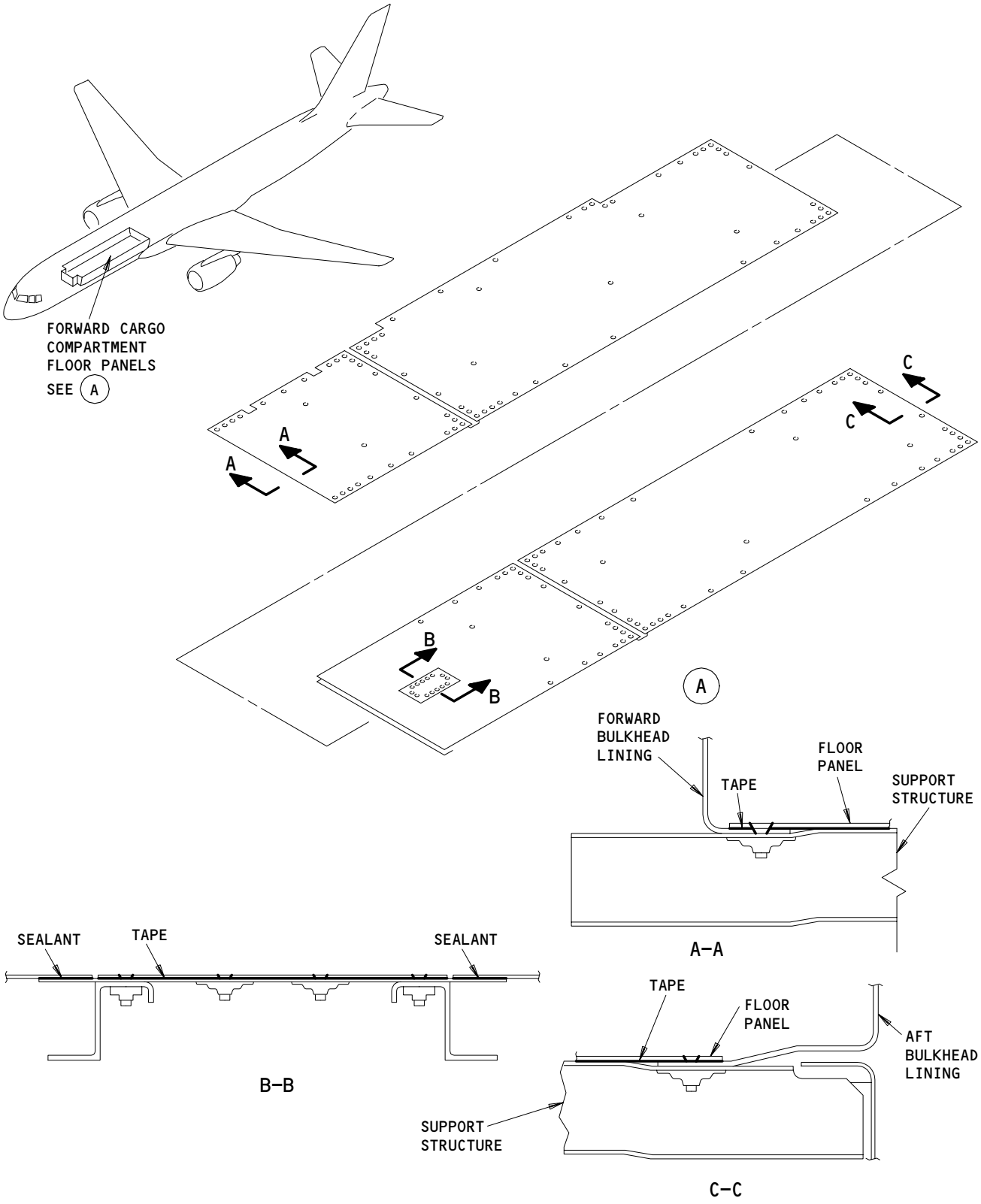
          S 014-037
      (1) AIRPLANES WITH THE CARGO LOADER SYSTEM;
          Do the steps that follow for the aft compartment:
          (a) Remove the telescoping baggage modules (Ref 25-51-25/401).
          (b) Remove the drive screw (Ref 25-51-22/401).
          (c) Remove the cargo-loader roller tracks (Ref 25-51-24/401).
          (d) Remove the screws at the edges of the drive screw pan and remove the pan.

          S 024-040
      (2) Remove the floor panel screws (Fig. 401) Forward, (Fig. 402,) Aft.

          S 024-003
      (3) Remove the floor panel.

TASK 25-50-04-404-004

3. Install Floor Panels
   A. Consumable Materials
      (1) A00347 Tape - Permacel No. 55
      (2) A00247 Sealant - BMS 5-95 Class B-1/2



Forward Cargo Compartment Floor Panel Installation
Figure 401

B. References
(1) AIRPLANES WITH THE CARGO LOADER SYSTEM;
References:
(a) 25-51-22/401, Aft Drive Screw
(b) 25-51-24/401, Aft Cargo Loader Roller Tracks
(c) 25-51-25/401, Aft Telescoping Baggage Modules
(d) BMS5-146, Cargo Liner Joint Sealing Tapes

C. Access
(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

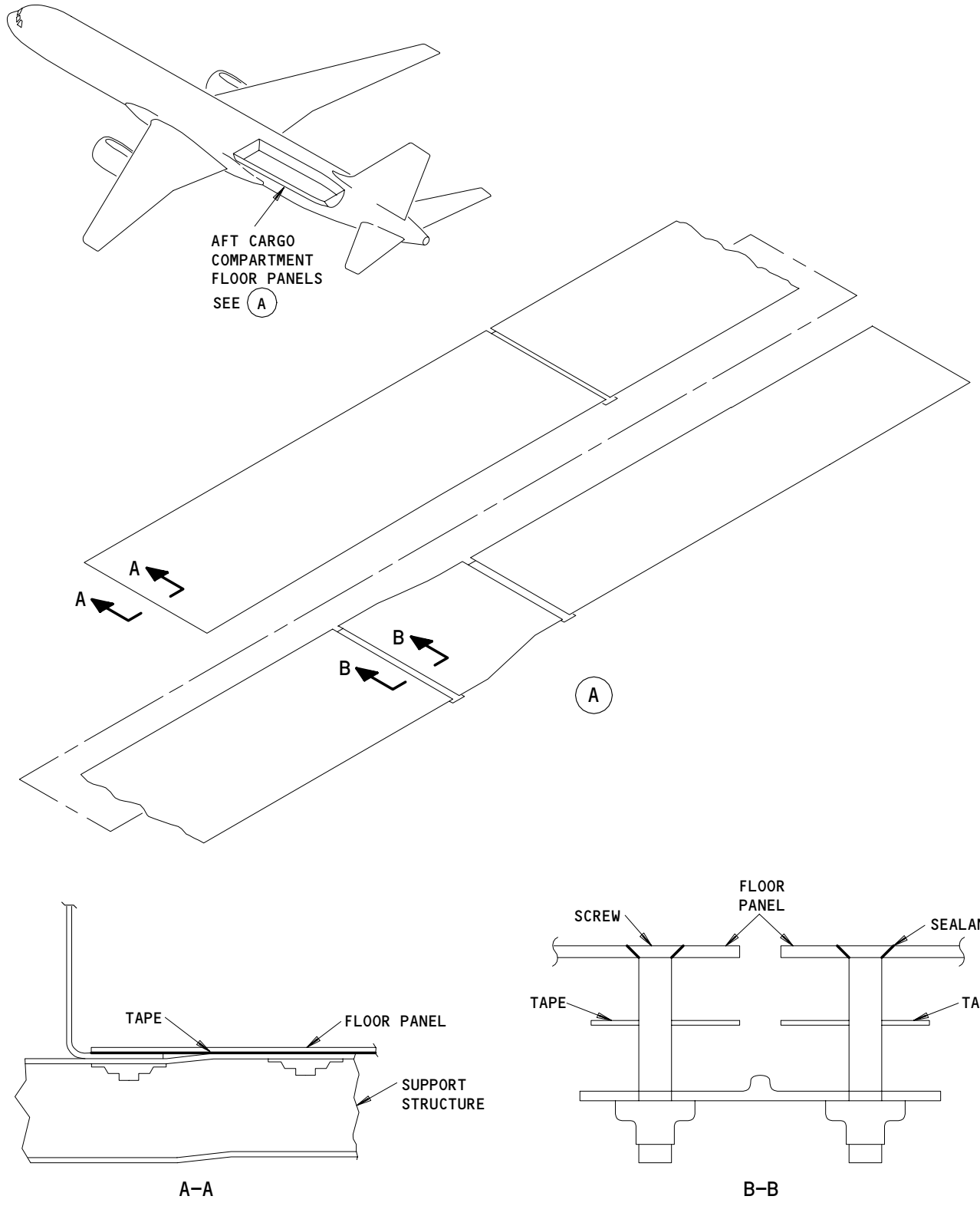
D. Procedure

S 914-005
(1) Replace the tape on the support structure where the tape has damage (BMS5-146).

S 424-006
(2) Put the floor panel in position on the support structure (Fig. 401) forward, (Fig. 402) aft.

S 434-007
(3) Install the screws wet with sealant.

S 414-015
(4) AIRPLANES WITH THE CARGO LOADER SYSTEM;
Do the steps that follow for the aft compartment:
(a) Install the drive screw pan:
1) Apply a faying surface seal between the pan and floor panel with sealant.
2) Install the screws at the periphery of the pan.
(b) Install the cargo-loader roller tracks (Ref 25-51-24/401).
(c) Install the drive screw (Ref 25-51-22/401).
(d) Install the telescoping baggage modules (Ref 25-51-25/401).



Aft Cargo Compartment Floor Panel Installation
Figure 402

CARGO COMPARTMENT INSULATION - REMOVAL/INSTALLATION

1. General
   A. This procedure has these tasks:
      (1) Insulation Removal.
      (2) Insulation Installation.

   TASK 25-50-07-004-004

2. Insulation Removal (Fig. 401)
   A. References
      (1) AMM 25-50-02/401, Cargo Compartment Sidewall Linings
      (2) AMM 25-50-03/401, Bulkhead Lining
      (3) AMM 25-50-04/401, Floor Panels
   B. Access
      (1) Location Zones
          121 Forward Cargo Compartment (Left)
          122 Forward Cargo Compartment (Right)
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)
      (2) Access Panels
          821 No. 1 Cargo Door
          822 No. 2 Cargo Door

   C. Remove the Insulation

      S 014-001
      (1) Remove the floor panels (AMM 25-50-04/401).

      S 014-002
      (2) Remove the sidewall lining (AMM 25-50-02/401).

      S 014-003
      (3) Remove the bulkhead lining to get access to the insulation (AMM 25-50-03/401).

      S 934-005
      (4) Put a tag on the blankets and capstrips to help you install them in the correct position.

      S 034-006
      (5) Remove the disks from the studs.

      S 024-007
      (6) Pull the blanket from the hook and loop tape at the edges.

      S 024-008
      (7) Remove the insulation blanket and capstrip.

TASK 25-50-07-404-009

3. Insulation Installation (Fig. 401)

A. Consumable Materials

(1) G02305 Tape - Insulation Blanket, BMS5-149

(2) G50327 Tape - Advanced Insulation Blanket, BMS5-157

(3) G02360 Tape - Hook/Loop Fastener, (Polypropylene Hook & Nylon Loop) BMS8-285, Type IV

(4) G50333 Tape - Hook/Loop Fastener, Flame Propagation Resistant, BMS8-372

B. References

(1) AMM 25-50-02/401, Cargo Compartment Sidewall Linings

(2) AMM 25-50-03/401, Bulkhead Lining

(3) AMM 25-50-04/401, Floor Panels

C. Access

(1) Location Zones

121 Forward Cargo Compartment (Left)

122 Forward Cargo Compartment (Right)

153 Aft Cargo Compartment (Left)

154 Aft Cargo Compartment (Right)

(2) Access Panels

821 No. 1 Cargo Door

822 No. 2 Cargo Door

D. Check for Insulation Blanket Contamination

S 394-021

WARNING: LET THE CORROSION-INHIBITING COMPOUNDS (CIC) BECOME FULLY DRY. IF CIC GETS ON THE INSULATION BLANKET, THE INSULATION BLANKET WILL BECOME LESS FLAME-RESISTANT. THIS INCREASES THE RISK OF FIRE, WHICH CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) To prevent CIC contamination of insulation blankets, let the corrosion-inhibiting compounds fully dry before you install the insulation blankets.

(a) Let the corrosion-inhibiting compounds dry longer than the minimum times listed below if you have one of these conditions:

1) Low temperature.

2) High humidity.
3) Thick layer of corrosion-inhibiting compounds.

(b) Ventilate areas, after application of CIC such as BMS 3-23, for a minimum of 1 hour.

(c) Ventilate areas treated with CIC such as BMS 3-26 or BMS 3-29, for a minimum of 4 hours.

S 164-022

WARNING: DO NOT USE DETERGENTS OR SOLVENTS TO CLEAN THE INSULATION BLANKET. IT CAN REMOVE FLAME RETARDANTS AND CAUSE FLAMMABLE RESIDUES ON THE INSULATION BLANKET WHICH INCREASES THE RISK OF FIRE. THIS CAN CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(2) If there is CIC contamination, oily or waxy substances, or other fluids (which typically changes the color and appearance of the insulation blanket cover), replace the insulation blanket.

S 164-035

(3) If there are dust, lint or other loose debris on the insulation blanket, use a vacuum cleaner or a non-metallic soft brush to remove the contamination.

S 164-024

(4) Make sure the area is clean before you install the insulation blanket.

E. Install the Insulation Blanket

S 424-038

(1) If you replace an insulation blanket or a capstrip, install an insulation blanket or a capstrip that complies with FAR 25.856.

(a) Use tape (BMS5-157) or hook and loop tape (BMS8-372), where necessary.

NOTE: Tape (BMS5-157) and hook and loop tape (BMS8-372) are FAR 25.856.

(b) Replace the part of the hook and loop tape that is installed on the airplane structure where the replacement insulation blanket attaches, with hook and loop tape (BMS8-372).

S 964-025

(2) Replace damaged or broken studs as necessary.

S 424-026

(3) Do these steps to install the insulation blanket to the airplane structure:
   (a) Align the holes in the insulation blanket or capstrip to the applicable studs.
   (b) Make sure the insulation part number shows on the inboard side.
   (c) Make an overlap with the blanket ends and push the insulation blanket on the studs.
   (d) Install the capstrips over the frames and push them on the studs.
   (e) Install new disks on the studs.
   (f) Install clamps where applicable.

S 424-036

(4) ALL AIRPLANES PRE SEP 2, 2003 FAR STD; AIRPLANES WITHOUT FAR 25.856 COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Use tape (BMS5-149 or BMS5-157) or hook and loop tape (BMS8-285 or BMS8-372), where necessary to reduce any gaps between blankets, or between blanket and structure.

NOTE: Tape (BMS5-157) and hook and loop tape (BMS8-372) are FAR 25.856 compliant. These items are the preferred alternative to tape (BMS5-149) and hook and loop tape (BMS8-285), respectively.

S 424-037

(5) ALL AIRPLANES POST SEP 2, 2003 FAR STD; AIRPLANES WITH FAR 25.856 COMPLIANT THERMAL/ACOUSTIC INSULATION MATERIALS:
Use tape (BMS5-157) or hook and loop tape (BMS8-372), where necessary to reduce any gaps between blankets, or between blanket and structure.

S 394-032

(6) For replacement insulation blanket, push on the insulation blanket to remove the air that is inside the insulation blanket through the vent hole(s).
   (a) Peel off the attach release liner on the circle tape and seal the vent hole(s).

S 214-034

(7) Make sure the openings in the intercostals are not blocked by the insulation blanket.

S 214-033

(8) Make sure that the insulation blankets is clear from the stringers to permit moisture from condensation to dry easily.

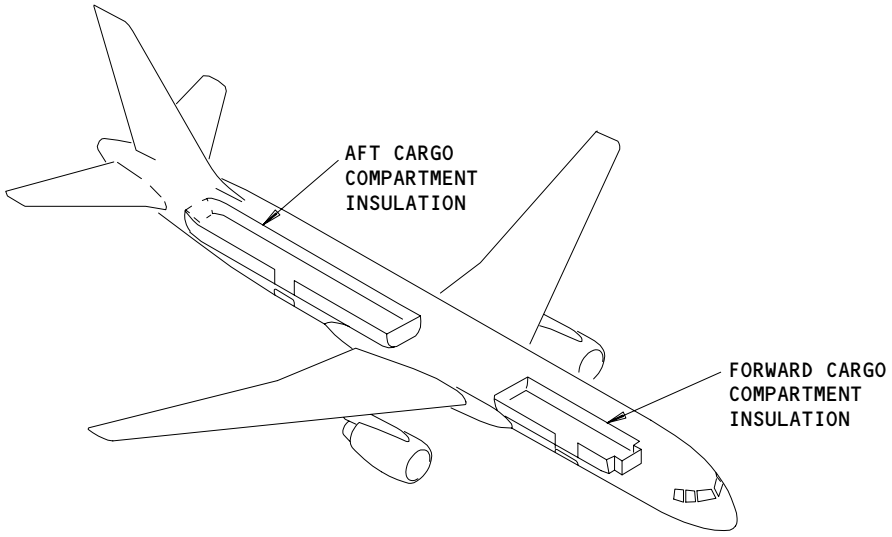
S 364-031
(9) Make sure moisture penetration through to the inboard side of the insulation blanket is minimized.
(a) Make sure all the insulation blankets are correctly overlapped to keep out any condensation that can flow between insulation blankets into the inboard side of the insulation blanket.

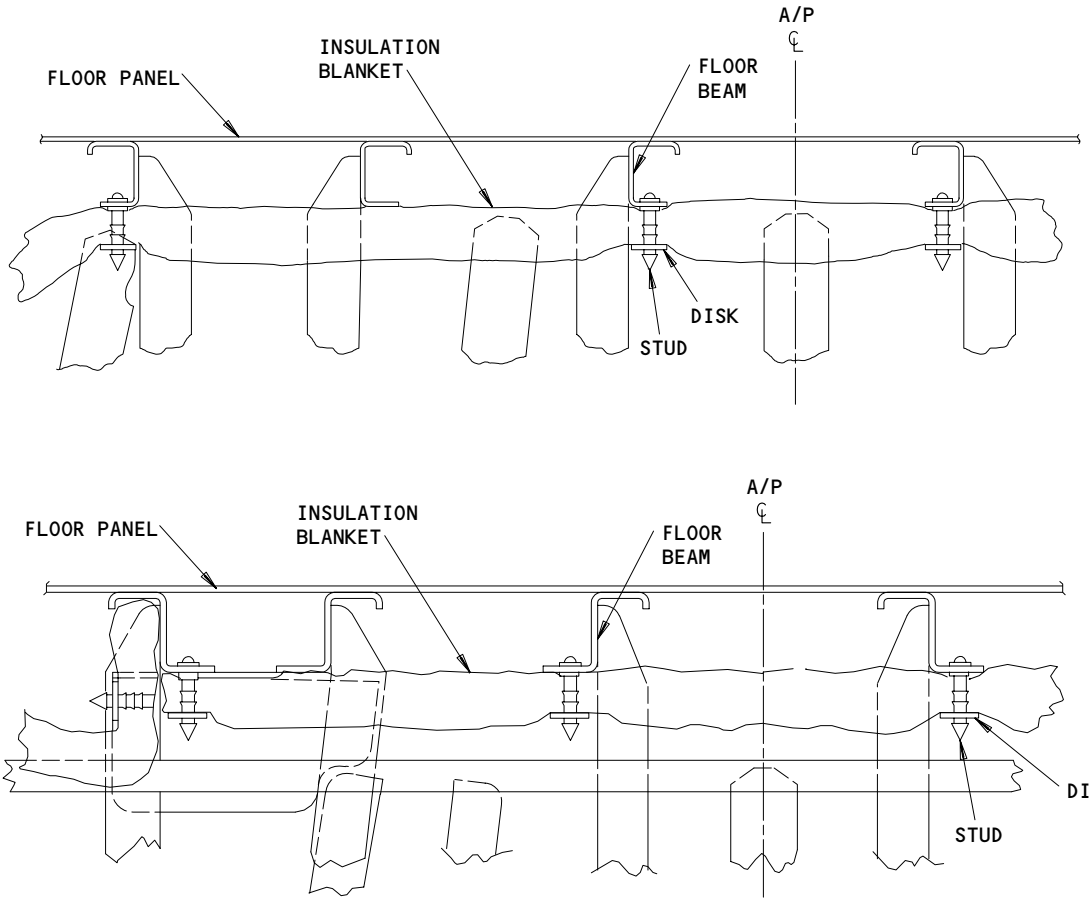
F. Put the Airplane Back to Its Usual Condition

S 414-015
(1) Install the floor panels (AMM 25-50-04/401).

S 414-016
(2) Install the sidewall lining (AMM 25-50-02/401).

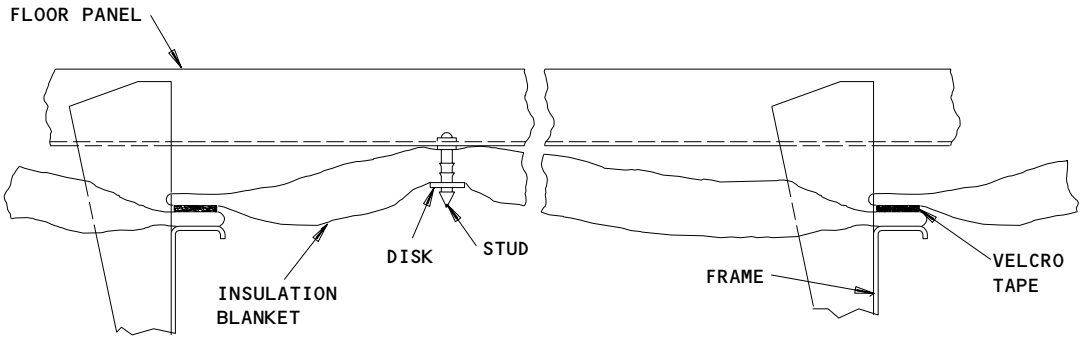
S 414-017
(3) Install the bulkhead lining (AMM 25-50-03/401).



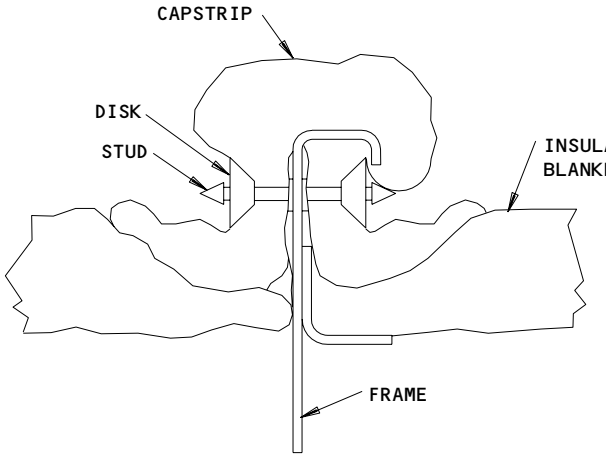


BLANKET ARRANGEMENTS BELOW FLOOR STRUCTURE
(EXAMPLE)

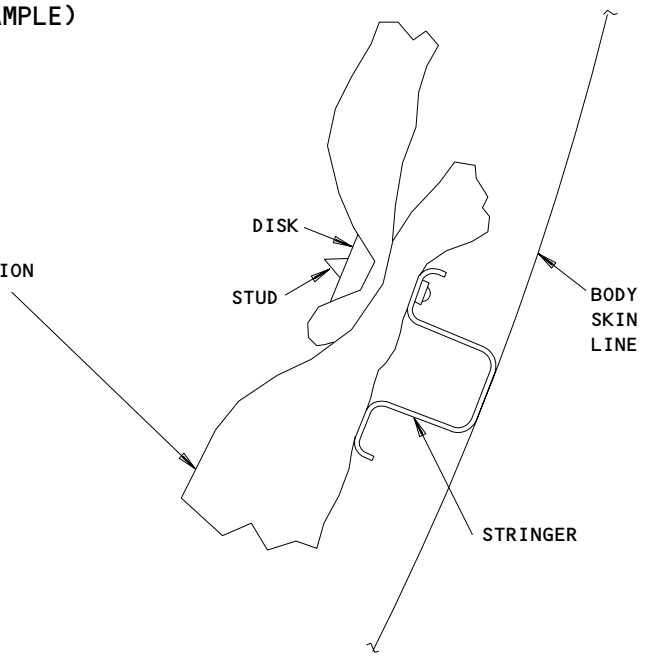
Cargo Compartment Insulation Installation
Figure 401 (Sheet 1)



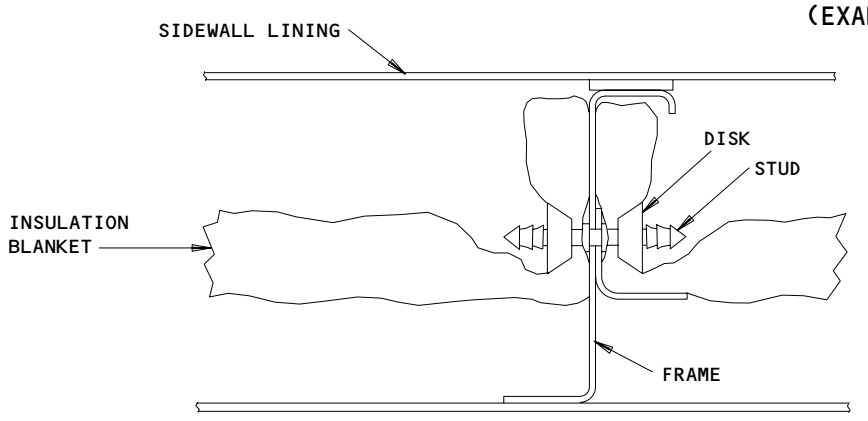
BLANKET ARRANGEMENT BETWEEN FRAMES
(EXAMPLE)



CAPSTRIP INSTALLATION
(EXAMPLE)



BLANKET OVERLAP
(EXAMPLE)



BUTT JOINT AT BODY FRAMES
(EXAMPLE)

Cargo Compartment Insulation Installation
Figure 401 (Sheet 2)

CARGO COMPARTMENT LINING (FIBERGLASS) - APPROVED REPAIRS

1. General
   A. The cargo compartment lining must be repaired to keep the compartment class C smother type category.
   B. The repairs that follow are for the fiberglass liners on the vertical and sloping sidewalls, ceiling, and bulkheads in the cargo compartments:
      (1) The repair of loose or damaged tape.
      (2) The permanent repairs for the flat or slightly curved liners.
      (3) The repairs for the molded panels, shrouds, and panels with complex curves.
      (4) The repairs for the neoprene-coated liners.
      (5) The repairs for the silicone impregnated liners.
   C. These are the permanent repair alternatives for flat or slightly curved liners.
      (1) It is not necessary to remove the liners from the airplane for these permanent repairs. It is necessary to make sure that underlying is not contacted by screws when repair procedure (a) is used.
         (a) The use of screws with a bonded fiberglass patch.
      (2) It is not necessary to remove the liners for these permanent repairs:
         (a) The Thermion Repair System which uses a bonded patch.
         (b) The Akro Fireguard System which uses a bonded patch.
         (c) The Gillpatch III System which uses an adhesive patch.
      (3) If the permanent repairs done to the cargo liners are not one of the above alternatives, you can install mechanical fasteners around the edges of the existing patches. Refer to one of the first three permanent repair procedures for the fastener installation. If you can remove the old patch, such as a temporary repair, you can install a bonded patch over the original damage. Refer to one of the last three permanent repair procedures for the installation of a bonded or adhesive patch.

TASK 25-50-09-358-009

2. Repair Loose or Damaged Tape
   A. Consumable Materials
      (1) G02361 Tape, Cargo Lining - BMS 5-146, Type I

B. Access
(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

C. Procedure

S 028-001
(1) Remove and discard all loose or damaged tape.

S 118-002
(2) Clean the damaged area with a clean cheesecloth that is moist with solvent.

S 168-015
(3) Dry the area with a clean dry cheesecloth before the solvent dries.

S 168-016
(4) Clean the area again to fully remove the dirt, oil paint, and other unwanted materials.

NOTE: A clean surface is necessary for a good bond.

S 428-003
(5) Install new tape (BMS5-146).

NOTE: Do not use tape again. If you use the tape again, it will not have a satisfactory bond.

TASK 25-50-09-348-012

3. Permanent Repairs to Flat or Slightly Curved Liners

A. General
(1) The permanent repairs contain four alternatives. It is only necessary to use one of the four alternatives.
(2) Use the applicable consumable materials that are necessary for the repair procedure you use.

B. Equipment
(1) Glass or metal container (commercially available)
(2) Knife or scissors (commercially available)

C. Consumable Materials
(1) Abrasive paper (80-grit) - commercially available

(2) B00065 Alcohol - denatured
(3) Use the materials that follow for the bonded patch with screws repair procedure:
(a) A00016 Adhesive - Film, BMS 5-91, Type I, II, or III
(b) G02163 Liner - Glass Fiber - Reinforced Phenolic Laminate, BMS 8-223 Grade B
(c) G02361 Cargo Lining Tape - BMS 5-146, Type I
(d) Screws - Steel Sheet Metal, 0.164 inch diameter (U.S. size No. 8) X 3/16 inch long (commercially available)
(4) Use the materials that follow for the Thermion Repair System:
(a) Patch Kits - Thermion Heat Resistant, P/N 9290-1 thru -7
Supplier: Thermion Inc.
(b) A01016 Epoxy - Master Bond high Temperature, EP65HT-1
(5) Use the material that follow for the Akro Fireguard System:
(a) Speed patch - self-adhesive, P/N AF844, AF848, or AF888,
Supplier: Akro Fireguard Products, Inc.
(6) Use the material that follow for the Gillpatch III System:
(a) Patch Kits - Gillpatch III 6306 Kit
Supplier: M.C. Gill Corporation

D. References
(1) AMM 25-50-01/401, Cargo Compartment Ceiling Lining
(2) AMM 25-50-02/401, Cargo Compartment Sidewall Lining
(3) AMM 25-50-03/401, Cargo Compartment Bulkhead Lining

E. Access
(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

F. Procedure - Repair the Cargo Liners with Screws and a Bonded Patch

S 348-029
(1) Make a fiberglass patch with the same thickness as the liner being repaired.

NOTE: The patch should make a minimum of a 2-inch overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inch diameter hole would be 5.5-inch diameter.

S 128-030
(2) Rub the back of the patch with abrasive paper.

S 168-032
(3) Clean all of the surfaces using denatured alcohol to remove the loose particles.

S 348-033
(4) Apply adhesive to the back of the patch.

S 348-034
(5) Put the patch over the center of the damaged area.

S 348-035
(6) Apply pressure to the patch to make sure there is a good bond.

S 348-036
(7) Attach the patch permanently with screws at approximately 1.25 inches apart and 0.50 inch from the edges of the patch.

NOTE: Make sure you put the screws apart such that the screws do not interfere with underlying structure.

S 348-037
(8) Apply the tape on the heads of the screws to keep them installed through the fiberglass liner and patch.

S 438-074

WARNING: SEAL THE CARGO COMPARTMENT WITH THE LINERS. OBEY THE INSTRUCTIONS IN THE SPECIFIED PROCEDURE WHEN YOU INSTALL THE LINERS. IF YOU INSTALL THE LINERS INCORRECTLY, THE FIRE EXTINGUISHING AGENT OR SMOKE CAN GET INTO THE PASSENGER COMPARTMENT DURING A FIRE.

(9) Install the cargo liner if you removed it to do the repair (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

G. Procedure - The Thermion Repair System

S 348-038
(1) Get the correct Thermion patch kit for the shape of the damage.

NOTE: The patch should make a minimum of a 2-inches overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inches diameter hole would be 5.5-inches diameter.

S 128-039
(2) Rub the back of the patch with abrasive paper to remove the gloss being careful not to rub the impregnated scrim area.

S 128-040
(3) Use the abrasive paper to remove all signs of the tedlar on the area of the liner to be contacted by the patch.

NOTE: Tedlar is a protective white layer that is on the liner during the manufacture process.

S 168-041
(4) Clean all of the surfaces using denatured alcohol to remove the loose particles.

S 348-042
(5) Apply epoxy to the back of the patch and to the liner.

S 348-043
(6) Put the patch over the center of the damaged area.

S 348-044
(7) Apply pressure to the patch until the excess adhesive comes out from the edges.

S 348-045
(8) Put the tape around the edges of the patch to hold the patch while the adhesive dries for approximately 30 minutes.

NOTE: The tape will also protect the edges of the patch.

H. Procedure - The Akro Fireguard System

S 348-160
(1) Akro Fireguard System Instructions.
(a) Get the correct Akro Fireguard repair patches for the shape of the damage.

NOTE: The patch should make a minimum of a 2-inches overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inches diameter hole would be 5.5-inches diameter.

(b) Use the Akro installation instructions to attach the patch over the center of the damage.

I. Procedure - Gillpatch III System

S 348-175
(1) Get the Gillpatch III 6306 system kit, each kit has complete instructions to identify the repairable sizes and apply the patch.
(a) The patch must extend 2-inches beyond all sides of a tear or puncture.

NOTE: The patch should make a minimum of a 2-inches overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inches diameter hole would be 5.5-inches diameter.

S 168-176
(2) Use a lint-free clean, dry cloth and a commercially available oil-free cleaner such as isopropyl alcohol or equivalent to remove any oil, grease, dirt or stain from the damaged area to be patched.

S 218-177
(3) Make sure the area is clean and dry before you apply the patch.
(a) Wipe off any film residue that remains on the liner surface.

S 218-178
(4) If there are any Tedlar surface, note that it is not necessary to remove them, as the patch can be applied directly to Tedlar.

S 348-179
(5) When you are ready to apply the patch, peel the protective backing from the pressure sensitive adhesive on the back of the patch.

NOTE: Handle the patch very carefully as the adhesive will adhere aggressively to any surface that comes in contact.

S 398-180
(6) Center the adhesive side of the patch over the damaged area.

S 398-181
(7) Use your hand to rub with circular even pressure over the entire surface of the patch, which also includes the exposed edges.

S 218-182
(8) Make sure the patch completely adheres to the cargo liner it covers.
(a) The patch must be firmly stuck in place and extends 2 inches beyond all side of the tear or puncture.

TASK 25-50-09-308-111

4. Repairs for Molded Panels, Shrouds, and Panels with Complex Curves

A. General
(1) The task that follows is a repair for molded panels, shrouds, and panels with complex curves.

B. Consumable Materials
(1) A00904 Resin - Fiberglass, BMS 8-201, Type II

(2) G01081 Abrasive paper (200 grit or finer)
(3) G00316 Fiberglass Fabric - BMS 9-3, Type H
(4) Solvent

NOTE: Use one of these:

(a) B00316 Naphtha, Aliphatic - TT-N-95, Type I or II
(b) B00775 Isopropyl Alcohol

C. References
(1) AMM 25-50-01/401, Cargo Compartment Ceiling Lining
(2) AMM 25-50-02/401, Cargo Compartment Sidewall Lining
(3) AMM 25-50-03/401, Cargo Compartment Bulkhead Lining
(4) SRM 51-70-03, Structural Repair Manual

D. Access
(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

E. Procedure - Repair Molded Panels, Shrouds, and Panels with Complex Curves

S 038-112
(1) Get access behind the panel or remove the panel from the airplane (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 128-113
(2) Lightly rub the damaged area with abrasive paper on the two sides of the panel.

S 168-114
(3) Clean the damaged area with solvent.

S 348-115
(4) Do the structural repair on the fiberglass side of the panel (SRM 51-70-03).

S 348-116
(5) Mix 100 parts by weight of Epocast 50-A resin to 15 parts by weight of Epocast No. 946 hardener (BMS 8-201, Type II).

S 348-117
(6) Do the steps that follow to the front and the back of the panel:
(a) Apply a layer of the mixed adhesive resin to the side of the damaged panel that shows in the cargo compartment.
(b) Apply a layer of BMS 9-3, Type H, fiberglass fabric on the layer of adhesive resin.

NOTE: The fiberglass fabric should make a minimum of a 2-inch overlap on the area that is not damaged. For example, the fiberglass fabric dimension that is necessary for a 1.5-inch diameter hole would be 5.5-inch diameter.

(c) Apply one more layer of the adhesive.

S 348-118
(7) Allow the adhesive to cure for a minimum of 24 hours at 77 ±10°F or a minimum of 1 hour at 150 ±19°F.

S 348-119
(8) Attach permanently with bolts, NAS603-5P or equivalent, washers, AN960JD10L, and nuts, MS21042L3, at a maximum of 2 inches apart and approximately 0.5 inch from the edges of the fiberglass fabric.

S 218-120
(9) Make sure there is sufficient clearance between the bolts and the adjacent systems behind the panel.

S 328-121
(10) If it is necessary, grind the ends of the bolts smooth with the nuts to get sufficient clearance.

S 438-135
(11) Install the panel if you removed it to do the repairs AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 968-136

(12) If sufficient clearance is still not obtained, replace the damaged panel.

TASK 25-50-09-308-122

5. Repairs for the Neoprene-coated Fabric Liners

A. General

(1) The task that follows is for the repair of neoprene-coated liners.

(2) There are two repair alternatives. It is only necessary to do one of the repairs that follow:

(a) Repair the neoprene-coated liners with mechanical fasteners.

(b) Repair the neoprene-coated liner with fiberglass thread.

(3) Liners designed for blow out if decompression occurs are not repairable and should be replaced.

B. Consumable Materials

(1) A00016 Adhesive - BMS 5-91, Type I, II, or III

(2) Fiberglass Fabric

NOTE: Use one of these liner materials:

(a) G01338 Liner - Glass Fiber - Reinforced Phenolic Laminate, BMS 8-223, Grade B, Class 2, Type 13

(b) G01497 Fiberglass, Neoprene-coated - FS-845 White, 2 ply, 0.028 inch thick, Supplier: SMR Technologies, Inc.

(3) B00065 Alcohol - Denatured

(4) Thread, Fiberglass

NOTE: Use one of these thread options for the second alternative repair:

(a) G01498 Thread, Fiberglass - P/N GTH-18, Supplier: Lance Industries

(b) Thread, Fiberglass - P/N E-18, Supplier: SMR Technologies, Inc.

C. References
(1) AMM 25-50-01/401, Cargo Compartment Ceiling Lining
(2) AMM 25-50-02/401, Cargo Compartment Sidewall Lining
(3) AMM 25-50-03/401, Cargo Compartment Bulkhead Lining

D. Access
(1) Location Zones
121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

E. Procedure - Repair the Neoprene-coated Liners with Mechanical Fasteners

S 028-123
(1) Remove the fasteners that attach the liner to the structure.

S 038-124
(2) Remove the liner (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 348-125
(3) Make two fiberglass patches.

NOTE: The patch should make a minimum of a 2-inch overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inch diameter hole would be a 5.5-inch diameter.

S 168-126
(4) Clean all of the surfaces using denatured alcohol to remove the loose particles.

S 348-127
(5) Apply adhesive to the back of the patches.

S 348-128
(6) Put the patches over the center of the damaged area on the front and the back of the liner.

S 348-129
(7) Apply pressure to the patches to make sure there is a good bond.

S 348-138
(8) Do the steps that follow to permanently attach the patches:
(a) Install bolts, NAS603-5P or equivalent, washers, AN960JD10L, and nuts, MS21042L3, at a maximum of 2 inches apart and 0.5 inch from the edges of the patches.
(b) Make sure there is sufficient clearance between the bolts and the adjacent systems behind the panel.
(c) If it is necessary, grind the ends of the bolts smooth with the nuts to get sufficient clearance.

S 438-148
(9) Install the liner (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 968-149
(10) If sufficient clearance is still not obtained, replace the damaged panel.

F. Procedure - Repair the Neoprene-coated Fabric with Fiberglass Thread

S 028-139
(1) Remove the fasteners that attach the liner to the structure.

S 038-140
(2) Remove the liner (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

S 348-141
(3) Make a fiberglass patch.

NOTE: The patch should make a minimum of a 2-inch overlap on the area that is not damaged. For example, the patch dimension that is necessary for a 1.5-inch diameter hole would be a 5.5-inch diameter.

S 168-142
(4) Clean all of the surfaces using denatured alcohol to remove the loose particles.

S 348-143
(5) Apply adhesive to the back of the patch.

S 348-144
(6) Put the patch over the center of the damaged area on the front of the liner.

S 348-145
(7) Apply pressure to the patch to make sure there is a good bond.

S 348-146
(8) Use fiberglass thread to stitch two lines around the edge of the patch.

NOTE: There should be seven, plus or minus one, stitches for each inch.

S 438-147
(9) Install the liner (AMM 25-50-01/401, AMM 25-50-02/401, or AMM 25-50-03/401).

TASK 25-50-09-308-133

6. Silicone Impregnated Liner Repairs

A. General

(1) The task that follows is for the repair of silicone impregnated fabric which is used as the cargo door liners.

B. Consumable Materials

(1) G01498 Thread, Fiberglass - P/N GTH-18 or equivalent, Supplier: Lance Industries

(2) GO1499 Material, Biscote Patch - P/N HT101, Supplier: Bisco Products Inc.

C. Access

(1) Location Zones

121/122 Forward Cargo Compartment
153/154 Aft Cargo Compartment

D. Procedure - Repair the Silicone Impregnated Liner

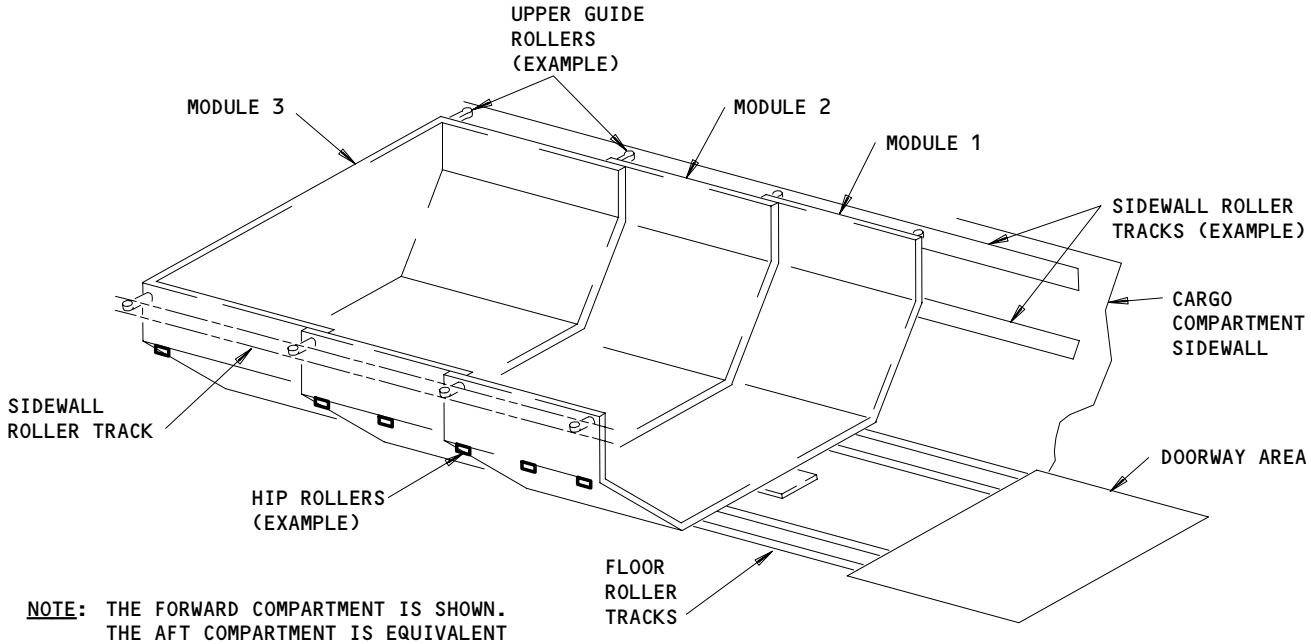
S 348-134

(1) Use fiberglass thread to stitch the tear together or stitch a patch of biscote material on the damage.

NOTE: There should be seven, plus or minus one, stitches for each inch and a minimum material overlap of 1 inch.

CARGO LOADER SYSTEM - DESCRIPTION & OPERATION

1. General (Fig. 1)
   A. A telescoping cargo loading system is installed in the aft cargo compartment. The telescoping modules extend to load, and retract to unload baggage. An electrical drive system moves the modules. The modules have rollers which roll in the tracks on the compartment sidewalls and floor.
   B. In the aft compartment, the cargo loader has two telescoping modules forward of the aft (No. 2) cargo door.

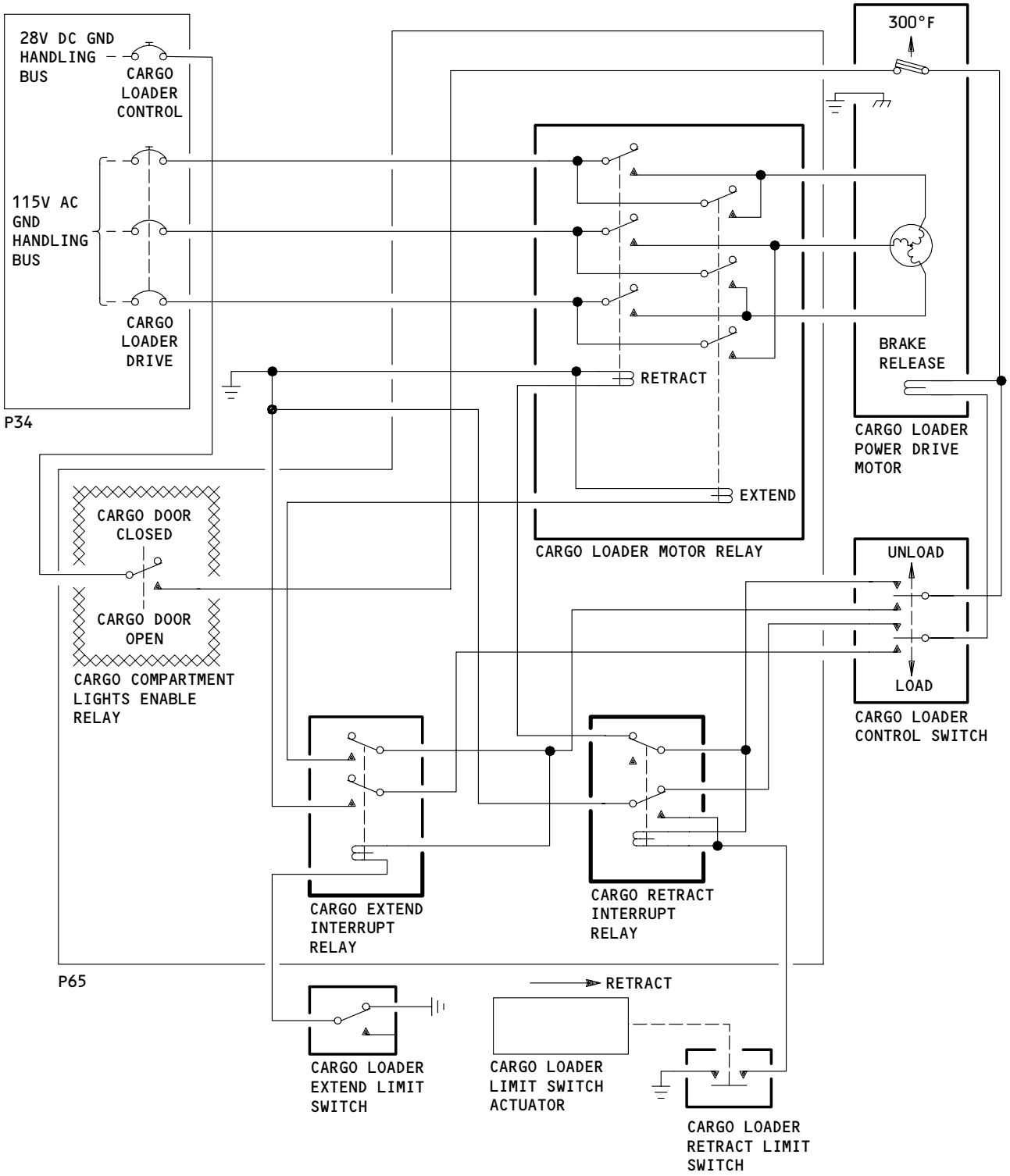


NOTE: THE FORWARD COMPARTMENT IS SHOWN. THE AFT COMPARTMENT IS EQUIVALENT BUT HAS ONLY TWO MODULES.

Cargo Loader
Figure 1

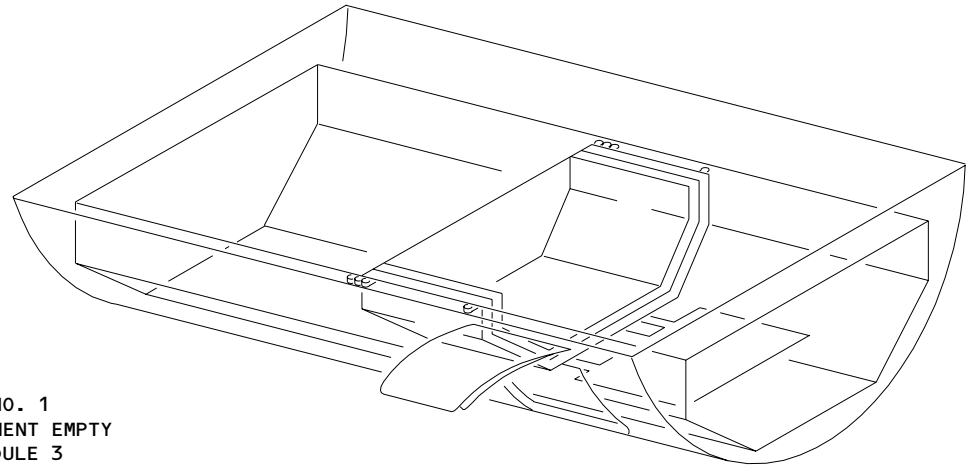
C. The cargo loader has two telescoping modules forward of the aft (No. 2) cargo door.

2. Telescoping Modules (Fig. 1)
   A. The telescoping modules are assigned numbers (Fig. 1). These numbers make it easy for you to refer to a module.
      (1) The aft compartment has modules 1 and 2.
   B. The telescoping modules are made from aluminum honeycomb sandwich panels. The panels are made with the contour of the cargo compartments.
   C. There are hook plates attached to each end of each module. The hook plates lock the modules together when the modules move (loading). The hook plates also hold the modules in the fully extended (fully loaded) position.
   D. The modules have spring-loaded plungers on the top and bottom surfaces. Some plungers are spring-loaded downward and hold the modules together while the modules retract (unloading). Other plungers are spring-loaded upward and hold the modules together while the modules extend (loading).
3. Rollers (Fig. 1)
   A. There are rollers on the side and bottom of each telescoping module that move in the sidewall and floor tracks. On module 2 and module 3 in the forward compartment, the rear rollers on the module move in the floor tracks. The front and center rollers move in the upper surface of the next module forward.
4. Tracks (Fig. 1)
   A. In cargo compartments with a cargo loader, tracks are installed. The rollers move in tracks which hold the modules and keep the movement straight. There a four tracks on the floor and two tracks on each sidewall.
5. Drive Motor (Rotary Actuator) (Fig. 2)
   A. The drive motor for the cargo loader is forward of module 2. Access to the motor is through a door on the module bulkhead.
   B. The drive motor operates on a 3-phase, 400-Hz, 115V ac power. The motor is reversible. It is connected directly to the jackscrew. The motor has an overheat switch to prevent damage to the motor.
6. Jackscrew (Fig. 2)
   A. The jackscrew is connected directly to the drive motor. The ball nut connects the jackscrew to telescoping module. There are beariang blocks at each end of the jackscrew. The jackscrew is below the floor, between the two middle floor tracks.
7. Cargo Loader Control Switch (Fig. 2)
   A. The CARGO LOADER CONTROL SWITCH is in the ceiling of the compartment, on the left side of the airplane, in the doorway area.
      (1) The switch has three positions: LOAD, OFF, and UNLOAD.
      (2) The switch is spring-loaded to the OFF (center) position.
8. Operation (Fig. 2 and 3)



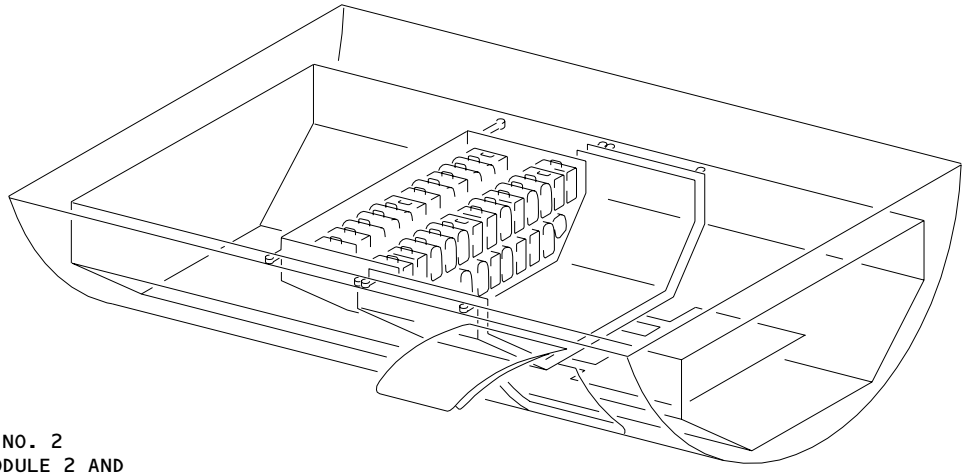
Cargo Loader Schematic
Figure 2

A08973



POSITION NO. 1
– COMPARTMENT EMPTY
– LOAD MODULE 3
AND OPERATE TO
POSITION NO. 2

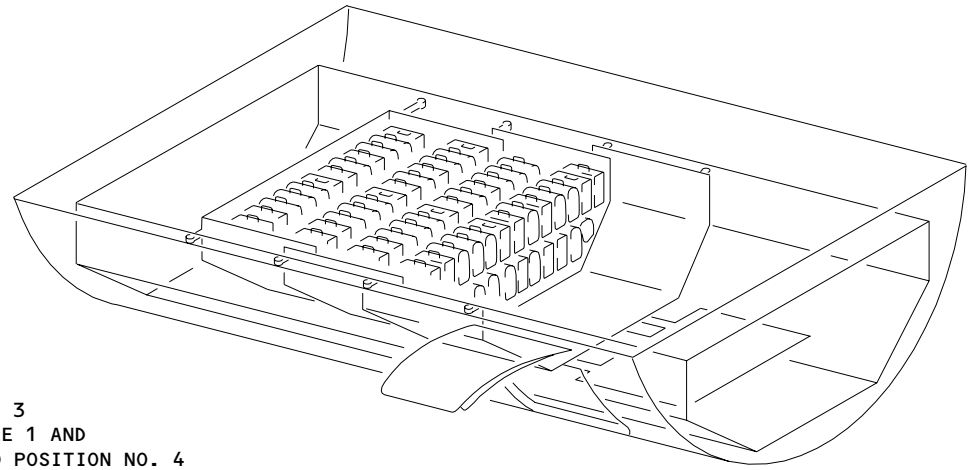
FWD



POSITION NO. 2
– LOAD MODULE 2 AND
OPERATE TO POSITION NO. 3

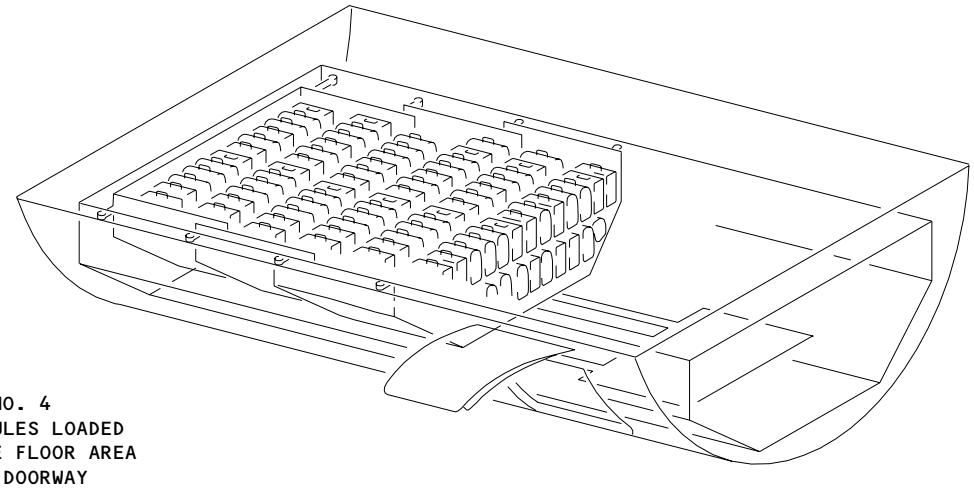
FWD

Forward Cargo Compartment, Cargo Loading Sequence
Figure 3 (Sheet 1)



POSITION NO. 3
– LOAD MODULE 1 AND
OPERATE TO POSITION NO. 4

FWD



POSITION NO. 4
– ALL MODULES LOADED
– LOAD THE FLOOR AREA
AND THE DOORWAY

FWD

Forward Cargo Compartment, Cargo Loading Sequence
Figure 3 (Sheet 2)

A. Functional Description (Fig. 3)

(1) When you load baggage on the modules, operate (extend) the modules as follows:

NOTE: When you start, the modules are in position 1.

(a) Load the baggage into module 2. Operate (extend) the modules to postion 2.
(b) Load the baggage into module 1. Operate (extend) the modules to position 3. Position 3 is the fully extended position.
(c) Load the baggage onto the floor in front of the panels, and in the doorway.

(2) The modules must be in the fully extended during flight.

(3) If the modules are not fully extended, and an electrical failure occurs, you must deactivate the cargo loader system. You must also move the modules to the fully extended position and lock then in position manually.

NOTE: Refer to AMM 25-51-00, Cargo Loader Systems - Maintenance Practices for the deactivation procedure.

(4) The plungers and hook plates on the modules cause the modules to operate in the sequence that follows:
(a) The jackscrew is connected to module 2 with a ball nut. As module 2 moves from position 1, ramps on the modules move the plungers. This unlocks the modules and lets the modules extend and retract.
(b) As module 2 moves to position 2, the hook plates between modules 2 and 1 engage.
(c) Then, when module 2 moves from position 2, it pulls module 1 to position 2.
(d) As module 2 moves to position 3, it pulls module 2 to position 2.

(5) For the forward cargo compartment,
the electrical power for the drive motor comes from the 115V AC GND HNDLG BUS through the FWD CARGO LOADER DRIVE circuit breaker.
For the aft cargo compartment,
the electrical power for the drive motor comes from the 115V AC GND HNDLG BUS through the AFT CARGO LOADER DRIVE circuit breaker.
The circuit breakers are on the APU/EXT PWR PANEL, P34.

(6) The electrical power for the motor comes from the 115V AC GND HNDLG BUS through the AFT CARGO LOADER DRIVE circuit breaker on panel P34.

(7) The drive motor is controlled by the cargo loader control circuit.
   (a) Power for the control circuit comes from the 28V DC GND HNDLG BUS through the AFT CARGO LOADER CONT circuit breaker on the P34 panel.

(8) The cargo loader control circuit has a control switch, four control relays, and two limit switches.
   (a) The 115v ac power to the power drive motor comes from P34 panel through the CARGO LOADER MOTOR RELAY.
   The CARGO RETRACT INTERRUPT RELAY or the CARGO EXTEND INTERRUPT RELAY controls the CARGO LOADER MOTOR RELAY.
   (b) The CARGO LOADER limit switches control the INTERRUPT RELAYS.
   The CARGO EXTEND ENABLE RELAY controls the CARGO EXTEND INTERRUPT RELAY.

(9) The cargo door must be fully open for the cargo loader to operate. If the door is not fully open, the CARGO COMPT LTS ENABLE RELAY interrupts the 28v dc power to the control circuit.

(10) For the aft cargo compartment,
when you put the CARGO LOADER CONTROL SWITCH in the LOAD position, the modules extend. When module 2 gets to the CARGO LOADER EXTEND LIMIT SWITCH, the CARGO EXTEND INTERRUPT RELAY deactivates the CARGO LOADER MOTOR RELAY. This removes the electrical power from the power drive unit.

(11) For the aft cargo compartment,
when you put the CARGO LOADER CONTROL SWITCH in the UNLOAD position, the modules retract. When module 2 gets to the CARGO LOADER RETRACT LIMIT SWITCH, the CARGO RETRACT INTERRUPT RELAY activates. This deactivates the CARGO LOADER MOTOR RELAY and removes the electrical power from the power drive unit.

(12) The CARGO LOADER EXTEND LIMIT SWITCH is a mechanical limit switch that is on the sidewall of the cargo compartment. The trigger plate, on module 2 in the Aft compartment, operates the switch.

(13) The CARGO LOADER RETRACT LIMIT SWITCH is a proximity sensor that is on the sidewall of the cargo compartment. The magnetic field from the CARGO LOADER LIMIT SWITCH ACTUATOR actuates the switch.

B. Control

(1) Put the CARGO LOADER CONTROL SWITCH in the LOAD position when you will load the modules. This will extend the modules.

(2) Put the CARGO LOADER CONTROL SWITCH in the UNLOAD position when you will unload the modules. This will retract the modules.

(3) For more details on the Cargo Loader, refer to these functional schematics:
SSM 25-51-01: Cargo Loader System - Aft Cargo Compartment
SSM 25-51-02: Cargo Loader System - Forward Cargo Compartment

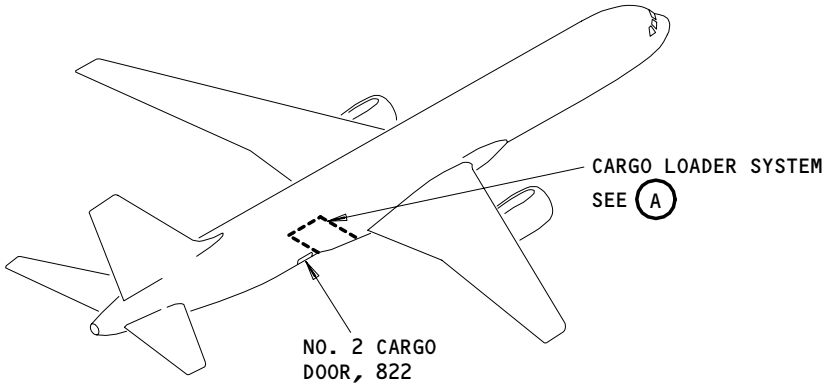
CARGO LOADER SYSTEM

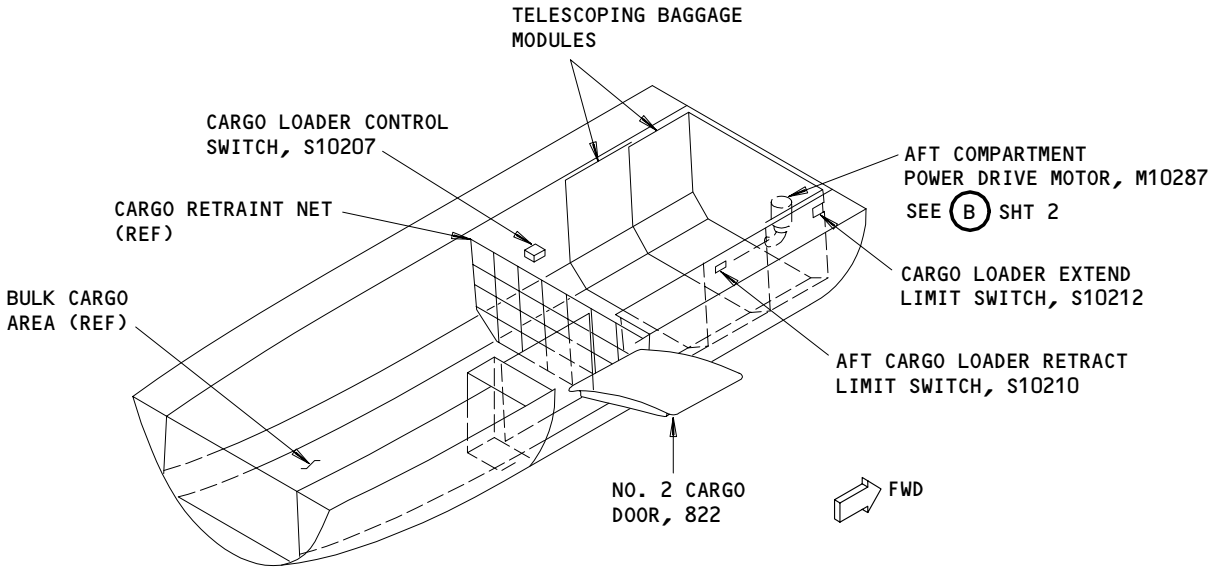
COMPONENT	FIG 102 SHT	QTY	ACCESS/AREA	REFERENCE
CIRCUIT BREAKERS	3		MAIN EQUIP CTR, P34	
AFT CARGO LOADER CONTROL, C4180		1	34A7	*
AFT CARGO LOADER DRIVE, C3018		1	34B16	*
MODULES - TELESCOPING BAGGAGE	1	2	822, AFT CARGO COMPARTMENT	25-51-25
MOTOR - POWER DRIVE, M10287	2	1	BEHIND THE ACCESS DOOR IN THE FORWARD TELESCOPING MODULE	25-51-21
RELAY - (REF 31-01-86, FIG. 101)				
AFT CARGO EXTEND ENABLE, K10517				
AFT CARGO EXTEND INTERRUPT, K10218				
AFT CARGO LOADER MOTOR, K10187				
AFT CARGO RETRACT INTERRUPT, K10216				
ROLLERS	2	38	BELOW THE TELESCOPING MODULES	25-51-23
SCREW - DRIVE	2	1	BELOW THE TELESCOPING MODULES	25-51-22
SWITCH - AFT CARGO LOADER EXT LIMIT, S10212	1	1	AFT CARGO COMPARTMENT CEILING, NEAR THE DOORWAY	25-51-26
SWITCH - AFT CARGO LOADER RETR LIMIT, S10210	1	1	AFT CARGO COMPARTMENT RIGHT SIDEWALL, FORWARD END	25-51-27
SWITCH - CARGO LOADER CONTROL, S10207	1	1	AFT CARGO COMPARTMENT RIGHT SIDEWALL, AFT END	25-51-27
TRACKS - ROLLER	2		BELOW THE TELESCOPING MODULES	25-51-24

* SEE THE WDM EQUIPMENT LIST

Cargo Loader System - Component Index
Figure 101

126440

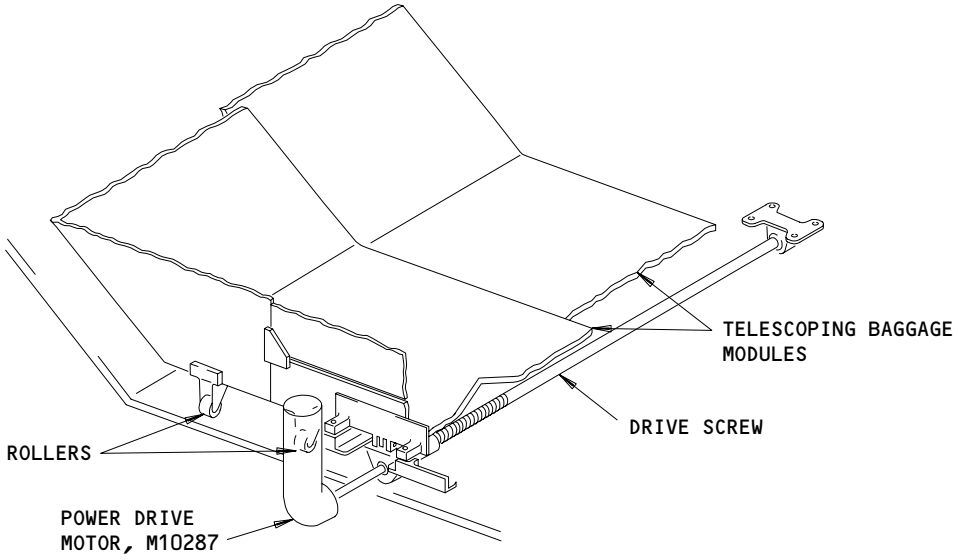




AFT CARGO LOADER SYSTEM

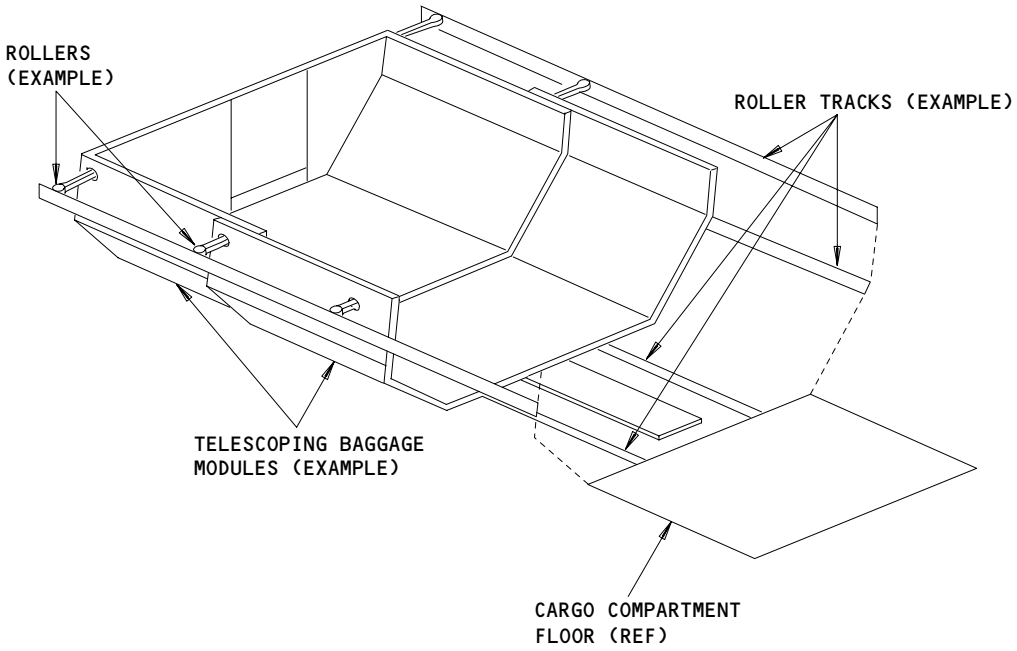
A

Cargo Loader System – Component Location
Figure 102 (Sheet 1)

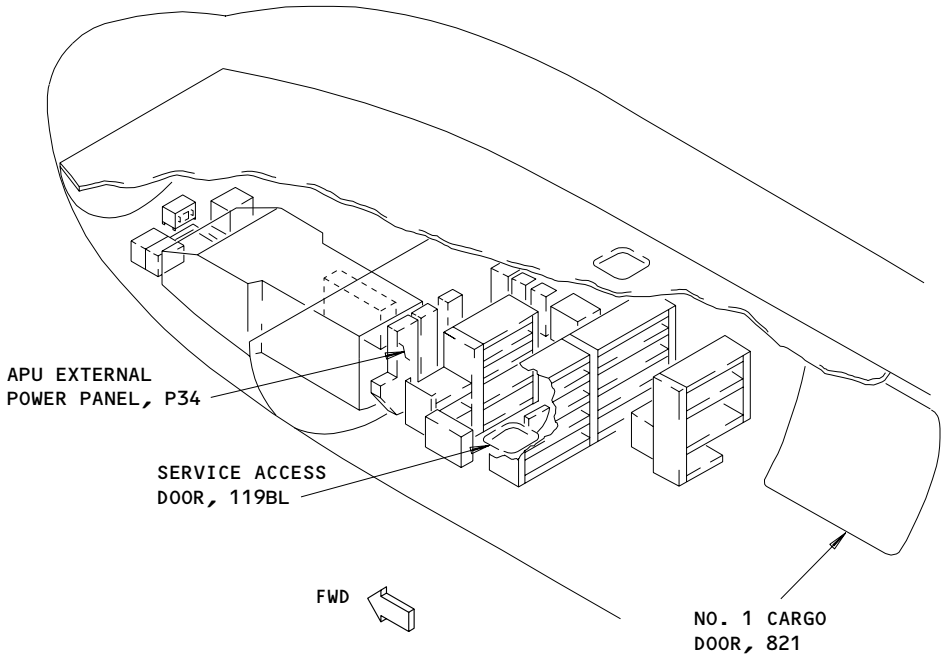


CARGO LOADER (EXAMPLE)

(B) FROM SHT 1



Cargo Loader System – Component Location
Figure 102 (Sheet 2)



MAIN EQUIPMENT CENTER

Cargo Loader System – Component Location
Figure 102 (Sheet 3)

CARGO LOADER SYSTEMS - MAINTENANCE PRACTICES (DEACTIVATION)

1. General
   A. This procedure contains these tasks:
      (1) Deactivation instructions for the cargo loader
      (2) Activation instructions for the cargo loader
   B. If the power drive system fails, the cargo loader can be deactivated and locked in the fully extended position.
   C. The modules must be fully extended and deactivated correctly before flight.
   D. If an electrical failure occurs with the modules not fully extended, you must deactivate the cargo loader system.

TASK 25-51-00-042-001

2. Deactivate the Cargo Loader (Fig. 201)
   A. Access
      (1) Location Zones
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)

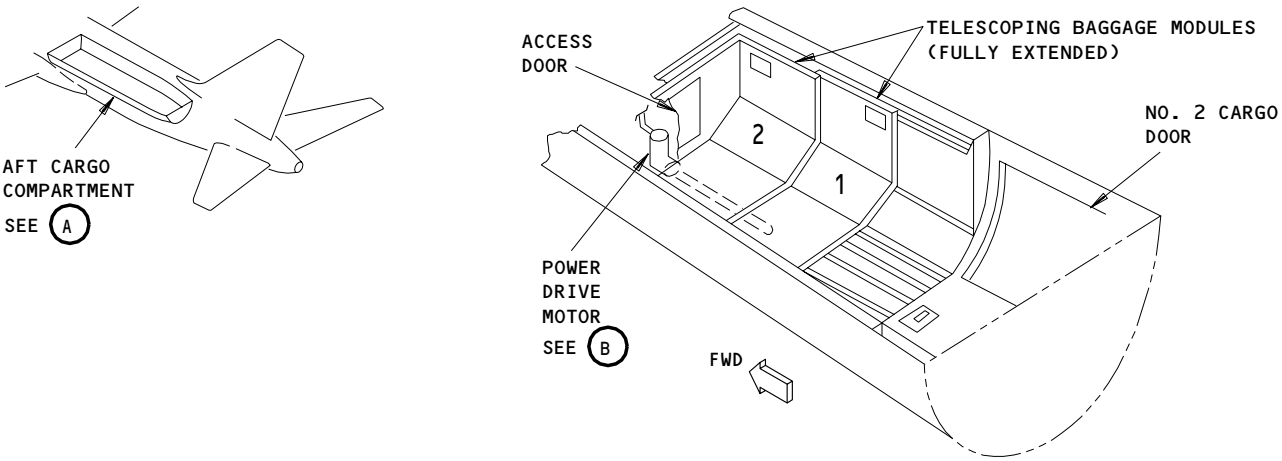
      (2) Access Panels
          822 No. 2 Cargo Door

   B. Procedure

      S 012-006
      (1) Open the access door on module 2.

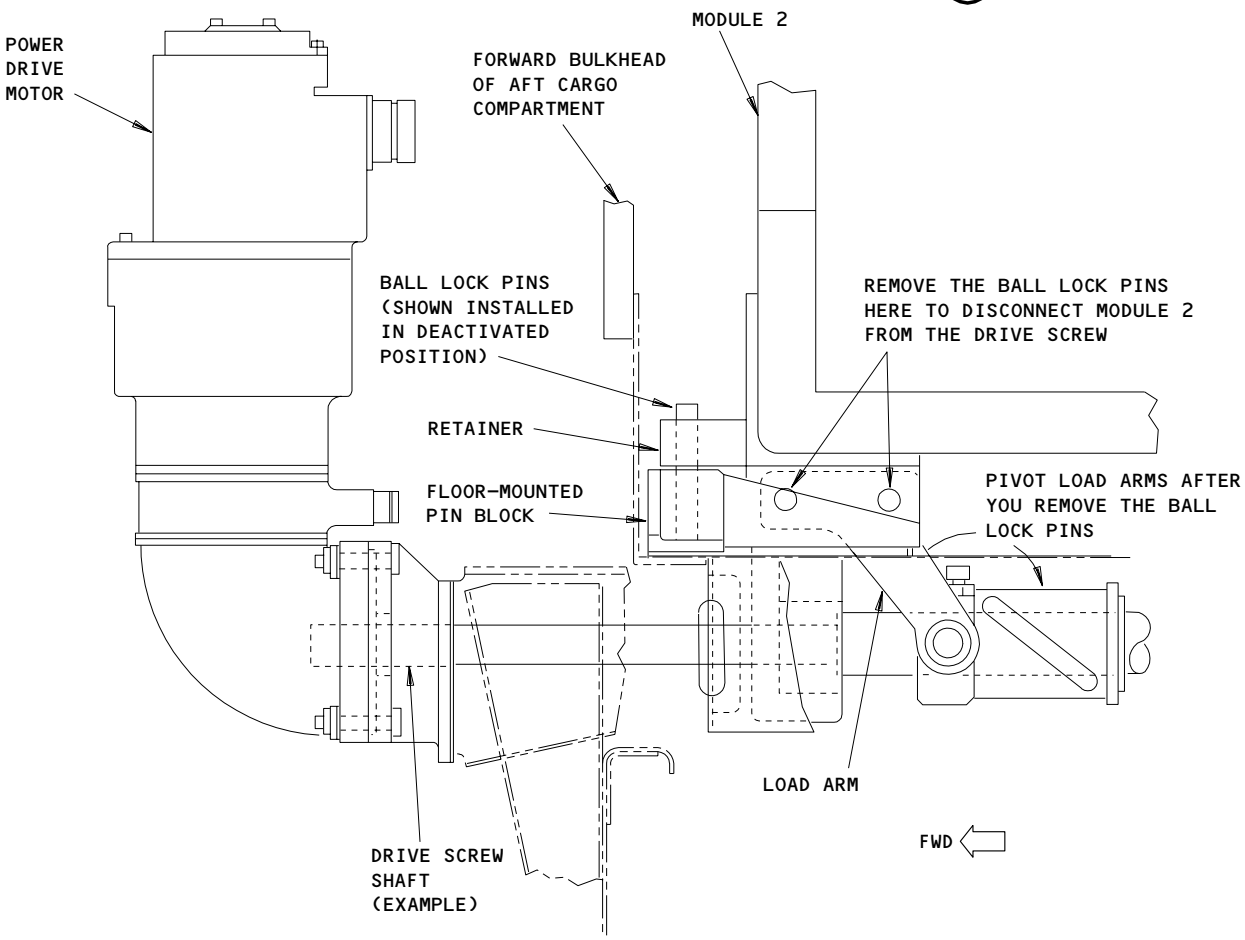
      S 032-007
      (2) Remove the two ball lock pins to disconnect the module from the ball nut-load arms.

      S 822-008
      (3) Move the load arms down to allow the cable and stop sleeve to rest on top of the ball screw. The load arms will rest along the sides of the drive screw.



AFT CARGO COMPARTMENT

A



POWER DRIVE MOTOR

B

Aft Cargo Loader Deactivation
Figure 201

118402

S 432-009

(4) Extend the modules to align the holes in the retainer with the holes in the floor-mounted pin block. Install the ball lock pins through these holes to lock the modules.

S 412-010

(5) Close the access door on the module.

TASK 25-51-00-442-011

3. Activate Cargo Loader (Fig. 201)

A. References

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

(2) AMM 25-51-00/501, Cargo Loader Systems

B. Access

(1) Location Zones

153 Aft Cargo Compartment (Left)

154 Aft Cargo Compartment (Right)

(2) Access Panels

822 No. 2 Cargo Door

C. Procedure

S 012-012

(1) Open the access door on the module.

S 032-013

(2) Remove the ball lock pins from the holes in the floor-mounted pin block.

S 822-015

(3) Put the modules in a position that will let you align the module to the ball nut-load arms.

S 422-023

CAUTION: WHEN INSTALLING THE BALL LOCK PINS THE BALL NUT SET SCREW MUST FACE UP OR DAMAGE TO THE TROUGH CAN OCCUR.

(4) Install the ball lockpins to connect the module to the ball nut load arms.

S 412-016
(5) Close the access door on the module.

S 862-018
(6) For the aft cargo loader,
remove the DO-NOT-CLOSE tags and close these P34 panel circuit breakers:
(a) 34A7, AFT CARGO LOADER CONT
(b) 34B16, AFT CARGO LOADER DRIVE

S 862-019
(7) Supply electrical power (AMM 24-22-00/201).

S 712-020
(8) Do the cargo loader test (AMM 25-51-00/501).

S 862-021
(9) Remove electrical power if it is not necessary (AMM 24-22-00/201).

CARGO LOADER SYSTEM - ADJUSTMENT/TEST

1. General
   A. This procedure contains this task:
      (1) An operational test of the aft cargo loader system

   TASK 25-51-00-705-098

2. System Test - Aft Cargo Loader (Fig. 501)
   A. Equipment
      (1) Deactuator, Limit Switch - 0.75 x 1.50 x 0.05 inches, make from ferrous material.
   B. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 52-34-00/201, Cargo Doors
   C. Access
      (1) Location Zones
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)

      (2) Access Panel
          822 No. 2 Cargo Door

   D. Procedure

      S 865-047
      (1) Supply electrical power (AMM 24-22-00/201).

      S 865-048
      (2) Open the aft (No. 2) cargo door (AMM 52-34-00/201).

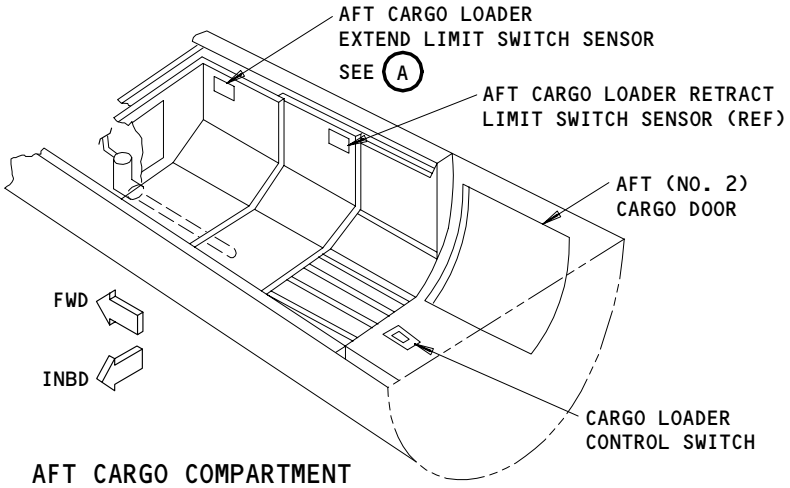
      S 865-049
      (3) Make sure this P34 panel circuit breaker is closed:
      (a) 34B16, AFT CARGO LOADER DRIVE

      S 825-050

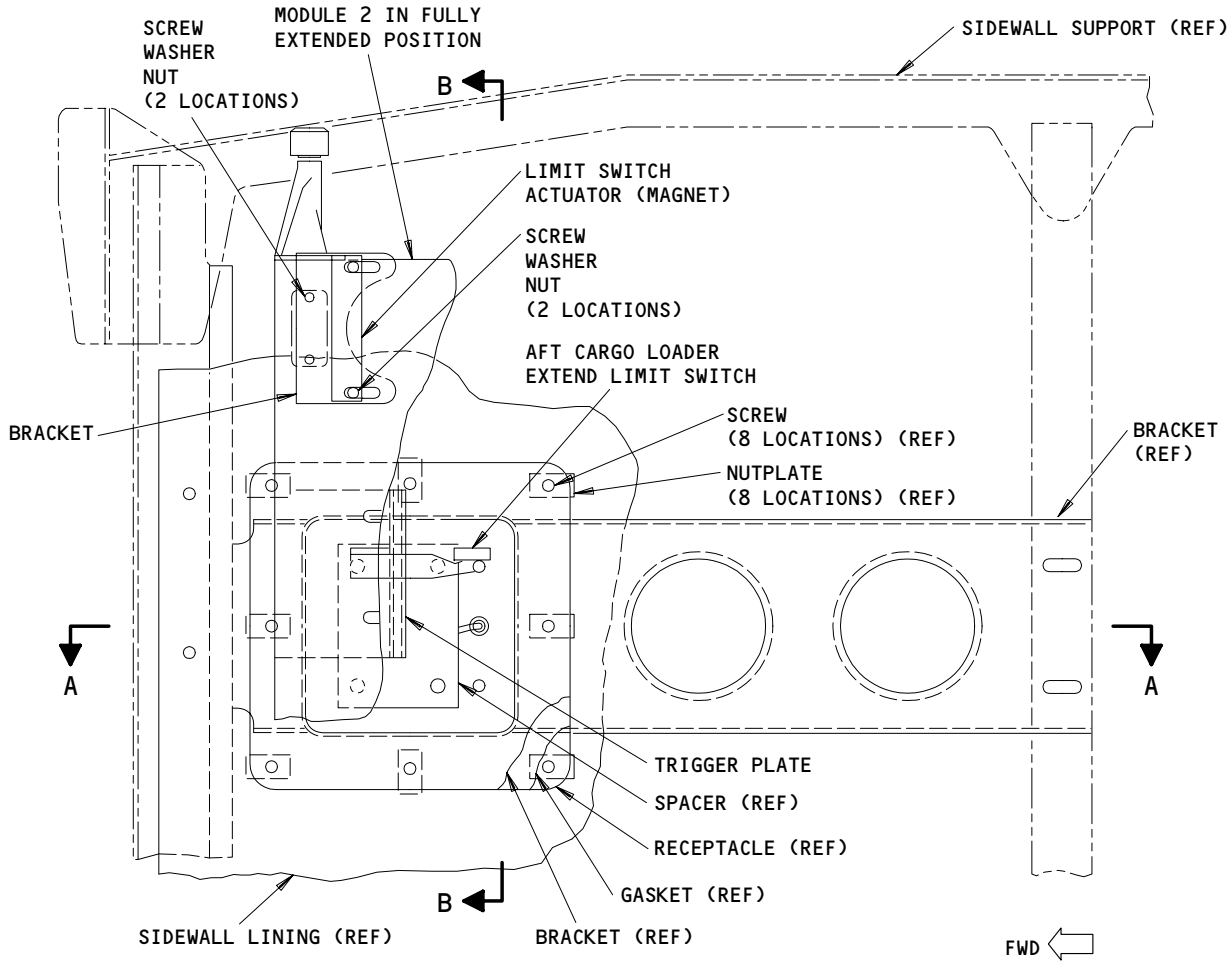
      WARNING: MAKE SURE NO PERSONS ARE BEHIND THE BAGGAGE MODULES BEFORE YOU MOVE THE MODULES. THE MOVEMENT OF THE MODULES CAN CAUSE INJURY OR DAMAGE.

      (4) Put the aft cargo loader control switch in the UNLOAD position. Make sure the modules fully retract to the cargo door.

          NOTE: If the modules are fully retracted, the power drive motor must not operate.



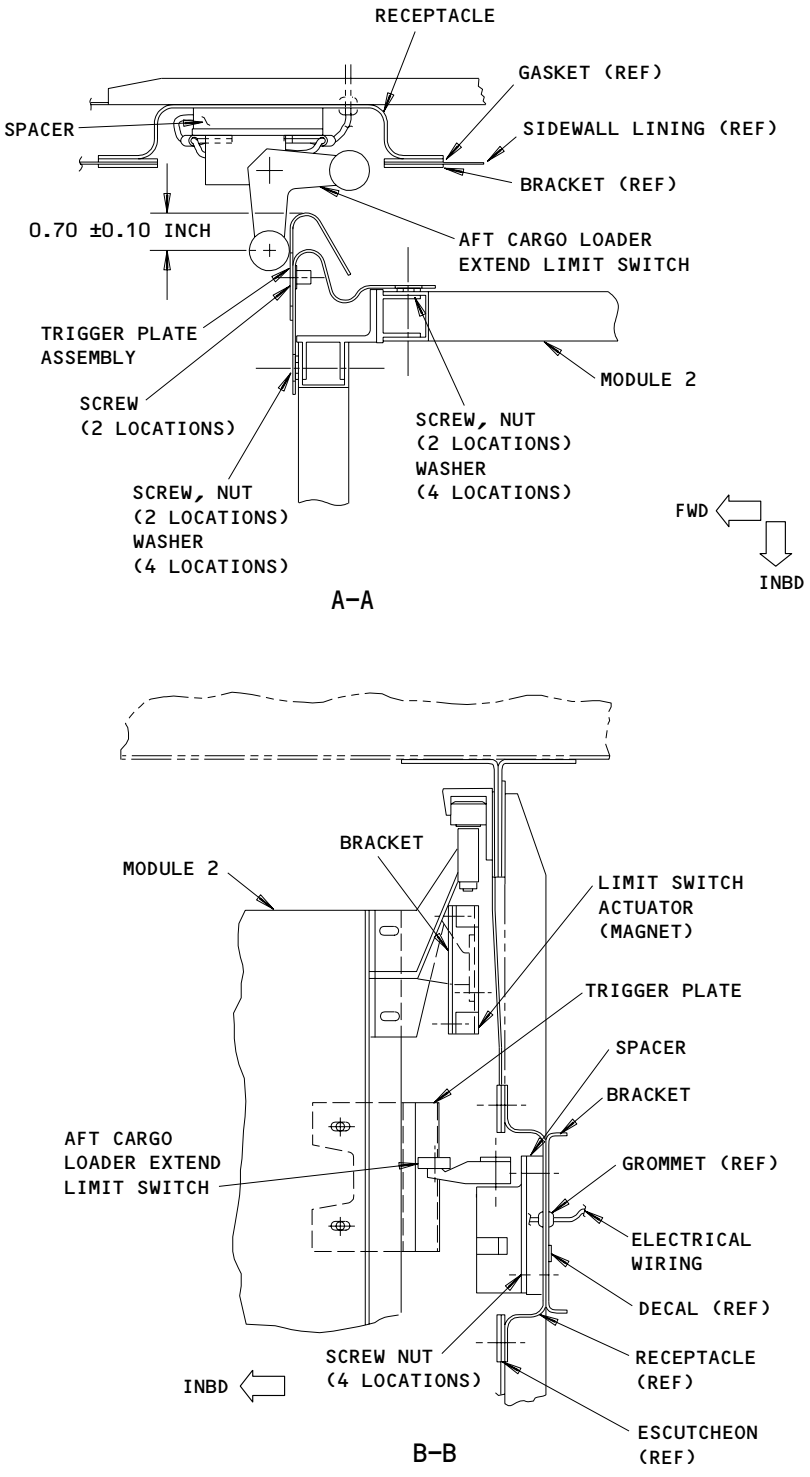
AFT CARGO COMPARTMENT



AFT CARGO LOADER EXTEND LIMIT SWITCH

(A)

Aft Cargo Loader Extend Limit Switch
Figure 501 (Sheet 1)



Aft Cargo Loader Extend Limit Switch
Figure 501 (Sheet 2)

S 865-052
(5) Put the control switch in the LOAD position.

S 215-053
(6) Make sure the modules move forward in the compartment.

S 865-054
(7) Hold the control switch in the LOAD position until the power drive motor stops, then release the switch.

S 865-055
(8) Put the control switch in the LOAD position again.

S 215-056
(9) Make sure the modules do not move and do not touch the aft bulkhead.

S 755-057
(10) Make sure the modules move smoothly. Make sure the modules do not shake when they move. Make sure the modules do not make noise when they move.

S 865-059
(11) Put the control switch in the UNLOAD position.

S 215-058
(12) Make sure the modules move to the cargo door.

S 755-060
(13) Make sure the modules move smoothly. Make sure the modules do not shake when they move. Make sure the modules do not make noise when they move.

S 865-061
(14) Hold the control switch in the UNLOAD position.

S 865-062
(15) When the modules are approximately in the middle position between the fully extended and fully retracted positions, open this P34 panel circuit breaker:
(a) 34B16, AFT CARGO LOADER DRIVE

S 215-063
(16) Make sure the modules stop.

S 865-064
(17) Open this P34 panel circuit breaker:
(a) 34A7, AFT CARGO LOADER CONT

S 865-065
(18) Close this P34 panel circuit breaker:
(a) 34B16, AFT CARGO LOADER DRIVE

S 215-066
(19) Make sure the modules do not move.

S 865-067
(20) Close this P34 panel circuit breaker:
(a) 34A7, AFT CARGO LOADER CONT

S 215-068
(21) Make sure the modules move to the fully retracted position.

S 865-069
(22) Hold the control switch in the UNLOAD position until the power drive motor stops, then release the switch.

S 915-070
(23) Operate the modules from the fully retracted position to the fully extended position and back to the fully retracted position. Do this step three times.

NOTE: Do not let the power drive motor become cool before you do the subsequent steps.

S 025-125
(24) Remove the trigger plate assembly from the module.

S 485-112
(25) Install a limit switch deactivator between the retract limit switch sensor and the actuator.

NOTE: Make sure the deactuator stays in position during the test.

S 865-077
(26) Hold the control switch in the LOAD position.

S 215-078
(27) Make sure the power drive motor clutch operates correctly when the modules are in the fully extended (forward) position.

NOTE: The clutch will make a high pitched sound and the power drive motor will not stop if the clutch operates correctly.

S 865-079
(28) Hold the control switch in the UNLOAD position.

S 755-080
(29) Make sure the power drive motor clutch operates correctly when the the modules are in the fully retracted position.

NOTE: The clutch will make a high pitched sound and the power drive motor will not stop if the clutch operates correctly.

S 435-122
(30) Install the trigger plate assembly on the module.

S 085-113
(31) Remove the limit switch deactivator between the retract limit switch sensor and the actuator.

S 865-088
(32) Open this P34 panel circuit breaker and attach a DO-NOT-CLOSE tag:
(a) 34A5, CARGO DOOR CONTROL

NOTE: The cargo compartment lights will go off if they are on.

S 865-089
(33) Put the control switch in the LOAD position.

S 215-090
(34) Make sure the modules do not move.

S 865-091
(35) Close this P34 panel circuit breakerand remove the DO-NOT-CLOSE tag:
(a) 34A5, CARGO DOOR CONTROL

S 915-092
(36) Close the aft (No. 2) cargo door (AMM 52-34-00/201).

S 865-093
(37) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER DRIVE MOTOR (ROTARY ACTUATOR) - REMOVAL/INSTALLATION

1. General
   A. This procedure contains two tasks. The first task is the instruction to remove the drive motor. The second task is the instructions to install the drive motor.

TASK 25-51-21-004-001

2. Remove the Drive Motor (Rotary Actuator) (Fig. 401)
   A. Access
      (1) Location Zones
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)

      (2) Access Panel
          822 No. 2 Cargo Door

   B. Procedure

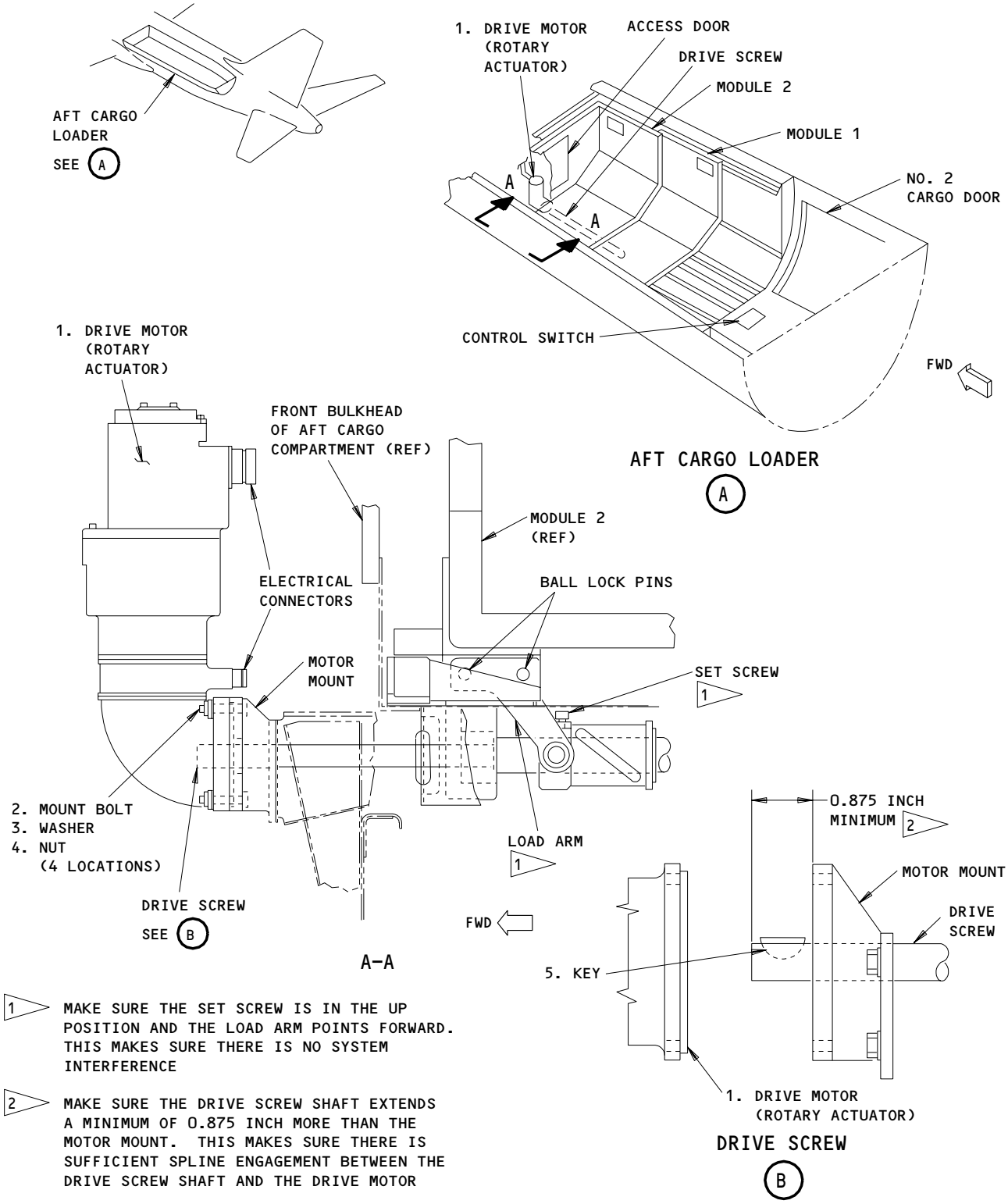
      S 864-024
      (1) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
          (a) 34A7, AFT CARGO LOADER CONT
          (b) 34B16, AFT CARGO LOADER DRIVE

      S 014-002
      (2) Open the access door on module 2.

      S 034-003
      (3) Disconnect the electrical connectors from the drive motor (1).

      S 034-004
      (4) Remove the nuts (4), the washers (3), and the mount bolts (2).

      S 024-005
      (5) Remove the drive motor (1). Keep the key (5).



1 MAKE SURE THE SET SCREW IS IN THE UP POSITION AND THE LOAD ARM POINTS FORWARD. THIS MAKES SURE THERE IS NO SYSTEM INTERFERENCE

2 MAKE SURE THE DRIVE SCREW SHAFT EXTENDS A MINIMUM OF 0.875 INCH MORE THAN THE MOTOR MOUNT. THIS MAKES SURE THERE IS SUFFICIENT SPLINE ENGAGEMENT BETWEEN THE DRIVE SCREW SHAFT AND THE DRIVE MOTOR

Aft Cargo Loader Drive Motor (Rotary Actuator) Installation
Figure 401

TASK 25-51-21-404-007

3. Install the Drive Motor (Rotary Actuator) (Fig. 401)

A. Parts

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
401	1	Drive Motor (Rotary Actuator)	25-51-21	01	105
	2	Mount Bolt			10
	3	Washer			15
	4	Nut			17
	5	Key	21-51-64	01	20

B. References

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

C. Access

(1) Location Zones

153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panel

822 No. 2 Cargo Door

D. Procedure

S 824-008

(1) Make sure the key (5) is in the keyway of the drive screw when you install the drive motor (1).

S 824-010

(2) Make sure the set screw is in the up position and the load arm points forward (View A-A).

S 824-011

(3) Make sure the drive screw extends out from the motor mount the distance shown (View B).

S 424-012

(4) Install the drive motor (1) on the drive screw with the keyway in the drive motor (1) aligned with the key (5).

S 824-016

(5) Turn the drive motor (1) until the mount bolt holes are aligned.

S 434-017
(6) Install the mount bolts (2), washers (3), and nuts (4).

S 434-018
(7) Connect the electrical connectors to the drive motor (1).

S 414-019
(8) Close the access door on module 2.

S 864-020
(9) Remove the DO-NOT-CLOSE tags and close these P34 panel circuit breakers:
(a) 34A7, AFT CARGO LOADER CONT
(b) 34B16, AFT CARGO LOADER DRIVE

S 714-021
(10) Put the cargo loader control switch in the LOAD position.
(a) Make sure the modules move forward.

S 714-022
(11) Put the cargo loader control switch in the UNLOAD position.
(a) Make sure the modules move aft to the cargo door.

S 864-023
(12) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER DRIVE SCREW - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the drive screw
      (2) Installation of the drive screw

   TASK 25-51-22-004-001
2. Remove the Aft Cargo Loader Drive Screw (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-51-00/501, Cargo Loader Systems
      (3) AMM 25-51-21/401, Aft Cargo Loader Drive Motor (Rotary Actuator)
      (4) AMM 25-51-25/401, Aft Cargo Loader Telescoping Baggage Modules
   B. Access
      (1) Location Zones
          153/154 Aft Cargo Compartment

      (2) Access Panels
          822 No. 2 Cargo Door

   C. Procedure

      S 864-028
      (1) Open this circuit breaker on the APU external power panel, P34, and attach a DO-NOT-CLOSE tag:
          (a) 34B16, AFT CARGO LOADER DRIVE

      S 864-003
      (2) Remove electrical power (AMM 24-22-00/201).

      S 014-004
      (3) Open the access door (4) on module 2 (8).

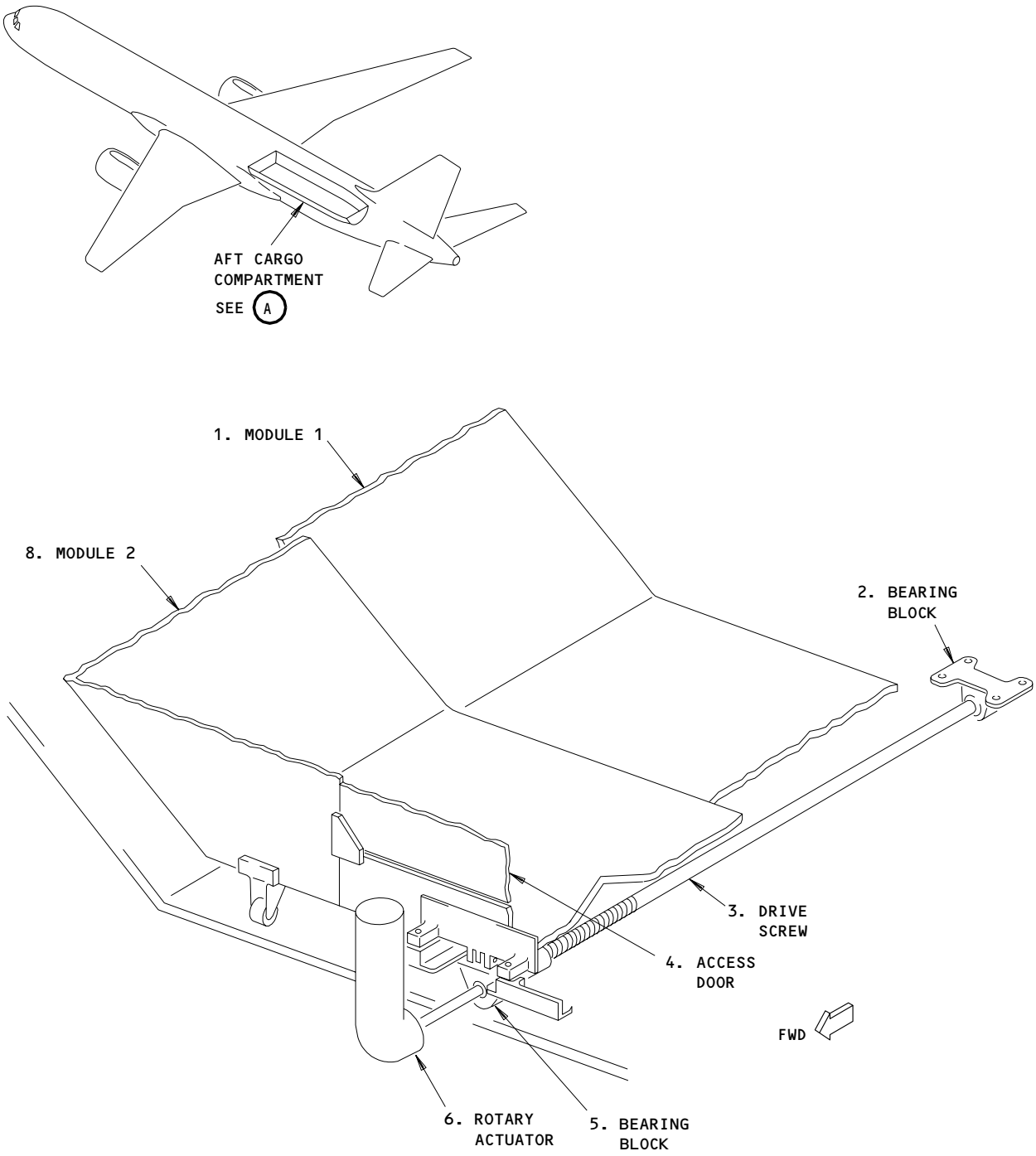
      S 034-005
      (4) Remove the ball lockpins (7) that hold module 2 (8) to the drive screw (3).

      S 824-006
      (5) Manually move the modules fully aft in the compartment (to the door).

      S 034-007
      (6) Remove the rotary actuator (6) (AMM 25-51-21/401).

      S 034-008
      (7) Remove the bearing block (5) from the forward end of the drive screw (3).

      S 824-009
      (8) Separate module 2 (8) from module 1 (1) (AMM 25-51-25/401).



Aft Cargo Loader Drive Screw Installation
Figure 401

S 824-010
(9) Move module 2 (8) aft.

S 024-011
(10) Remove the module stops from the aft end of module 1 (1) (AMM 25-51-25/401).

S 824-012
(11) Manually move the modules fully forward in compartment (away from the door).

S 034-013
(12) Remove the bearing block (2) from the aft end of the drive screw (3).

S 024-014
(13) Lift the aft end of the drive screw (3) from the trough and pull the drive screw (3) out from under the modules.

NOTE: The drive screw (3) is flexible.

TASK 25-51-22-404-029

3. Install the Aft Cargo Loader Drive Screw (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-51-00/501, Cargo Loader Systems
      (3) AMM 25-51-21/401, Aft Cargo Loader Drive Motor (Rotary Actuator)
      (4) AMM 25-51-25/401, Aft Cargo Loader Telescoping Baggage Modules
   B. Parts

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	2	Bearing Block	25-51-64	01	30
	3	Drive Screw			85
	5	Bearing Block			25
	6	Rotary Actuator	25-51-21	01	105

C. Access

(1) Location Zones

153/154 Aft Cargo Compartment

(2) Access Panels

822 No. 2 Cargo Door

D. Procedure

S 824-015

(1) Make sure the modules are fully forward in compartment (away from the door).

S 014-016

(2) Open the access door (4) on module 2 (8).

S 424-017

(3) Move the drive screw (3) under the modules.

S 434-018

(4) Install the bearing block (2) at the aft end of the drive screw (3).

S 824-019

(5) Manually move the modules fully aft in the compartment (towards the door).

S 434-020

(6) Install the bearing block (5) at the forward end of the drive screw (3).

S 824-021

(7) Move module 1 (1) forward.

S 434-031

(8) Install the module stops (AMM 25-51-25/401).

S 434-022

(9) Move module 2 (8) forward and connect it to module 1 (1) (AMM 25-51-25/401).

S 434-023

(10) Attach module 2 (8) to the drive screw (3).

S 434-024

(11) Install the rotary actuator (6) (AMM 25-51-21/401).

S 864-025
(12) Remove the DO-NOT-CLOSE tag and close this P34 panel circuit breaker:
(a) 34B16, AFT CARGO LOADER DRIVE

S 864-026
(13) Supply electrical power (AMM 24-22-00/201).

S 714-030
(14) Do the cargo loader test (AMM 25-51-00/501).

S 864-027
(15) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER ROLLERS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the rollers
      (2) Installation of the rollers

   TASK 25-51-23-004-022

2. Remove the Rollers
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-51-00/501, Cargo Loader Systems
      (3) AMM 25-51-25/401, Aft Cargo Loader Telescoping Modules
   B. Access
      (1) Location Zones
          153/154 Aft Cargo Compartment

      (2) Access Panel
          822 No. 2 Cargo Door

   C. Prepare to remove the rollers

      S 864-001
      (1) Open this circuit breaker on the APU external power panel, P34, and attach a DO-NOT-CLOSE tag:
          (a) 34B16, AFT CARGO LOADER DRIVE

      S 864-002
      (2) Remove electrical power (AMM 24-22-00/201).
   D. Procedure - Remove the Upper Rollers

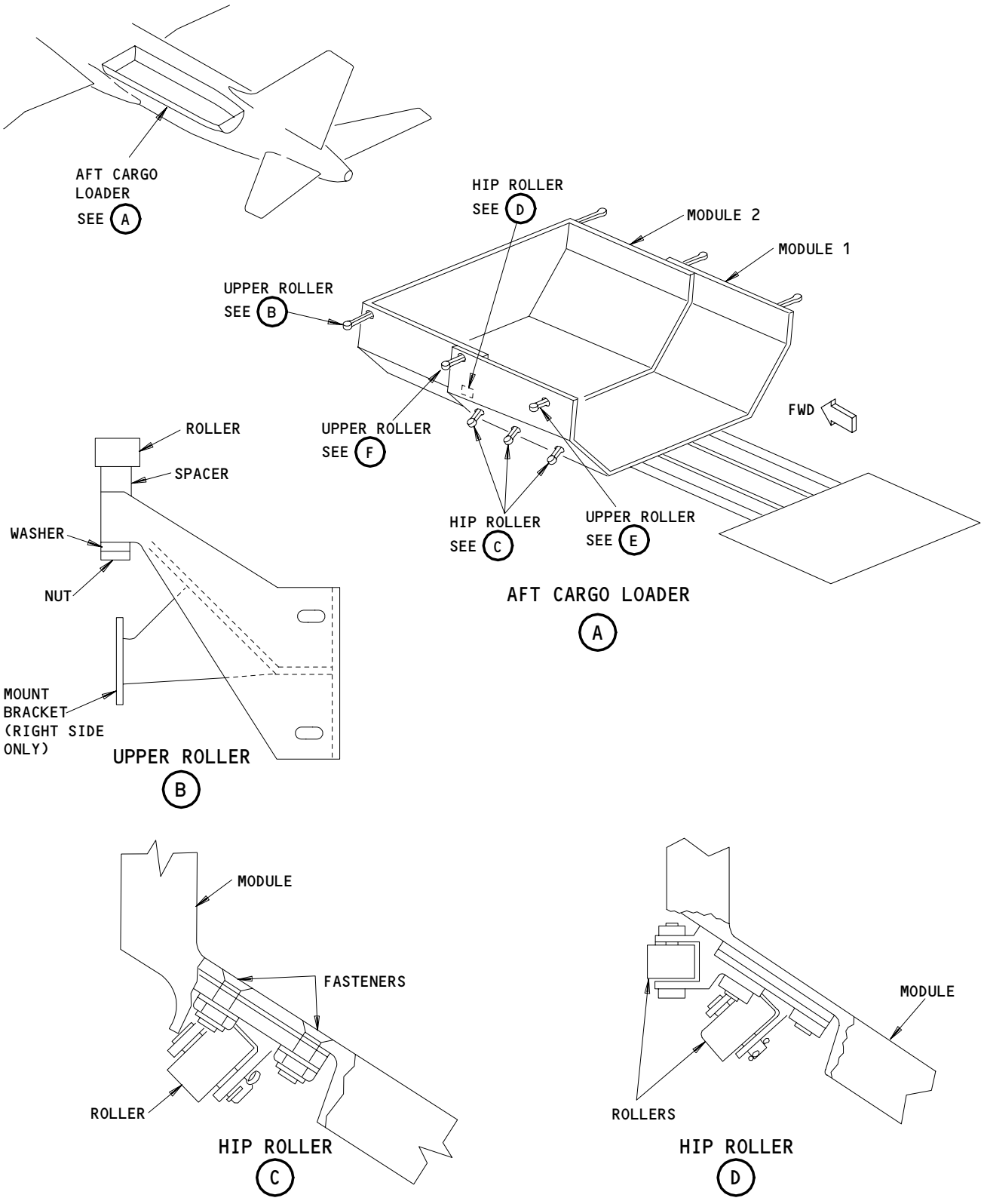
      S 014-003
      (1) To remove the aft upper rollers from module 2, get access through the access door on module 2.

      S 014-004
      (2) To remove the forward upper rollers from module 2, get access from in the module.

      S 014-005
      (3) To remove the forward and aft upper rollers from module 1, get access from in the module.

      S 024-006
      (4) Remove the fasteners that hold the rollers to the modules and remove the rollers.

          NOTE: Keep the spacers and the adjustment spacers for the installation.



Aft Cargo Loader Rollers Installation
Figure 401 (Sheet 1)

E. Procedure - Remove the Hip Rollers

S 014-007
(1) To remove the hip rollers from module 2, remove module 2 (AMM 25-51-25/401).

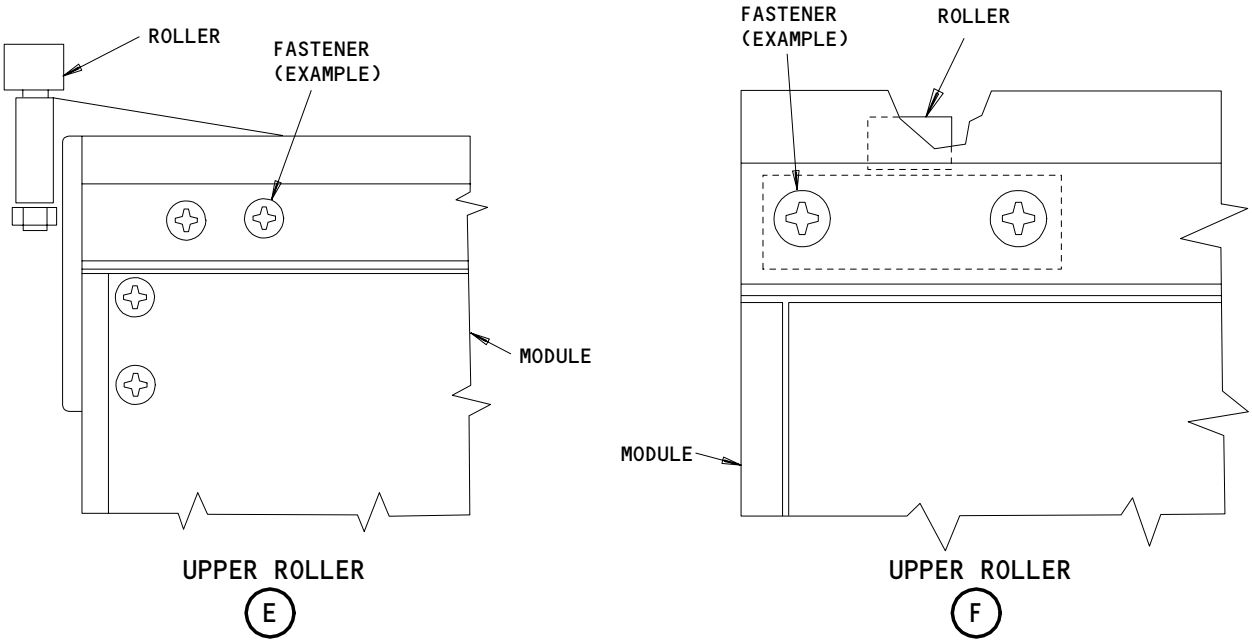
S 014-008
(2) To remove the hip rollers from module 1, remove module 2 and module 1 (AMM 25-51-25/401).

S 024-009
(3) Remove the fasteners that hold the rollers to the modules and remove the rollers.

NOTE: Keep the spacers and the adjustment spacers for the installation.

F. Procedure - Remove the Track Rollers

S 014-010
(1) To remove the aft track rollers from module 2, get access through the access door on module 2.



Aft Cargo Loader Rollers Installation
Figure 401 (Sheet 2)

S 014-011
(2) To remove the remaining track rollers from the modules, remove the modules (AMM 25-51-25/401).

S 024-012
(3) Remove the fasteners that hold the rollers to the modules and remove the rollers.

TASK 25-51-23-404-013

3. Install the Rollers (Fig. 401)

A. References
(1) AMM 24-22-00/201, Electrical Power - Control
(2) AMM 25-51-00/501, Cargo Loader Systems
(3) AMM 25-51-25/401, Aft Cargo Loader Telescoping Modules

B. Access
(1) Location Zones
153/154 Aft Cargo Compartment

(2) Access Panel
822 No. 2 Cargo Door

C. Procedure

S 424-014
(1) Put the roller, the spacers, and the adjustment spacers in position on the module.

S 434-015
(2) Install the fasteners that hold the roller to the module.

S 414-016
(3) Install the modules that you removed (AMM 25-51-25/401).

S 414-017
(4) Close the access door on module 2.

S 864-018
(5) Remove the DO-NOT-CLOSE tag and close this P34 panel circuit breaker:
(a) 34B16, AFT CARGO LOADER DRIVE

S 714-019
(6) Do the cargo loader test (AMM 25-51-00/501).

S 824-020
(7) Remove the adjustment spacers to make the modules move easier, if it is necessary.

S 864-021

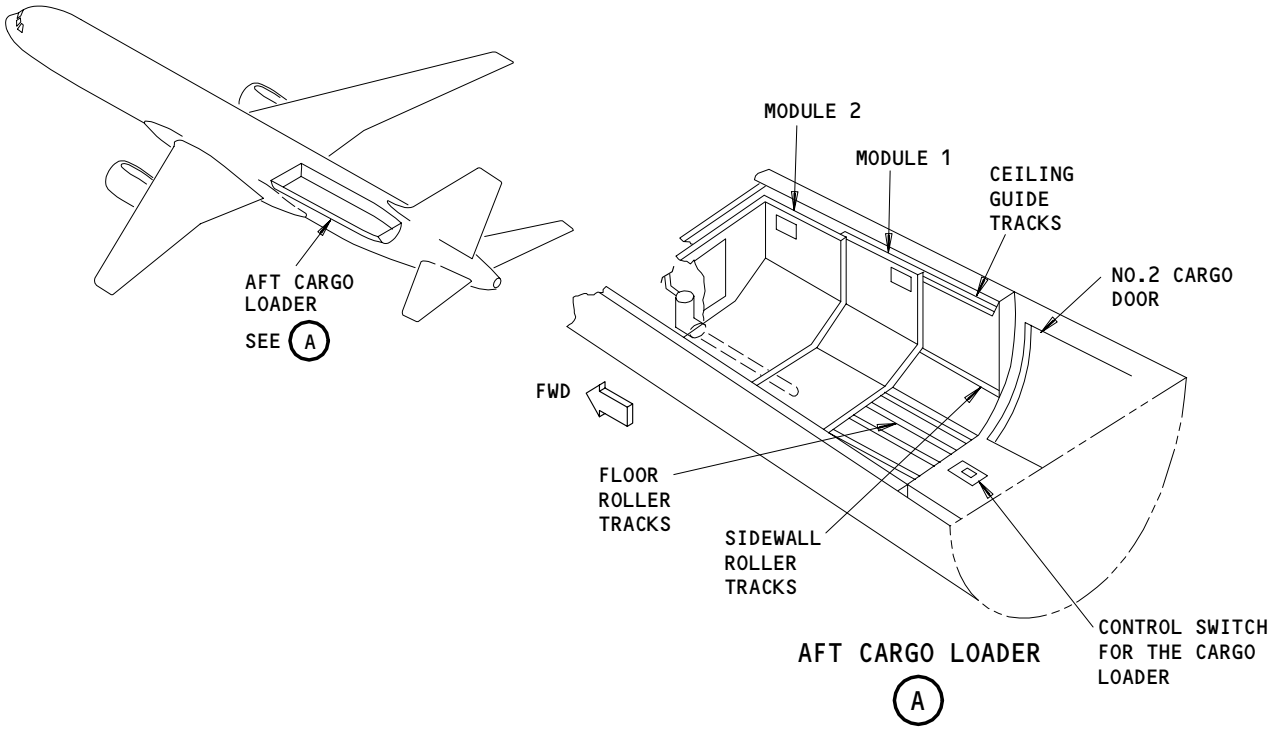
(8) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER ROLLER TRACKS - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the floor roller tracks, sidewall roller tracks, and ceiling guide tracks
      (2) Installation of the floor roller tracks, sidewall roller tracks, and ceiling guide tracks

   TASK 25-51-24-004-015

2. Remove the Roller Tracks (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-51-25/401, Aft Cargo Loader Telescoping Baggage Modules
   B. Access
      (1) Location Zones
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)



Aft Cargo Loader Tracks
Figure 401

(2) Access Panel
822 No. 2 Cargo Door

C. Procedure

S 034-002
(1) Remove the modules (AMM 25-51-25/401).

S 034-003
(2) Remove the fasteners that hold the tracks to the structure.

S 034-004
(3) For the floor roller tracks, remove the track retainers.

S 024-005
(4) Remove the tracks.

TASK 25-51-24-404-016
3. Install the Roller Tracks (Fig. 401)
A. References
(1) AMM 24-22-00/201, Electrical Power - Control
(2) AMM 25-51-25/401, Aft Cargo Loader Telescoping Baggage Modules
B. Access
(1) Location Zones
153 Aft Cargo Compartment (Left)
154 Aft Cargo Compartment (Right)

(2) Access Panel
822 No. 2 Cargo Door

C. Procedure

S 424-006
(1) Put the tracks in position and install the fasteners.

S 434-007
(2) For the floor roller tracks, install the track retainers.

S 414-008
(3) Install the modules (AMM 25-51-25/401).

S 864-009
(4) Supply electrical power (AMM 24-22-00/201).

S 864-010
(5) Hold the cargo loader control switch in the LOAD position until modules are fully extended.

S 754-011
(6) Make sure the modules move smoothly. Make sure the modules do not make too much noise when the modules move. Make sure the modules do not shake when the modules move.

S 864-012
(7) Hold the cargo loader control switch in the UNLOAD position until modules are fully retracted.

S 754-013
(8) Make sure the modules move smoothly. Make sure the modules do not make too much noise when the modules move. Make sure the modules do not shake when the modules move.

S 864-014
(9) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER TELESCOPING BAGGAGE MODULES - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal of the baggage modules
      (2) Installation fo the baggage modules

TASK 25-51-25-004-001

2. Remove the Baggage Modules (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-51-00/201, Cargo Loader Systems
      (3) AMM 25-51-00/501, Cargo Loader Systems
      (4) AMM 25-51-23/401, Aft Cargo Loader Rollers
   B. Access
      (1) Location Zones
          153 Aft Cargo Compartment (Left)
          154 Aft Cargo Compartment (Right)

      (2) Access Panel
          822 No. 2 Cargo Door

   C. Procedure

      S 864-002
      (1) Put the CARGO LOADER CONTROL SWITCH in the LOAD position until the modules are fully extended.

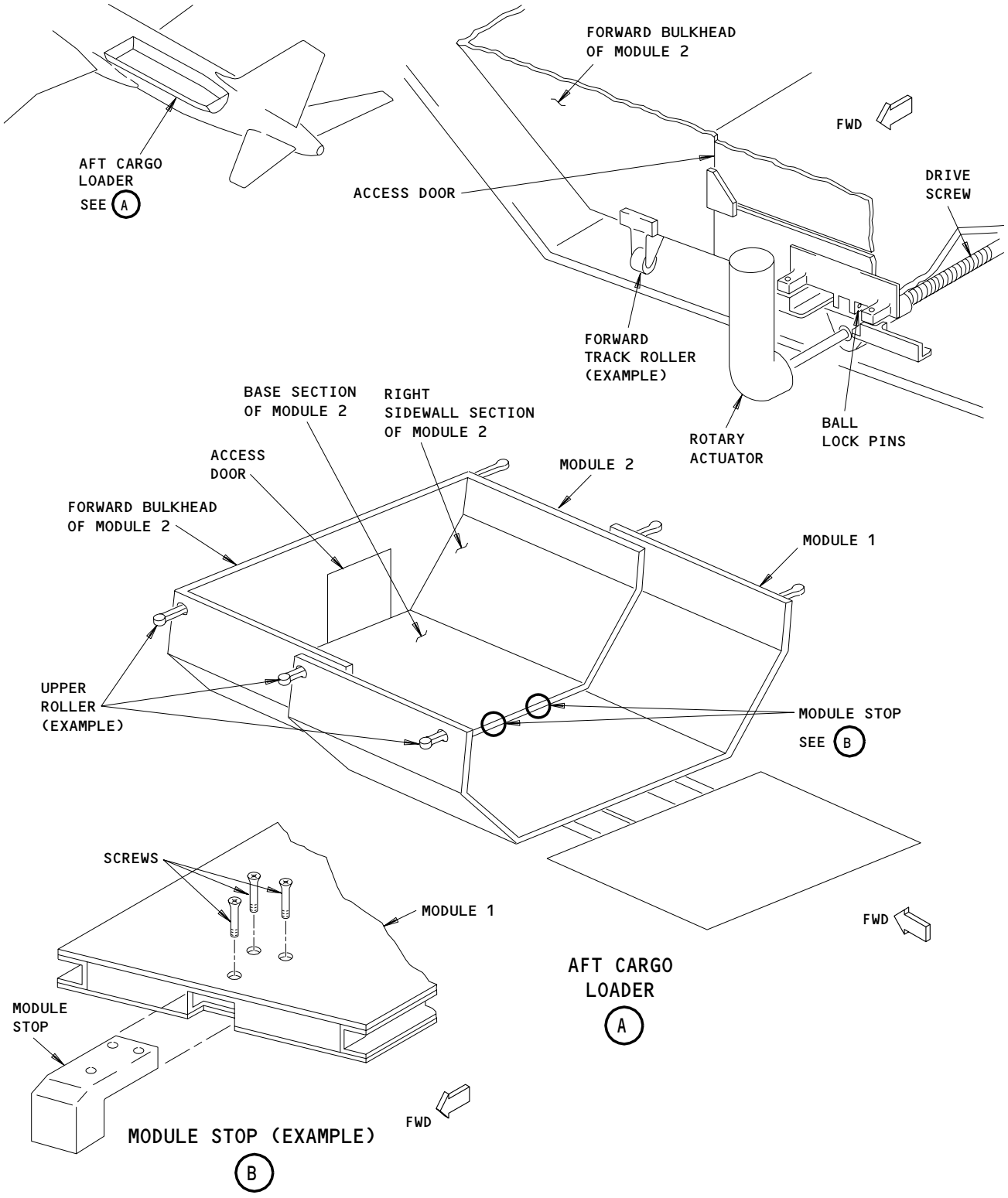
          NOTE: For an inoperative cargo loader, do the Deactivate the Cargo Loader procedure (AMM 25-51-00/201).

      S 864-003
      (2) Open this circuit breaker on the APU external power panel, P34, and attach a DO-NOT-CLOSE tag:
      (a) 34B16, AFT CARGO LOADER DRIVE

      S 864-004
      (3) Remove electrical power (AMM 24-22-00/201).

      S 034-005
      (4) Remove the ball lockpins to disconnect module 2 from the drive screw.

          NOTE: If the cargo loader is deactivated, this will separate module 2 from the pin block.



Aft Cargo Loader Telescoping Baggage Modules Installation
Figure 401

S 034-006

(5) Disconnect module 2 from module 1.
   (a) Remove the aft upper rollers from module 2 (AMM 25-51-23/401).
   (b) Remove the forward upper rollers from module 2 (AMM 25-51-23/401).
   (c) Move module 2 aft (to the rear of module 1) and lift the front edge of module 2 to clear the hooks at the rear of module 1.

S 024-007

(6) Remove the forward bulkhead from module 2.
   (a) Remove the retainer from the forward end of the base of module 2.
   (b) Remove the screws and bolts that hold the forward bulkhead to module 2.
   (c) Remove the forward bulkhead from the airplane.

S 024-008

(7) Remove the right sidewall section.
   (a) Remove the screws that hold the right sidewall section to the module.
   (b) Remove the right sidewall section from the airplane.

S 024-009

(8) Remove module 2.

S 024-010

(9) Remove module 1.
   (a) Remove the forward and aft upper rollers from module 1 (AMM 25-51-23/401).
   (b) Remove the stops from the forward end of module 1.
   (c) Remove module 1 from the airplane.

TASK 25-51-25-404-011

3. Install the Baggage Modules (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control

(2) AMM 25-51-00/201, Cargo Loader Systems
(3) AMM 25-51-00/501, Cargo Loader Systems
(4) AMM 25-51-23/401, Aft Cargo Loader Rollers

B. Access

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

(2) Access Panel
822 No. 2 Cargo Door

C. Procedure

S 424-012
(1) Put the forward bulkhead of module 2, and the right sidewall section of module 2 in position.

S 434-013
(2) Install the screws to connect the right sidewall section to module 2.

S 424-014
(3) Install the forward bulkhead to module 2.
(a) Install the bolts in the sidewall sections. Tighten the bolts by hand only.
(b) Install the screws and bolts in the base sections. Tighten the screws and bolts by hand only.
(c) Align the bulkhead and sidewall sections and tighten the screws and bolts.

S 434-015
(4) Install the aft track rollers on the base of module 2 (AMM 25-51-23/401).

NOTE: Make sure the cam follower points to the side restraint part of the roller track.

S 434-016
(5) Install the retainer on the aft end of the base of module 2.

S 434-017
(6) Install the aft upper rollers on module 2.

NOTE: Install the adjustment spacers under the rollers if it is necessary.

S 434-018
(7) Put module 1 in the compartment, forward of module 2.

S 434-019
(8) Install the module stops on the forward end of the base of module 1.

S 434-020
(9) Install the forward and aft upper rollers on module 1 (AMM 25-51-23/401).

NOTE: Install the spacers and adjustment spacers under the rollers if it is necessary.

S 714-021
(10) Push down on the plunger at the forward end of the base of module 1. Make sure the plunger touches the floor restraint by 0.10 to 0.15 inch. Adjust the floor restraint if it is necessary.

S 984-022
(11) Lift the aft edge of module 2. Move module 1 under module 2 (approximately 3 inches), then lower module 2 on module 1.

S 424-023
(12) Install the forward upper rollers on module 2 (AMM 25-51-23/401).

S 014-024
(13) Open the access door on module 2.

S 434-025
(14) Install the ball lockpins to connect module 2 to the drive screw.

S 414-026
(15) Close the access door.

S 864-027
(16) Remove the DO-NOT-CLOSE tag and close this P34 panel circuit breaker:
(a) 34B16, AFT CARGO LOADER DRIVE

S 864-028
(17) Supply electrical power (AMM 24-22-00/201).

S 714-029
(18) Do the cargo loader system test (AMM 25-51-00/501).

S 864-030
(19) Remove electrical power if it is not necessary (AMM 24-22-00/201).

AFT CARGO LOADER CONTROL SWITCH - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) The removal of the control switch.
      (2) The installation of the control switch.

   TASK 25-51-26-004-001

2. Remove the Control Switch (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
   B. Access
      (1) Location Zone
          153 Aft Cargo Compartment

      (2) Access Panel
          822 No. 2 Cargo Door

   C. Procedure

      S 864-002
      (1) Open this circuit breaker on the APU external power panel, P34, and attach a DO-NOT-CLOSE tag:
          (a) 34A7, AFT CARGO LOADER CONT

      S 864-003
      (2) Remove electrical power (AMM 24-22-00/201).

      S 034-004
      (3) Remove the screws and the bezel that hold the ceiling panel to the ceiling structure.

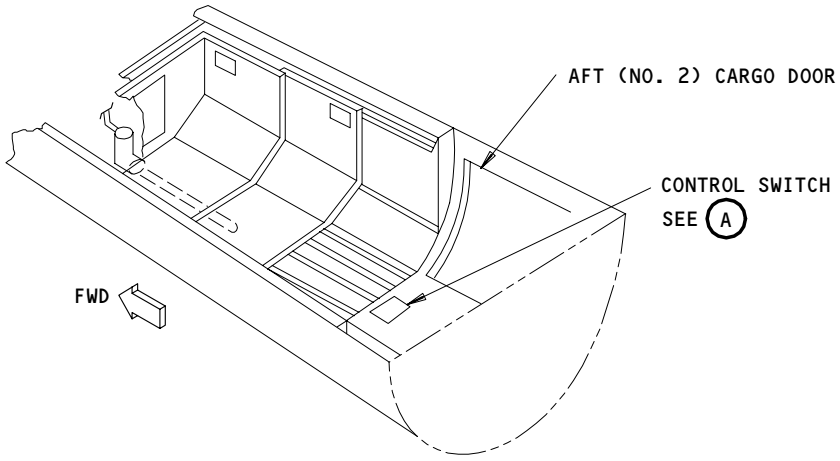
      S 034-005

      CAUTION: BE CAREFUL WHEN YOU REMOVE THE CEILING PANEL. THE CEILING PANEL IS ATTACHED TO THE CEILING STRUCTURE WITH DOUBLE-BACK TAPE. DAMAGE TO THE CEILING PANEL CAN OCCUR IF YOU ARE NOT CAREFUL.

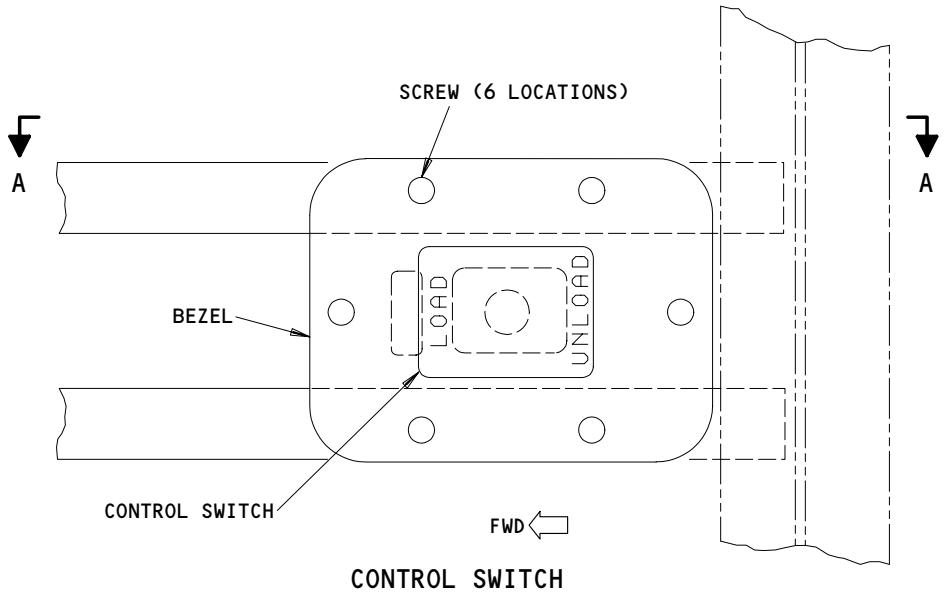
      (4) Remove the ceiling lining screws and move the ceiling panel away from the switch.

      S 034-006
      (5) Disconnect the wires from the terminals.

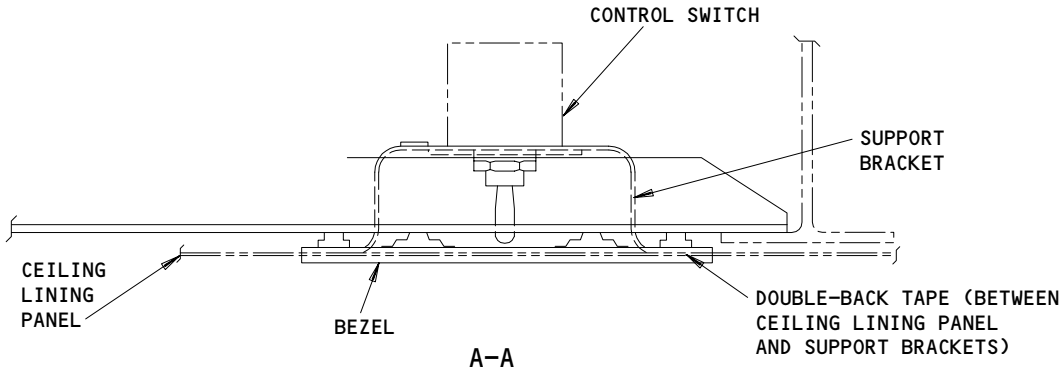
      S 024-007
      (6) Remove the switch from the support bracket.



AFT CARGO COMPARTMENT



CONTROL SWITCH
(A)



A-A

Aft Cargo Loader Control Switch Installation
Figure 401

TASK 25-51-26-404-008

3. Install the Control Switch (Fig. 401)

A. Consumable Materials

(1) G01288 Tape - Double-back

B. References

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

C. Access

(1) Location Zone

153 Aft Cargo Compartment (Left)

(2) Access Panel

822 No. 2 Cargo Door

D. Procedure

S 424-009

(1) Put the switch on the support bracket and install the screws.

S 434-010

(2) Connect the wires to the terminals on the switch.

S 434-011

(3) Install the ceiling panel around the switch cutout with new double-back tape.

S 434-012

(4) Install the bezel and the screws to attach the ceiling panel to the structure.

S 864-013

(5) Remove the DO-NOT-CLOSE tag and close this P34 panel circuit breaker:

(a) 34A7, AFT CARGO LOADER CONT

S 864-014

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

S 714-015

(7) Put the control switch in the LOAD position.

(a) Make sure the modules extend forward.

S 714-016

(8) Put the control switch in the UNLOAD position.

(a) Make sure the modules retract aft towards the cargo door.

S 864-017

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

AFT CARGO LOADER LIMIT SWITCHES - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Removal and installation of the retract-limit switch
      (2) Removal and installation of the extend-limit switch
   B. The limit switch system has one limit switch actuator (magnet) and two limit switch sensors.
   C. The limit switch sensors are found on the cargo compartment sidewall lining. The limit switch actuator (magnet) is found on module 2 (forward module).

TASK 25-51-27-904-001

2. Retract-Limit Switch - Removal/Installation (Fig. 401)
   A. References
      (1) AMM 24-22-00/201, Electrical Power - Control
      (2) AMM 25-50-02/401, Cargo Compartment Sidewall Panels
      (3) AMM 25-51-00/201, Cargo Loader Systems (Deactivation)
      (4) AMM 25-51-00/501, Cargo Loader System
   B. Access
      (1) Location Zones
          154 Aft Cargo Compartment (Right)

      (2) Access Panels
          822 No. 2 Cargo Door

   C. Procedure - Remove the Retract-Limit Switch

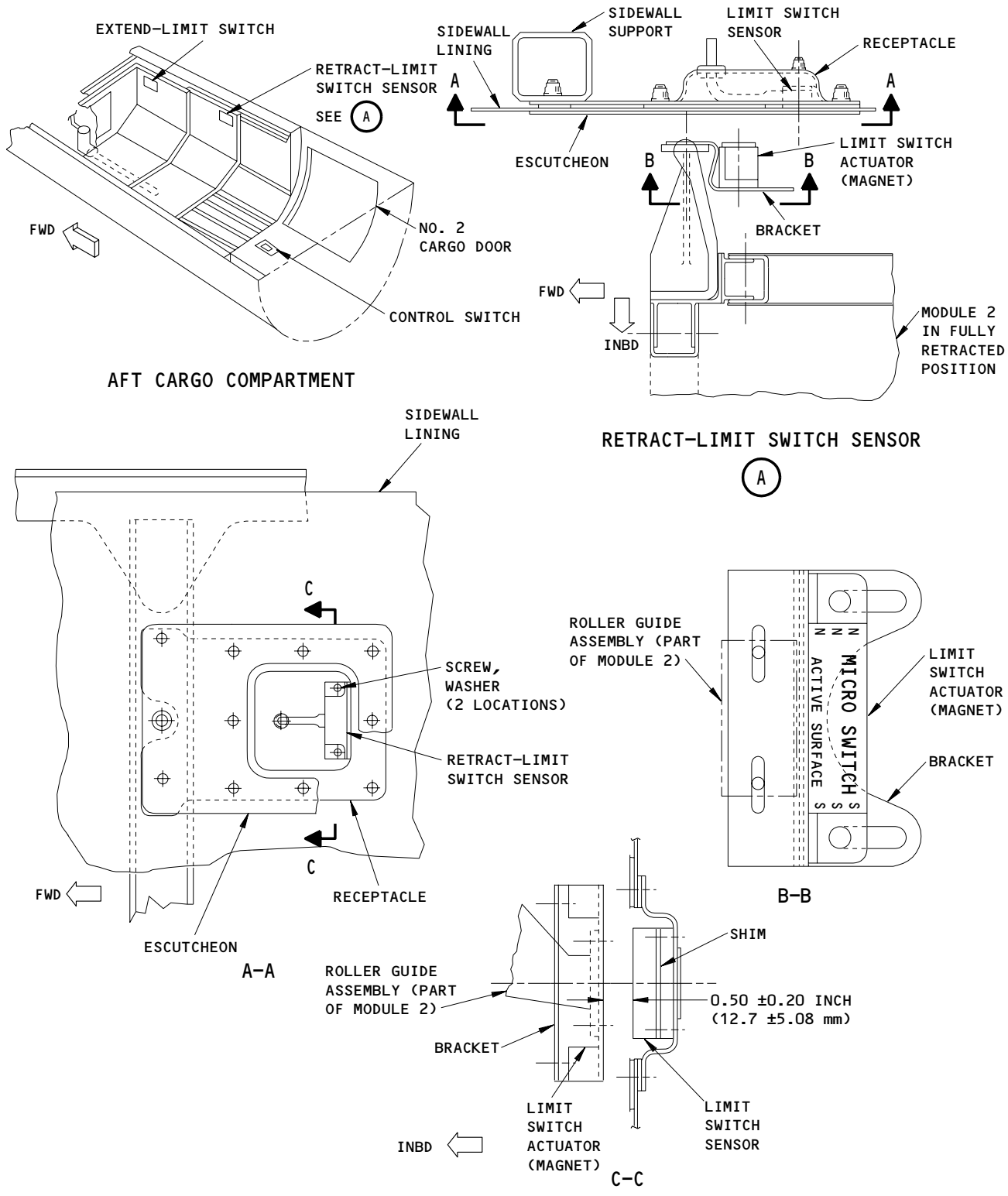
      S 864-002
      (1) Hold the control switch in the LOAD position until the modules are fully forward.

      S 044-003
      (2) If the cargo loader does not operate, do the Deactivate the Cargo Loader procedure (AMM 25-51-00/201).

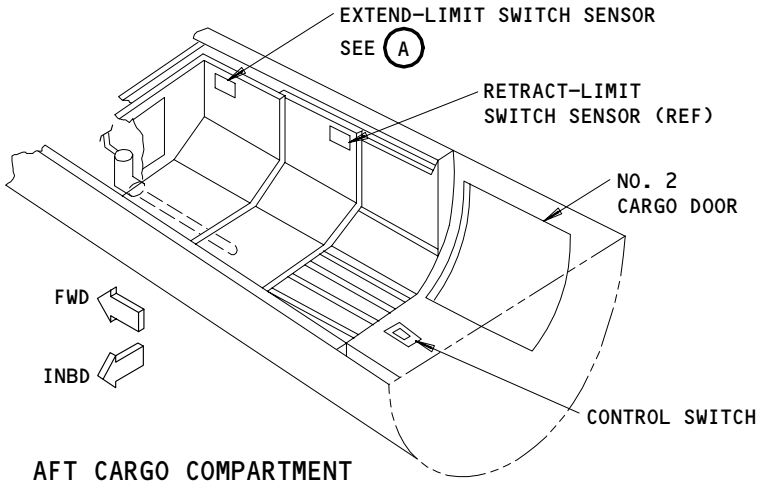
      S 864-004
      (3) Remove electrical power (AMM 24-22-00/201).

      S 864-005
      (4) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
          (a) 34A7, AFT CARGO LOADER CONT
          (b) 34B16, AFT CARGO LOADER DRIVE

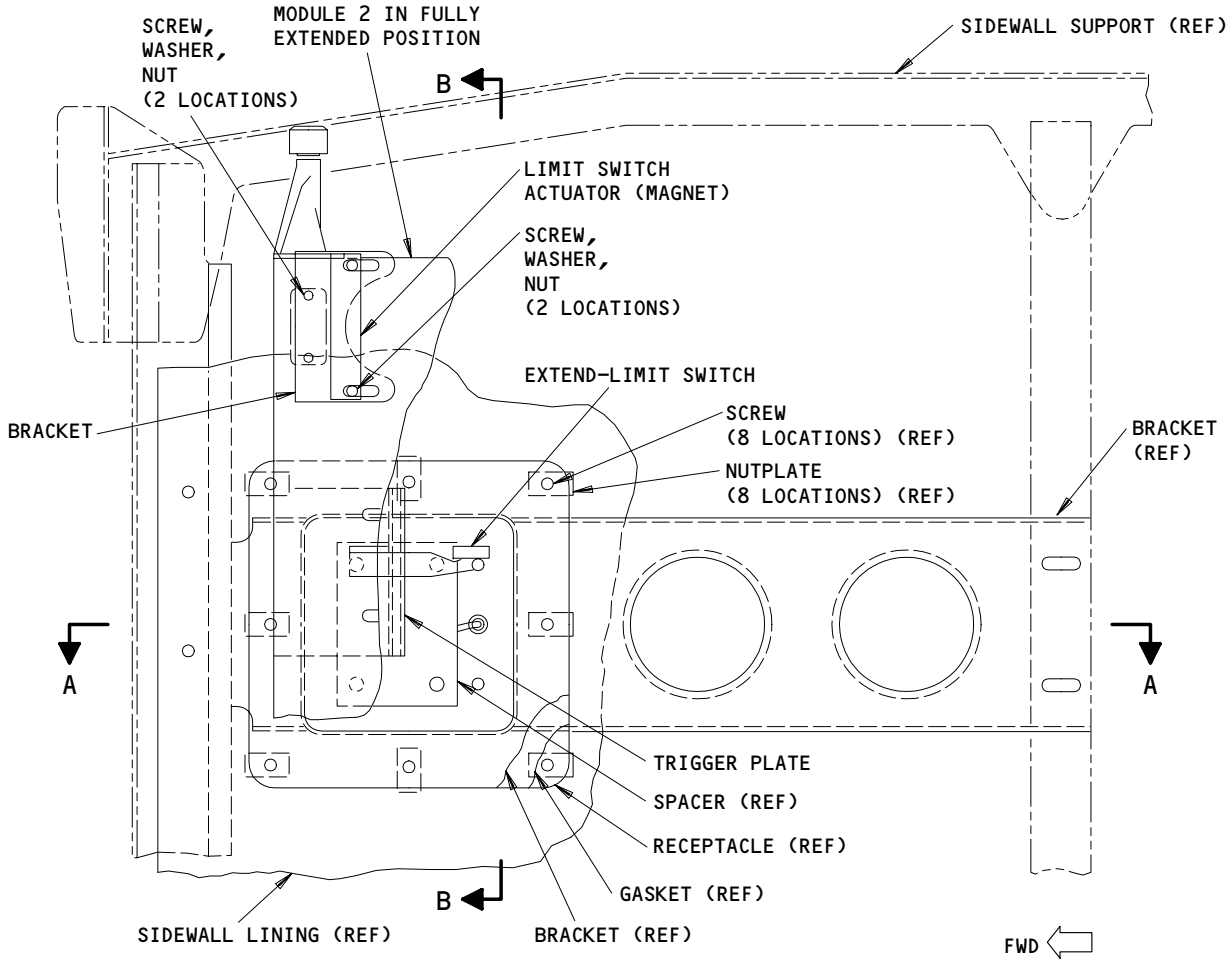
      S 014-006
      (5) Open the access door on the forward module to get access to the limit switch.



Aft Cargo Loader Retract–Limit Switch Installation
Figure 401



AFT CARGO COMPARTMENT



EXTEND-LIMIT SWITCH
(A)

Aft Cargo Loader Extend-Limit Switch Installation
Figure 402 (Sheet 1)

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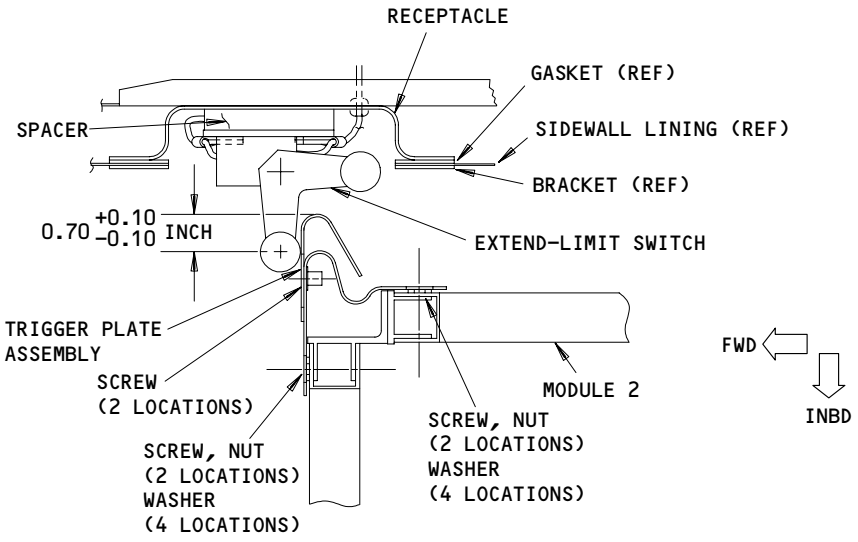
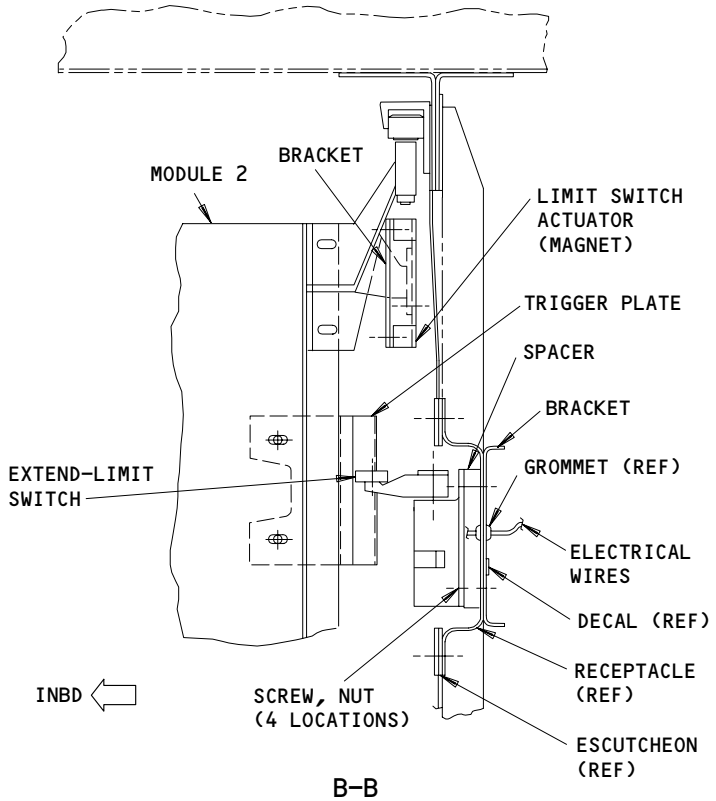


A-A



B-B

Aft Cargo Loader Extend-Limit Switch Installation
Figure 402 (Sheet 2)

S 034-007
(6) Remove the ball lock pins from the ball-nut load arms.

S 034-008
(7) Disconnect module 2 from module 1.

S 034-009
(8) Remove the stops from the forward end of module 1.

S 984-010
(9) Move module 1 under module 2 to get access to the limit switch sensor.

S 014-011
(10) Remove the sidewall panel near the sensor to get access to the wire splice (AMM 25-50-02/201).

S 034-012
(11) Disconnect the electrical wires from the sensor.

S 024-013
(12) Remove the screws that hold the sensor to the receptacle, and remove the sensor from the receptacle.

NOTE: Be careful not to cause damage to the wires when you pull the sensor from the receptacle.

D. Procedure - Install the Retract-Limit Switch

S 434-014
(1) Connect the electrical wires to the sensor.

S 424-015
(2) Put the sensor on the receptacle and install the screws.

S 414-016
(3) Install the sidewall panel (AMM 25-50-02/401).

S 414-017
(4) Close the access door on the forward telescoping module.

S 444-018
(5) Do the Activate the Cargo Loader procedure (AMM 25-51-00/201).

S 714-019
(6) Do the cargo loader system test (AMM 25-51-00/501).

TASK 25-51-27-904-021

3. Extend-Limit Switch - Removal/Installation

A. References

(1) AMM 24-22-00/201, Electrical Power - Control
(2) AMM 25-50-02/401, Cargo Compartment Sidewall Panels
(3) AMM 25-51-00/201, Cargo Loader Systems (Deactivation)
(4) AMM 25-51-00/501, Cargo Loader System

B. Access

(1) Location Zones

154 Aft Cargo Compartment (Right)

(2) Access Panels

822 No. 2 Cargo Door

C. Procedure - Remove the Extend-Limit Switch

S 864-022

(1) Hold the control switch in the UNLOAD position to move the forward module away from the forward wall of the compartment.

S 044-023

(2) If the cargo loader does not operate, do the Deactivate the Cargo Loader procedure (AMM 25-51-00/201).

S 864-024

(3) Remove electrical power (AMM 24-22-00/201).

S 864-025

(4) Open these circuit breakers on the APU external power panel, P34, and attach DO-NOT-CLOSE tags:
(a) 34A7, AFT CARGO LOADER CONT
(b) 34B16, AFT CARGO LOADER DRIVE

S 014-026

(5) Open the access door on the forward module to get access to the limit switch.

S 014-027

(6) Remove the sidewall lining near the sensor to get access to the wire splice (AMM 25-50-02/401).

S 024-033
(7) Remove the limit switch:
(a) Remove the screws that hold the limit switch to the receptacle.
(b) Disconnect the electrical wires from the limit switch.
(c) Remove the limit switch and the spacer from the receptacle.

D. Procedure - Install the Extend-Limit Switch

S 424-046
(1) Install the extend-limit switch:
(a) Connect the electrical wires to the limit switch.
(b) Put the limit switch and the spacer on the receptacle.
(c) Install the screws and nuts that hold the limit switch to the receptacle.
(d) Adjust the trigger plate assembly to the dimension shown (View A-A, Fig. 402).
(e) Connect the electrical wires to the sensor.
(f) Put the sensor on the receptacle and install the screws.

S 414-043
(2) Install the sidewall panel (AMM 25-50-02/401).

S 414-044
(3) Close the access door on the forward module.

S 714-045
(4) Do the cargo loader system test (AMM 25-51-00/501).

EMERGENCY EQUIPMENT - DESCRIPTION AND OPERATION

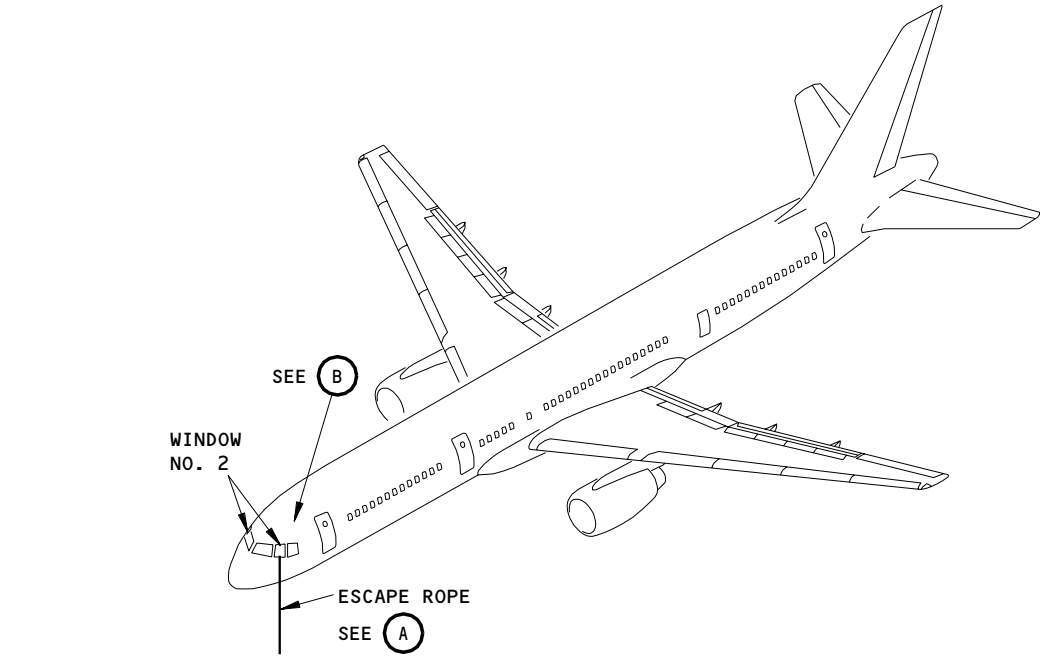
1. General
   A. Emergency equipment includes:
      (1) Flight compartment escape ropes
      (2) Overwater survival equipment
      (3) Emergency signaling equipment
      (4) Miscellaneous detachable emergency equipment
      (5) Escape slides
   B. Escape Ropes and Descent Devices
      (1) Escape ropes are provided in the flight compartment for the crew members to exit the compartment through the No. 2 window.
      (2) The escape ropes stow in the compartments above the No. 2 windows.
      (3) A rope is deployed out of the No. 2 window and the crew members lower themselves to the ground.
   C. Overwater Survival Equipment
      (1) Life jackets are installed in the flight compartment.
      (2) Life jackets are installed in the passenger compartment.
         (a) Life jackets are stowed under all passenger and attendant seats.
      (3) Door-mounted escape slide-rafts can be used as flotation devices.
      (4) Life rafts are installed in the airplane.
      (5) There are life rafts in the lowered ceiling panels.
   D. Emergency Signaling Equipment
      (1) The emergency locator transmitters are located in the passenger compartment.
      (2) Megaphones are for use by flight attendants during an emergency. Megaphones are stowed in the following locations:
         (a) Forward left overhead bin
      (3) Aft right attendant station
   E. Detachable Emergency Equipment
      (1) The passenger compartment has detachable emergency equipment to be used in an emergency. The fire extinguishers, first aid kits, flashlights, portable oxygen bottles, power megaphones, and protective breathing equipment are in different locations in the passenger compartment.
   F. Passenger Door-Mounted Escape System
      (1) Refer to Door-Mounted Escape System (AMM 25-66-00/001) for data on the door-mounted escape system.

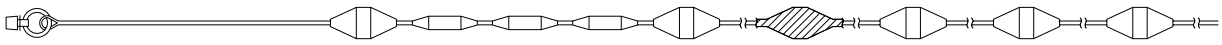
ESCAPE ROPES AND DESCENT DEVICES - DESCRIPTION AND OPERATION

1. General
   A. Escape ropes are provided in the flight compartment for crew members to exit the compartment through the No. 2 window openings.
   B. The escape ropes stow in compartments above the No. 2 window.
2. Component Details
   A. Flight Compartment Escape Ropes

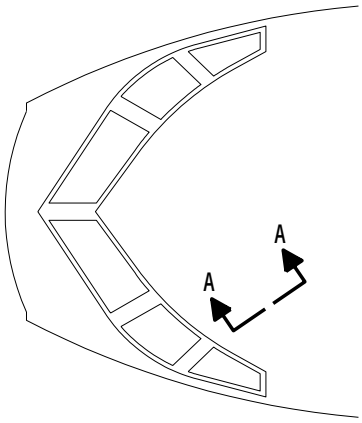
      WARNING: IF THE ESCAPE ROPE HAS BEEN USED BY PERSONNEL IN A DEMONSTRATION, TRAINING, OR AN ACTUAL EMERGENCY EVACUATION IT MUST BE REPLACED. THE CENTRAL LOAD CARRYING CORE CANNOT BE INSPECTED FOR DAMAGE NOR CAN THE OUTER SHEATH BE REWOVEN AFTER USE. INJURY TO PERSONS MAY RESULT IF ROPE IS REINSTALLED.

      (1) Flight compartment escape ropes stow behind a panel above the No. 2 windows with one end of each rope permanently attached to structure. In use, a rope deploys out the No. 2 window and crew members lower themselves to the ground.

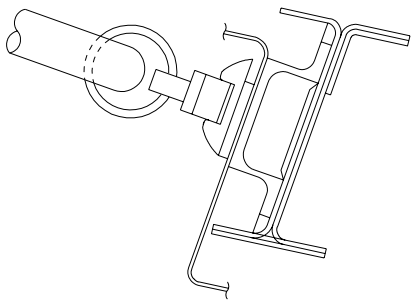




ESCAPE ROPE
A



B



A-A

Flight Compartment Escape Rope
Figure 1

ESCAPE ROPES - REMOVAL/INSTALLATION

1. General
   A. This procedure contains these tasks:
      (1) Flight Compartment Escape Rope Removal
      (2) Flight Compartment Escape Rope Installation
   B. The escape rope (also called an escape lanyard) is installed in the flight compartment above the captain's seat and above the first officer's seat.

TASK 25-61-00-024-001

2. Flight Compartment Escape Rope Removal (Fig. 401)
   A. Access
      (1) Location Zones
          211 Flight Compartment - Left
          212 Flight Compartment - Right
   B. Procedure

      S 014-002
      (1) Open the cover for the escape rope.

      S 014-003
      (2) Open the hook and loop (Velcro) strap and pull the escape rope from its compartment.

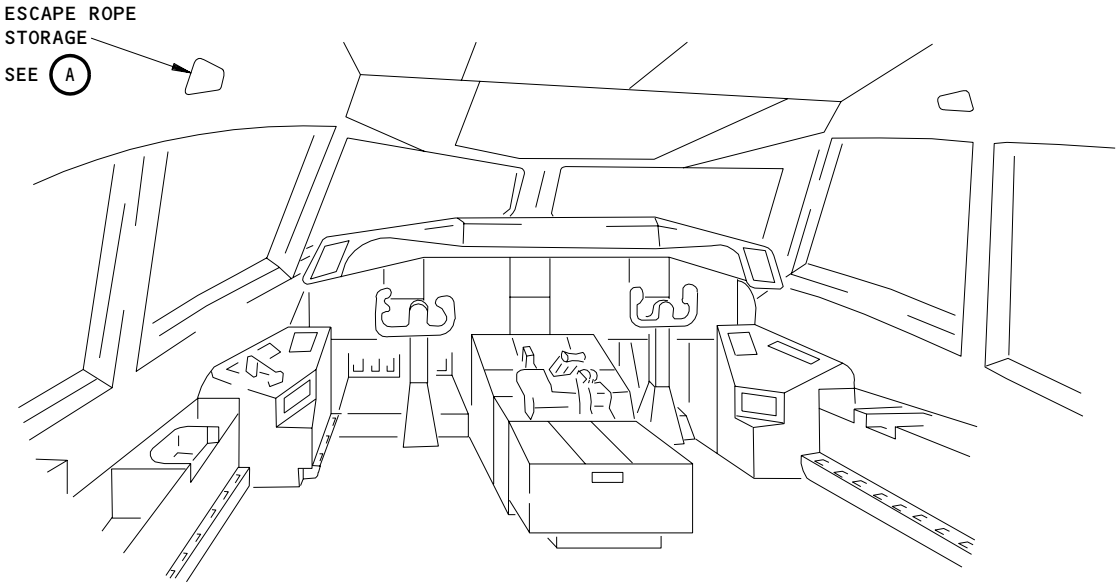
      S 024-004
      (3) Pull the anchor fitting against the spring and disengage the anchor fitting from the anchor plate.

TASK 25-61-00-424-005

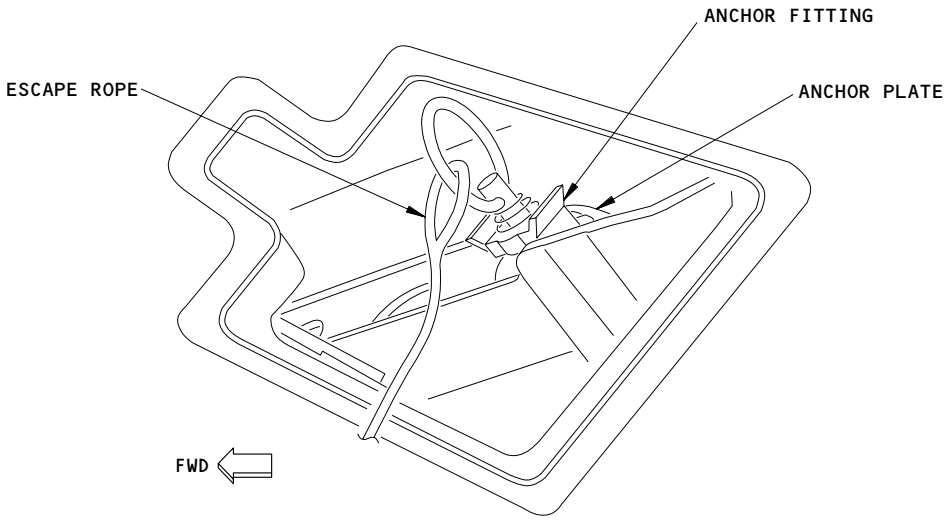
3. Flight Compartment Escape Rope Installation (Fig. 401)
   A. Access
      (1) Location Zones
          211 Flight Compartment - Left
          212 Flight Compartment - Right
   B. Procedure

      S 424-006
      (1) Install the anchor fitting in the anchor plate.

      S 424-007
      (2) Make sure the anchor fitting is correctly engaged in the detent at the center of the anchor plate.



FLIGHT COMPARTMENT



FLIGHT COMPARTMENT ESCAPE ROPE STORAGE
(DOOR REMOVED FOR CLARITY)

A

Escape Rope Installation
Figure 401

S 424-008

WARNING: IF THE ESCAPE ROPE HAS BEEN USED BY PERSONNEL IN A DEMONSTRATION, TRAINING, OR AN ACTUAL EMERGENCY EVACUATION IT MUST BE REPLACED. THE CENTRAL LOAD CARRYING CORE CANNOT BE INSPECTED FOR DAMAGE NOR CAN THE OUTER SHEATH BE REWOVEN AFTER USE. INJURY TO PERSONS MAY RESULT IF ROPE IS REINSTALLED.

(3) Wind the escape rope into a coil in its compartment. Wind it so that the loose end of the rope ends at the center of the coil. Keep approximately the last 4 inches (100 mm) of rope out of the coil.
   (a) Use the hook and loop (Velcro) straps to hold the escape rope in its position. Put the free end of the rope between the hook and loop straps. Make sure that the end of the rope is easy to see and to get a hold of.

S 414-009

(4) Close the cover.
   (a) Make sure the latch holds the cover closed.

ESCAPE ROPES - INSPECTION/CHECK

1. General
   A. This procedure contains this task:
      (1) Flight Compartment Escape Rope Inspection
   B. The escape rope (also called an escape lanyard) is installed in the flight compartment above the captain's seat and above the first officer's seat.

TASK 25-61-00-216-007

2. Flight Compartment Escape Rope Inspection
   A. Access
      (1) Location Zones
          211 Flight Compartment - Left
          212 Flight Compartment - Right
   B. Procedure

S 026-001
(1) Remove the escape rope from its stowage compartment.

S 216-002
(2) Make sure the rope does not have any knots.
   (a) If the escape rope is fraying or has worn areas, replace it.

S 216-003
(3) Make sure the rope is not wet.

S 216-004
(4) Make sure the anchor plate is not loose or corroded.

S 216-005
(5) Make sure the anchor fitting is not bent or corroded.

S 426-006

WARNING: IF THE ESCAPE ROPE HAS BEEN USED BY PERSONNEL IN A DEMONSTRATION, TRAINING, OR AN ACTUAL EMERGENCY EVACUATION IT MUST BE REPLACED. THE CENTRAL LOAD CARRYING CORE CANNOT BE INSPECTED FOR DAMAGE NOR CAN THE OUTER SHEATH BE REWOVEN AFTER USE. INJURY TO PERSONS MAY RESULT IF ROPE IS REINSTALLED.

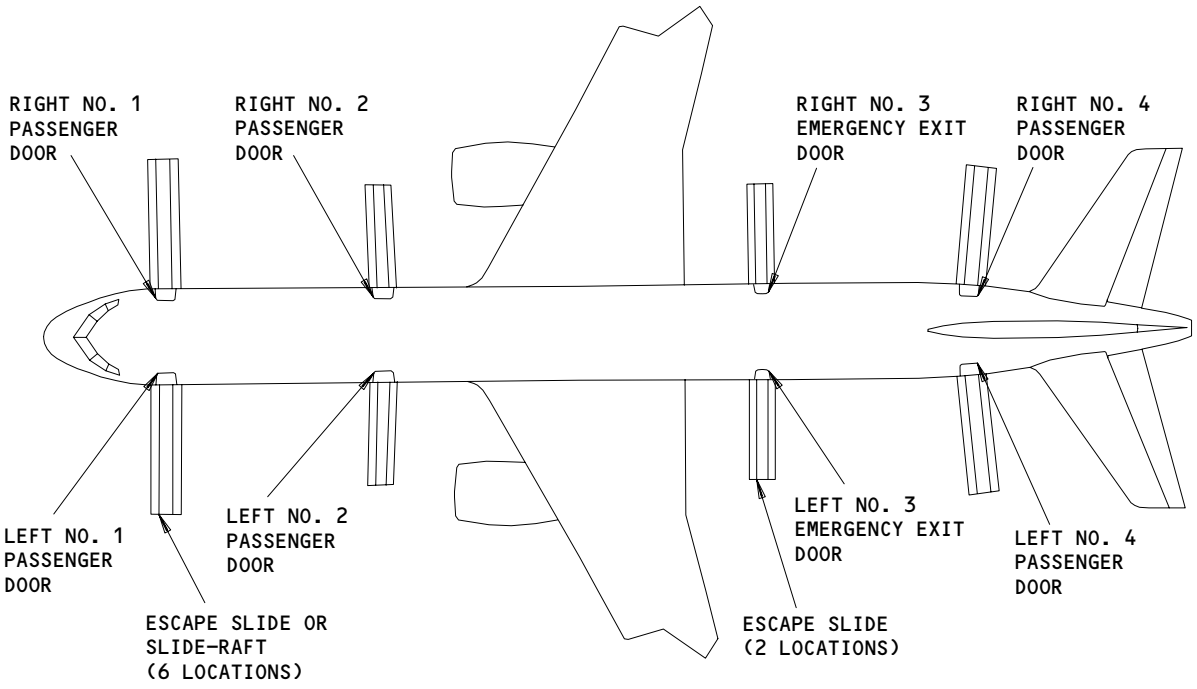
(6) If the escape rope passes the inspection, reinstall it (AMM 25-61-00/401).

EMERGENCY SIGNALING EQUIPMENT - DESCRIPTION AND OPERATION

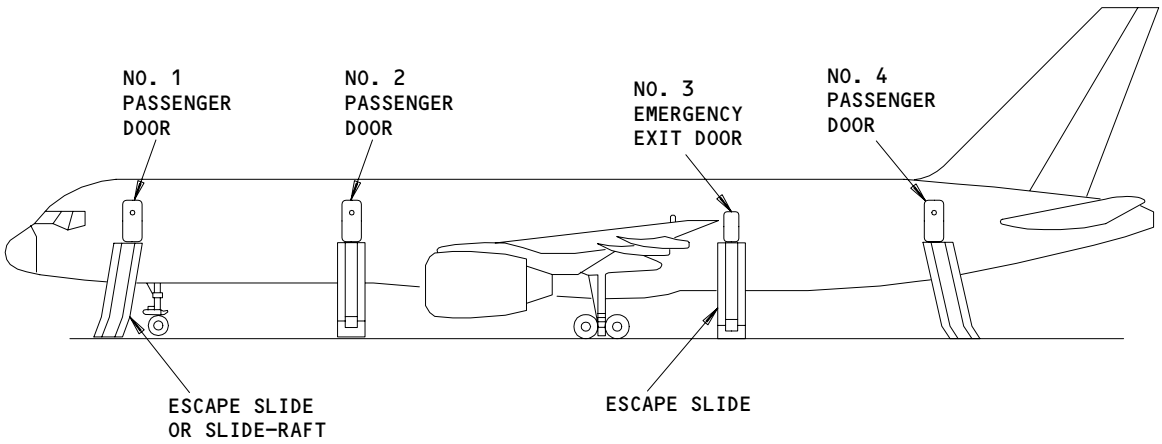
1. General
   A. The emergency locator transmitters are in the passenger compartment.
   B. The battery for the emergency locator transmitter operates when you put the emergency locator transmitter fully into the salt water.
   C. Use the emergency locator transmitter only during an emergency.

DOOR-MOUNTED ESCAPE SYSTEM - DESCRIPTION AND OPERATION

1. General (Fig. 1)
   A. The door-mounted escape system for the No. 1, 2, or 4 Passenger Door contains an escape slide or slide-raft installed on each passenger door.
   B. The door-mounted escape system for the No. 3 Emergency Exit Door contains an escape slide installed on each door.
   C. The door-mounted escape system is used only during an emergency evacuation of the passenger compartment. The door-mounted escape system lets passengers escape through the doors in an emergency.
   D. The door-mounted escape system for the No. 1, 2, or 4 Passenger Door deploys when the mode selector lever is in the ENGAGE position and the door is opened from the inside. The escape system does not deploy when the door is opened from the outside.
   E. The door-mounted escape system for the No. 3 Emergency Exit Door deploys when the door is opened from the inside or outside. The escape system cannot be disarmed.
2. No. 1, 2, or 4 Passenger Door Escape System (Fig. 2)
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
   B. Escape System
      (1) The door-mounted escape system is installed on the lower part of the passenger door behind a hard cover.
      (2) The door-mounted escape system contains a slide that inflates. The slide is folded into a pack which also contains the inflation cylinder and inflation hoses to inflate the system.
      (3) A hard cover is installed around the pack for protection. The cover is hinged at the top to let the pack fall below the cover when the door is opened in an emergency. The cover has a window to see the pressure gage on the inflation cylinder.
   C. Restraint System
      (1) The escape slide is folded and attached to the packboard to make the pack. The pack is held in position on the lower shelf by the harness.
      (2) The harness holds up the shelf. The harness is adjustable for differences in the size and shape of the pack. The harness has quick release buckles for easy removal and installation of the pack. The lower shelf also protects the girt bar mechanism.
   D. Girt Bar (Fig. 3)

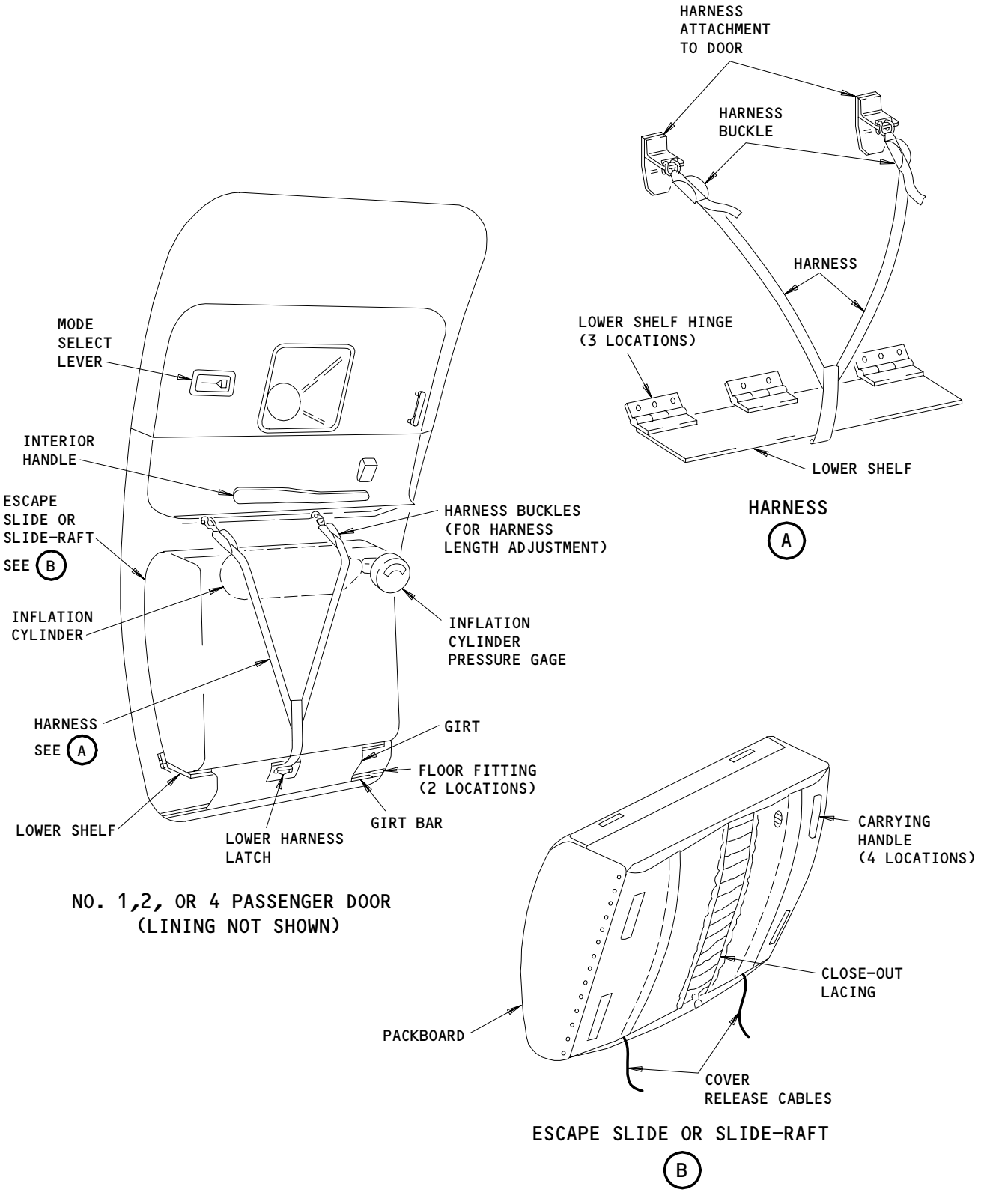


TOP VIEW

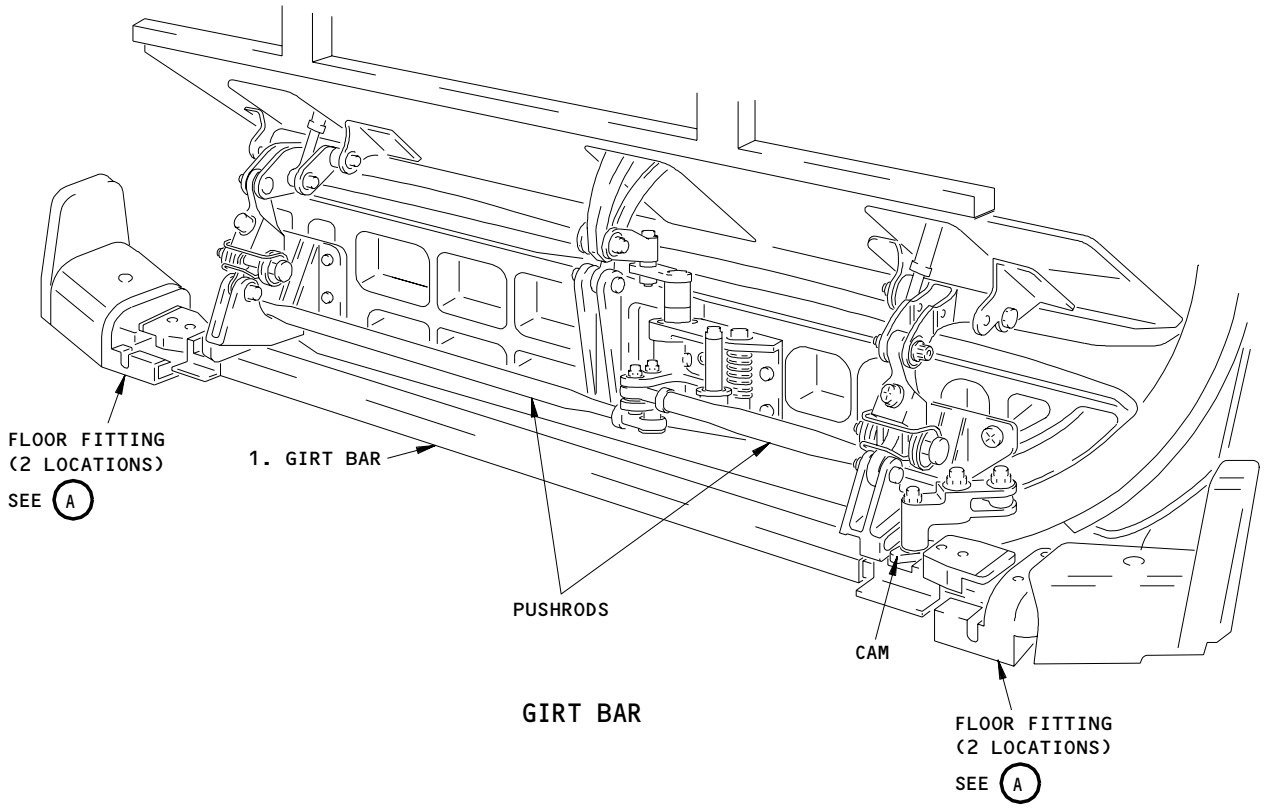


SIDE VIEW

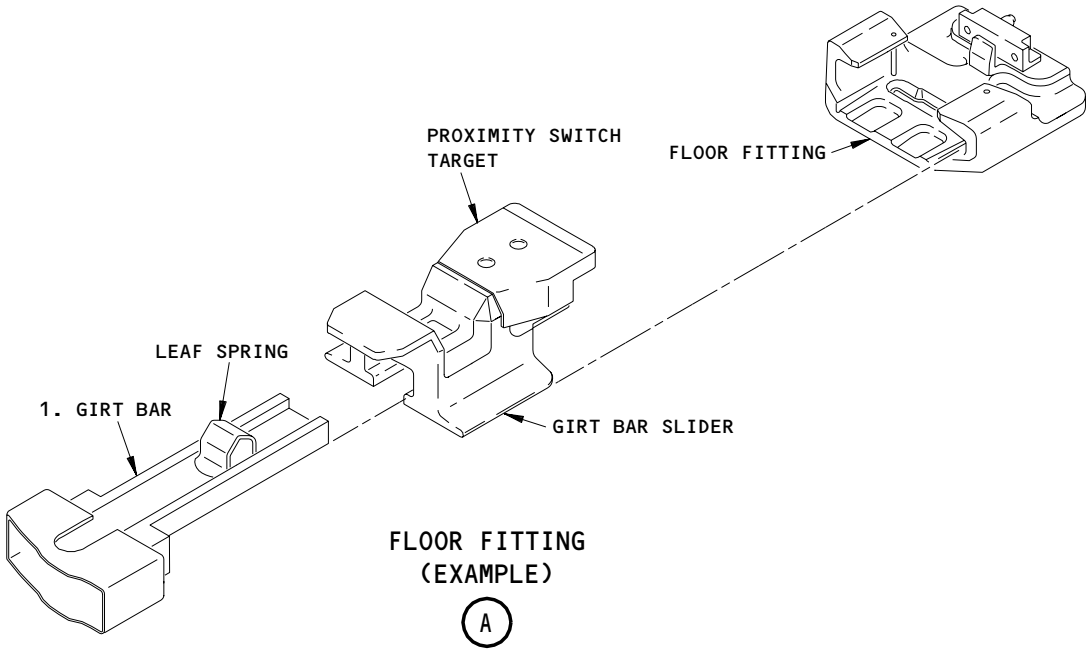
Passenger Door and Emergency Exit Door Escape Systems
Figure 1



Passenger Door Escape System
Figure 2



GIRT BAR



FLOOR FITTING
(EXAMPLE)
A

Girt Bar
Figure 3

(1) The girt connects the escape slide to the girt bar.
(2) The girt bar is installed through the loop in the girt and attached to the floor fittings. The girt bar is locked and unlocked from the floor fittings with the mode selector lever.

E. Release System
(1) The escape system pack is automatically released when the door is opened from the inside in the ENGAGE mode. The lanyard attached to the girt bar releases the harness latch at the lower shelf. The lower shelf turns down to let the pack fall below the cover. The cover, which is hinged at the top, is pushed away from the door as the pack falls. The girt bar stays attached to the floor fittings and pulls on the girt to inflate the escape system.

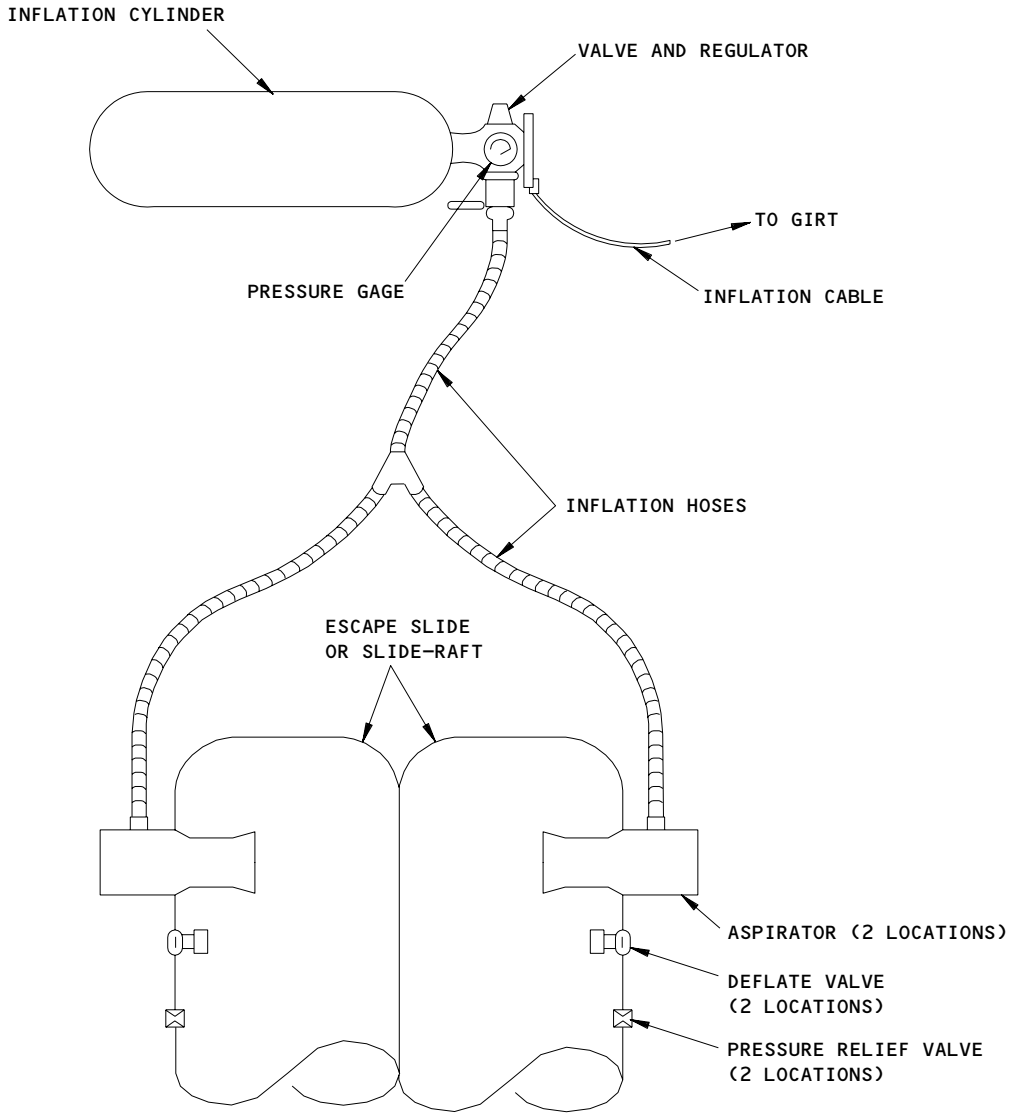
F. Inflation System (Fig. 4)
(1) The escape slide is automatically inflated when the pack is released. As the pack falls below the door, the inflation cable, which is connected to the inflation cylinder regulator, releases gas pressure from the inflation cylinder. Gas flows from the inflation cylinder, through hoses, to aspirators on the escape slide. The aspirators pull in ambient air to help inflate the escape slide, along with the gas from the inflation cylinder.
(2) If the door-mounted escape system does not inflate automatically, you can pull the manual inflation handle on the the girt to inflate.

3. No. 3 Emergency Exit Door Escape System (Fig. 7)

A. Escape System (Fig. 7)
(1) The door-mounted escape system contains a slide that inflates. The slide is folded into a pack which also contains the inflation cylinder and inflation hoses to inflate the system.
(2) The escape slide is mounted in a slide compartment on the door. A cover on the interior protects the escape slide pack.
(3) The cover is hinged at the top to let the pack deploy. The cover has a window to see the pressure gage on the inflation cylinder.

B. Restraint System
(1) The slide is folded and attached to the packboard to make the pack. The pack is held in by two brackets in the bottom of the slide compartment. The slide pack attaches to the door with four bolts.

C. Release System
(1) The escape system deploys when the door is opened from the inside or outside.



ESCAPE SLIDE
OR SLIDE-RAFT INFLATED

Escape Slide or Slide-Raft Inflation System
Figure 4

(2) The girt connects the escape slide to the girt bar. The girt bar is installed through the loop in the girt and attached to the floor fittings. The girt pulls to release the latch at the bottom of the slide compartment cover. The release cables from the pack attach to the girt. The release cables pull to release the cover as the emergency exit door rotates open.

D. Inflation System

(1) The escape slide is automatically inflated when the pack is released. As the door rotates open 90 degrees, the inflation cable, which is connected to the inflation cylinder regulator, releases gas pressure from the inflation cylinder. Gas flows from the inflation cylinder, through hoses, to aspirators on the escape slide. The aspirators pull in ambient air to help inflate the slide, along with the gas from the inflation cylinder.

(2) If the door-mounted escape system does not inflate automatically, you can pull the manual inflation handle on the the girt to inflate.

4. No. 1, 2, or 4 Passenger Door Escape System Operation (Fig. 5)

A. General

(1) In this task an escape slide or slide-raft is referred to as an escape slide.

B. Functional Description

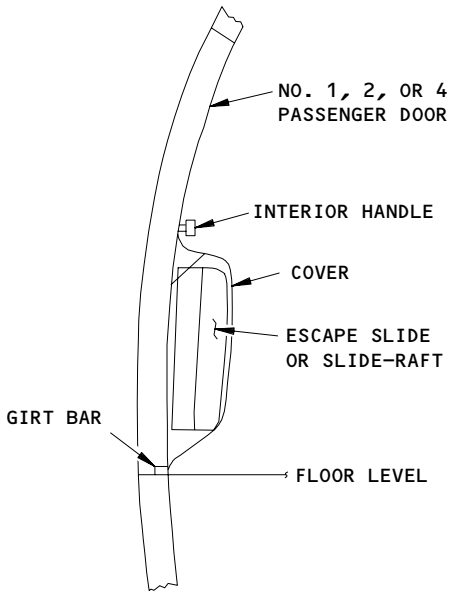
(1) The escape system pack is automatically released when the door is opened from the inside in the ENGAGE mode. The door is forced open by the emergency power system (Refer to 52-11-00/001 for data on the emergency power system). The pack is pulled out from below the cover and the escape slide is inflated.

(2) The girt bar stays attached to the floor. The lanyard attached to the girt bar releases the harness latch. This lets the shelf turn down around its hinges. As the door opens to 90 degrees, the pack starts to fall out of the cover. The pack falls until it gets to the end of the girt. As the pack falls, the lanyard is pulled to begin the inflation of the escape slide. The slide will inflate fully in approximately 3 seconds.

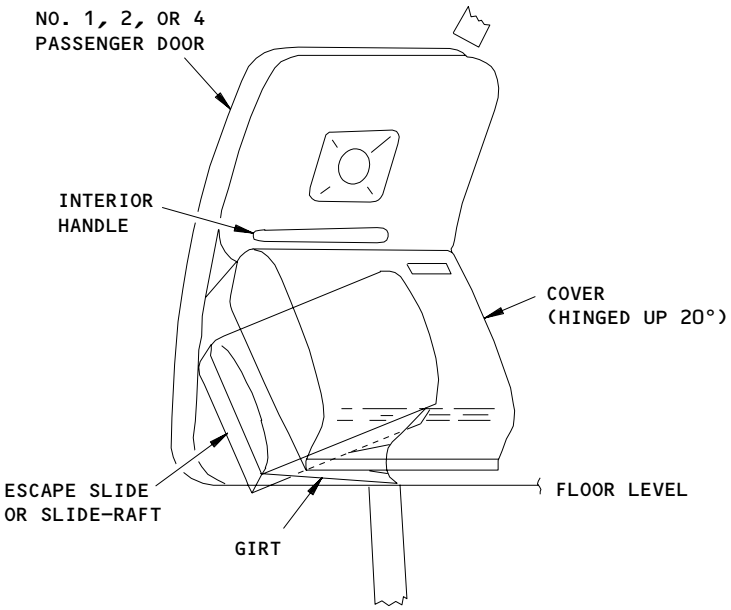
C. Control

(1) To inflate the escape system, move the mode selector lever to the ENGAGE position and open the door.

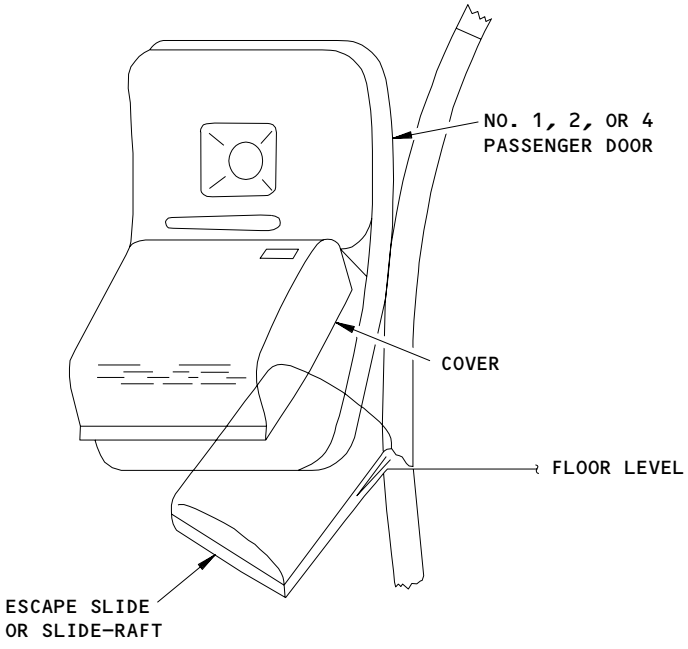
(2) If the door-mounted escape system does not inflate automatically, you can pull the manual inflation handle on the girt to inflate it.



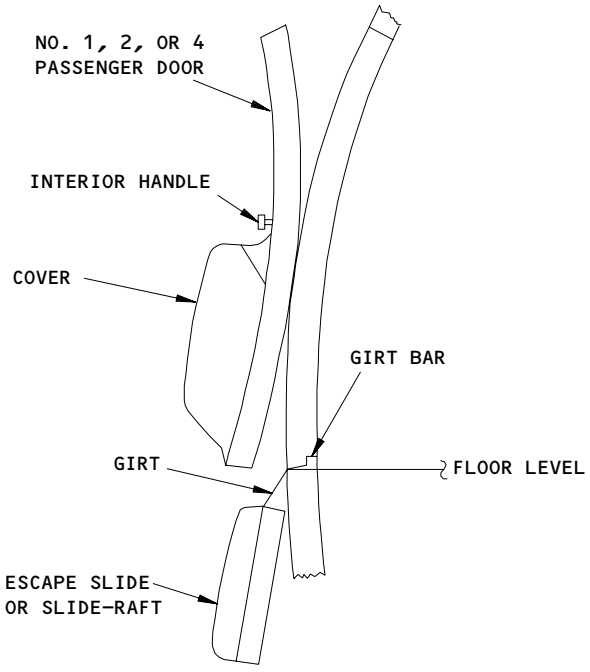
1. DOOR CLOSED



2. DOOR AT 90 DEGREES
- SHELF LATCH RELEASED
- ESCAPE SLIDE OR SLIDE-RAFT DROPS AND ROTATES OUT OF COVER



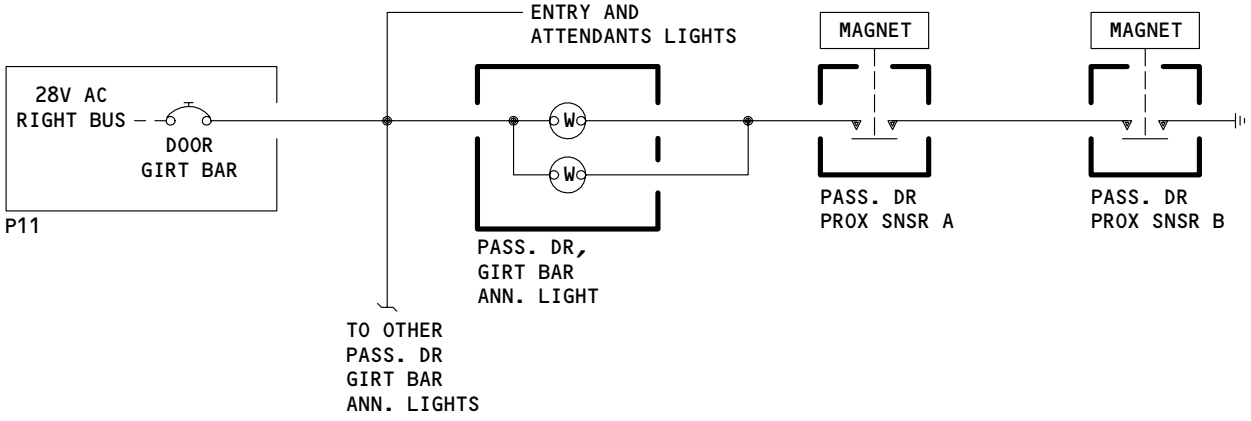
3. DOOR AT 110 DEGREES
- PACK CONTINUES TO ROTATE



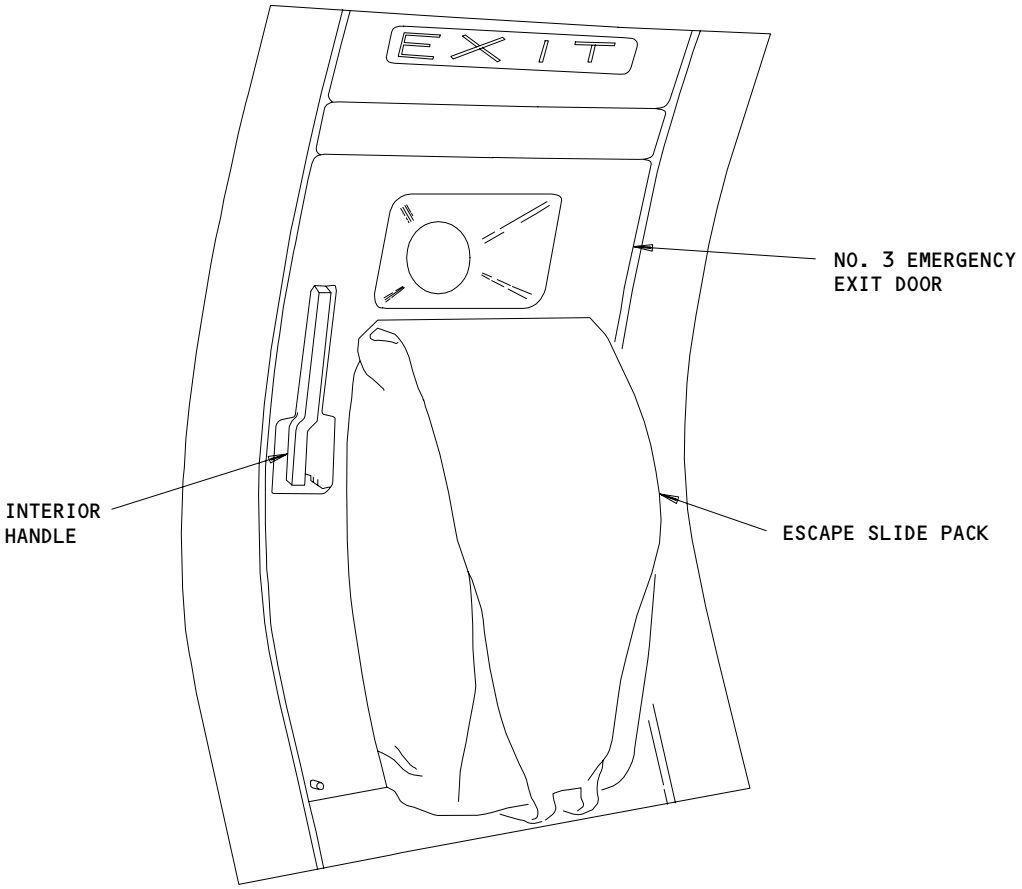
4. DOOR FULLY OPEN
- POINT OF AUTOMATIC INFLATION

Escape Slide or Slide-Raft Inflation System
Figure 5

5. No. 1, 2, or 4 Passenger Door Girt Bar Engagement Indication Operation (Fig. 6)
   A. Functional Description
      (1) When the mode selector lever is placed to ENGAGE, the girt bar annunciator light shows. The annunciator light is above the door, next to the EXIT sign. The light is wired in series with two proximity switches. When the girt bar sliders move into the floor fittings, the proximity switches are actuated. A ground is provided through the proximity switches, and the light shows.
      (2) Power is supplied to the annunciator lights and proximity switches through the DOOR GIRT BAR circuit breaker on the overhead circuit breaker panel, P11.
6. No. 3 Emergency Exit Door Escape System Operation (Fig. 8)
   A. Functional Description
      (1) When the door is opened from the inside or outside, the escape system is deployed. As the door rotates open, the slide compartment cover releases. At 90 degrees of rotation, the escape slide inflation starts. The slide pushes the cover out of the way. The cover rotates about hinges at its top edge. The slide will inflate to a usable escape device in approximately 3 seconds.
   B. Control
      (1) To deploy the escape system, open the door from the inside or outside.
      (2) If the door-mounted escape system does not inflate automatically, you can pull the manual inflation handle on the the girt to inflate.

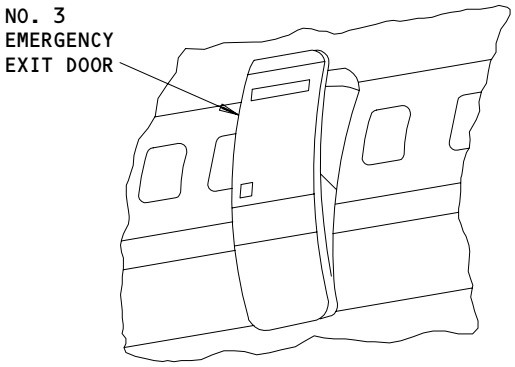


No. 1,2, and 4 Passenger Door Girt Bar Engagement Indication Schematic
Figure 6

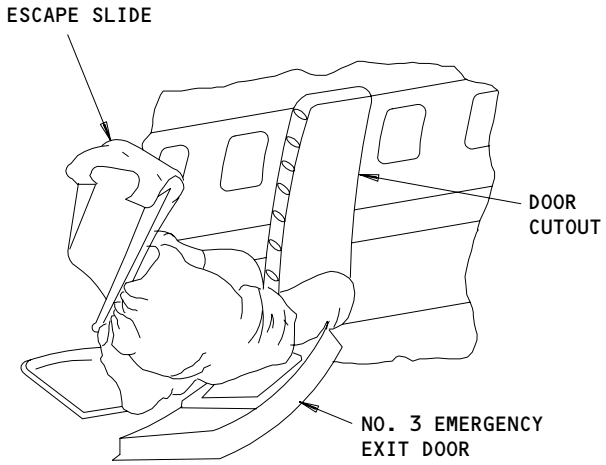


NO. 3 EMERGENCY EXIT DOOR
(COVER NOT SHOWN)

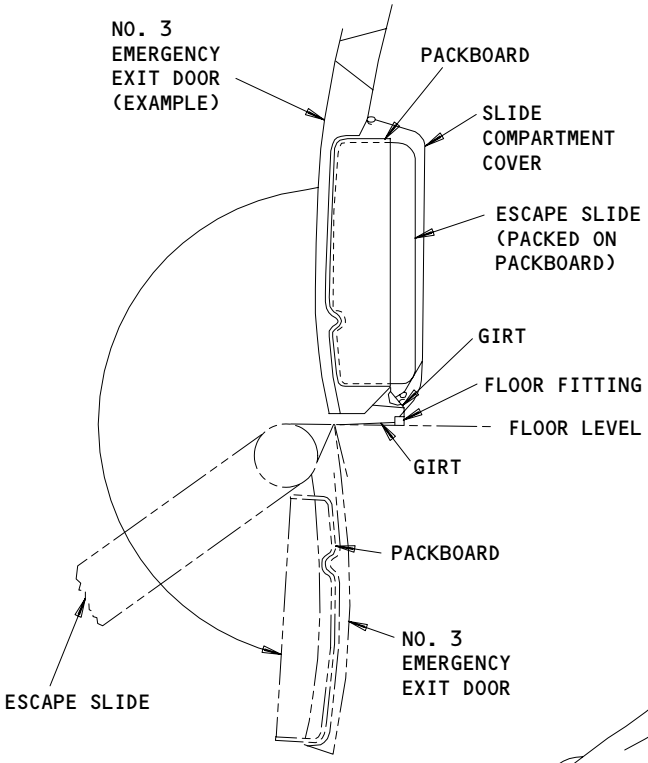
No. 3 Emergency Exit Door Escape System
Figure 7

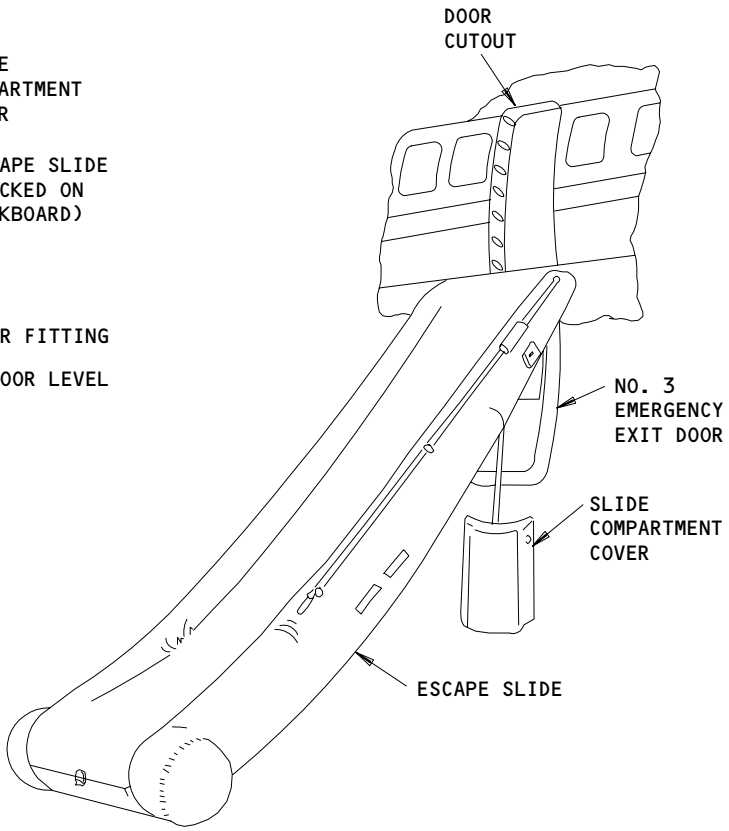


1. DOOR OPENS



2. ESCAPE SLIDE STARTS TO INFLATE





3. ESCAPE SLIDE FULLY INFLATED

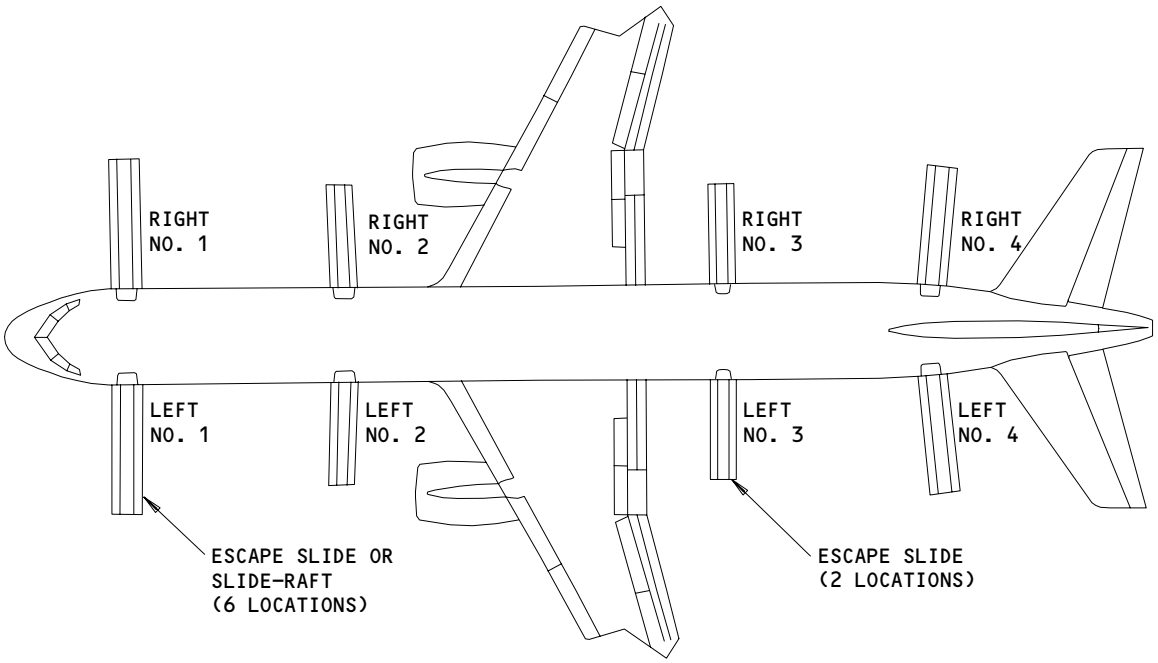
No. 3 Emergency Exit Door Escape System Operation
Figure 8

PASSENGER DOOR AND EMERGENCY EXIT DOOR ESCAPE SYSTEMS

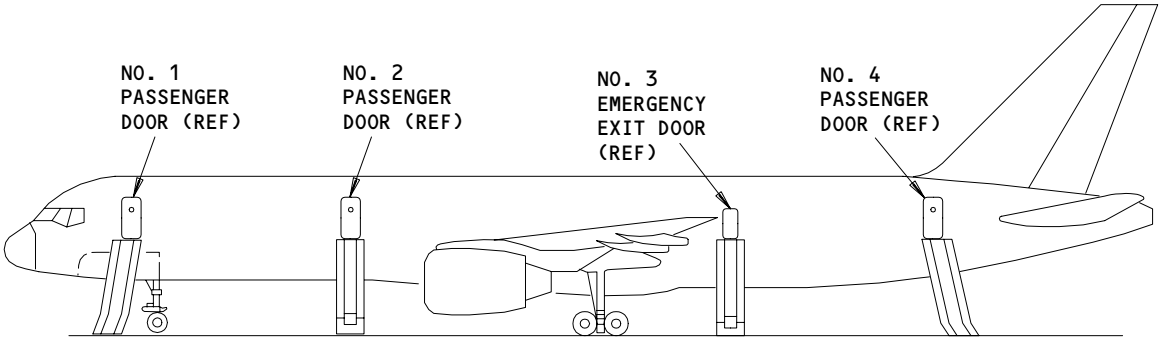
COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
BAR - GIRT	2	8	ALL PASSENGER DOORS AND EMERGENCY EXIT DOORS	25-66-10
CIRCUIT BREAKER	2		P11, FLIGHT COMPARTMENT	
DOOR GIRT BAR INDICATION, C4183		1	11R34	*
CYLINDER - INFLATION	2	8	PART OF ALL ESCAPE SYSTEM PACKS	25-66-00
SENSORS - GIRT BAR PROXIMITY	2			25-66-11
AFT ENTRY DOOR SENSOR-1, S10222		1	LEFT NO. 4 PASSENGER DOOR	*
AFT ENTRY DOOR SENSOR-2, S10223		1	LEFT NO. 4 PASSENGER DOOR	*
AFT SERVICE DOOR SENSOR-1, S10224		1	RIGHT NO. 4 PASSENGER DOOR	*
AFT SERVICE DOOR SENSOR-2, S10225		1	RIGHT NO. 4 PASSENGER DOOR	*
CTR ENTRY DOOR SENSOR-1, S10218		1	LEFT NO. 2 PASSENGER DOOR	*
CTR ENTRY DOOR SENSOR-2, S10219		1	LEFT NO. 2 PASSENGER DOOR	*
CTR SERVICE DOOR SENSOR-1, S10220		1	RIGHT NO. 2 PASSENGER DOOR	*
CTR SERVICE DOOR SENSOR-2, S10221		1	RIGHT NO. 2 PASSENGER DOOR	*
FWD ENTRY DOOR SENSOR-1, S10214		1	LEFT NO. 1 PASSENGER DOOR	*
FWD ENTRY DOOR SENSOR-2, S10215		1	LEFT NO. 1 PASSENGER DOOL	*
FWD SERVICE DOOR SENSOR-1, S10216		1	RIGHT NO. 1 PASSENGER DOOR	*
FWD SERVICE DOOR SENSOR-2, S10217		1	RIGHT NO. 1 PASSENGER DOOR	*
SLIDE OR SLIDE-RAFT - NO. 1, 2, 4 PASSENGER DOOR ESCAPE	1	6	ALL PASSENGER DOORS	25-66-01
SLIDE - NO. 3 EMERGENCY EXIT DOOR ESCAPE	3	2	ALL EMERGENCY EXIT DOORS	25-66-03

* SEE THE WDM EQUIPMENT LIST

Passenger Door and Emergency Exit Door Escape Systems - Component Index
Figure 101

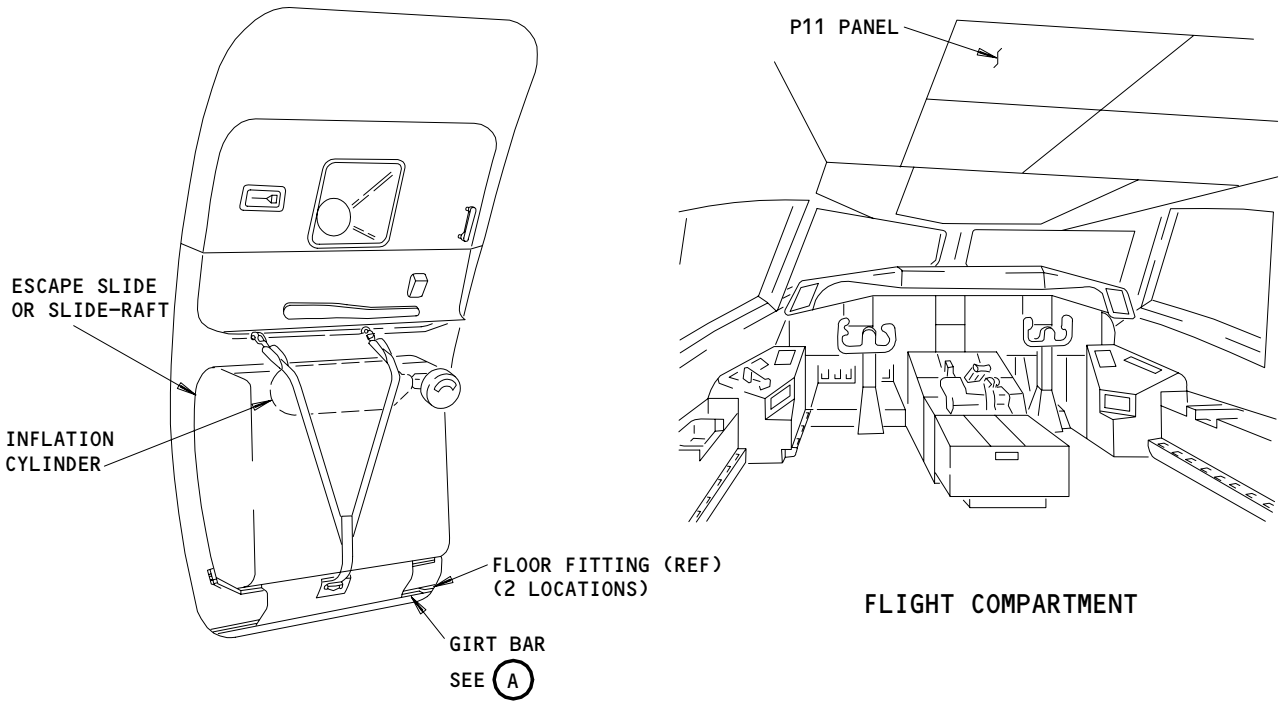


TOP VIEW



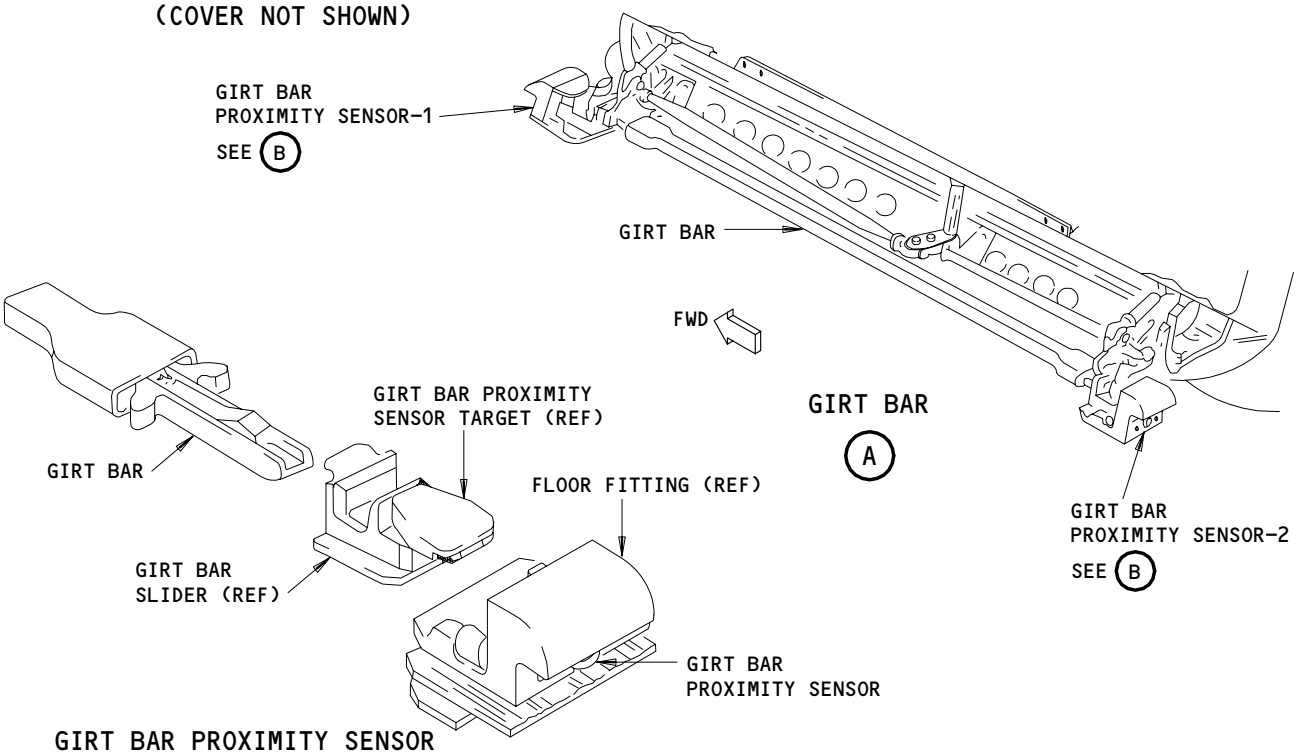
SIDE VIEW

Passenger Door and Emergency Exit Door Escape Systems - Component Location
Figure 102 (Sheet 1)



NO. 1, 2, OR 4 PASSENGER DOOR
(COVER NOT SHOWN)

FLIGHT COMPARTMENT

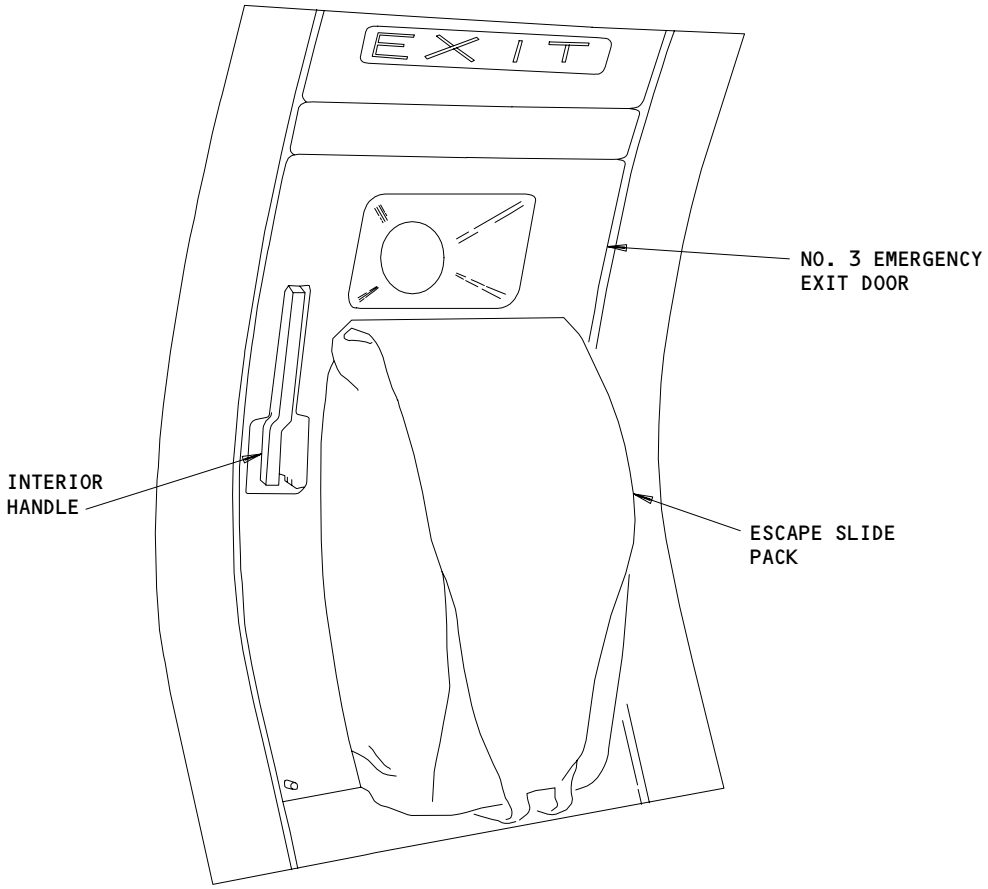


GIRT BAR
A

GIRT BAR PROXIMITY SENSOR
(EXAMPLE)
B

Passenger Door and Emergency Exit Door Escape Systems - Component Location
Figure 102 (Sheet 2)

832589



NO. 3 EMERGENCY EXIT DOOR
(COVER NOT SHOWN)

Passenger Door and Emergency Exit Door Escape Systems - Component Location
Figure 102 (Sheet 3)

NO. 1, 2, AND 4 PASSENGER DOOR AND NO. 3 EMERGENCY EXIT DOOR ESCAPE SYSTEMS - MAINTENANCE PRACTICES

1. General
   A. This procedure contains two tasks. The tasks give the instructions to put the escape system back to its initial condition. This is necessary after the deployment of an escape slide. The first task is for the escape system on the No. 1, 2, or 4 passenger door. The second task is for the escape system on the No. 3 emergency exit door.

      NOTE: Four persons are necessary to remove the inflated escape slide. Two persons can do all of the other procedures.

      (1) In this task an escape slide or slide-raft is referred to as an escape slide.

TASK 25-66-00-602-001

2. Put Back the Escape System - No. 1, 2, or 4 Passenger Door
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
   B. Equipment
      (1) Clamp, Spring - 6 inch length, 2 inch jaw opening, with vinyl covered jaws (Commercially Available)
      (2) Rope (or cord) - 1/4 or 3/8 inch diameter by 50 feet long - commercially available
   C. References
      (1) 12-15-10/301, No. 1, 2, or 4 Passenger Door Emergency Power Reservoir
      (2) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slide
      (3) 52-11-00/501, No. 1, 2, and 4 Passenger Door
      (4) 52-11-01/601, No. 1, 2, and 4 Passenger Door
      (5) 52-11-30/401, Emergency Power Reservoir
   D. Access
      (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

   E. Procedure

      S 612-002
      (1) Use the slide deflation tool to deflate the escape slide until the slide is soft, but keeps its shape.

S 492-005

(2) Attach the ends of a rope to the two ends of the girt bar as close to the girt material as it is possible.

S 032-006

(3) Disconnect the girt bar from the floor fittings.

NOTE: To make it easier to disconnect the girt bar from the floor fittings, loosen the girt.

S 032-007

(4) Remove the girt bar sliders.

NOTE: You can put the girt bar sliders back into the floor fittings.

S 162-008

CAUTION: MAKE SURE THE AREA ON THE GROUND BELOW THE ESCAPE SLIDE IS CLEAN. SHARP OBJECTS ON THE GROUND CAN CAUSE DAMAGE TO THE SLIDE WHEN IT IS LOWERED.

(5) Make sure the area on the ground below the inflated escape slide is clean.

S 032-011

CAUTION: BE CAREFUL WHEN YOU LOWER THE INFLATED ESCAPE SLIDE. DAMAGE TO THE SLIDE OR THE INFLATION COMPONENTS CAN OCCUR IF THEY ARE NOT MOVED CORRECTLY.

(6) With two men to hold the rope attached to the girt bar and two men to pull out on the lower end of the slide, carefully lower the slide to the ground.

S 032-014

(7) Remove the girt bar from the girt.

NOTE: You can keep the girt bar in the girt bar sliders in the floor fittings.

S 612-015
(8) Use the slide deflation tool to fully deflate the escape slide.

S 862-018
(9) Refer to the instructions from the slide manufacturer to examine, repair, and repack the escape slide.

S 212-021
(10) Examine these items for damage:
(a) The trigger pin mechanism.
(b) The door hinge arms.
(c) The door guide arm.
(d) The emergency power actuator and chain.

NOTE: You can get access to the emergency power chain through the external access panel for the body torque tube. You can get access to the emergency power actuator through the internal sidewall panel.

S 712-022
(11) Do a test for the correct operation of these items (Ref 52-11-00):
(a) The interior handle.
(b) The exterior handle.

S 412-023
(12) Close the passenger door.

S 862-024
(13) Move the mode selector lever to the DETACH position.

S 012-027
(14) Remove the cover for the escape slide (Ref 25-66-01).

S 032-031
(15) Remove the restraint from the cover.

S 422-033
(16) Install the escape slide (Ref 25-66-01).

S 412-037
(17) Install the cover (Ref 25-66-01).

S 032-039
(18) Remove the emergency power reservoir (Ref 52-11-30).

S 612-040
(19) Do the servicing for the emergency power reservoir (Ref 12-15-10).

S 432-041
(20) Install the emergency power reservoir (Ref 52-11-30).

S 212-042
(21) Do the inspection/check for the passenger door (Ref 52-11-01).

TASK 25-66-00-602-043

3. Put Back the Escape System - No. 3 Emergency Exit Door

A. Equipment
(1) Clamp - Slide Deflation - Stanly Part No. 43-162P
(2) Rope (or cord) - 1/4 or 3/8 inch diameter by 50 feet long - commercially available

B. References
(1) 52-21-01/501, No. 3 Emergency Exit Door
(2) 52-21-01/601, No. 3 Emergency Exit Door
(3) 52-21-03/401, No. 3 Emergency Exit Door Lining

C. Access
(1) Location Zones
835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

D. Procedure

S 612-044
(1) Use the slide deflation tool to deflate the escape slide until the slide is soft, but keeps its shape.

S 492-045
(2) Attach the ends of a rope to the two ends of the girt bar as close to the girt material as it is possible.

S 032-046
(3) Disconnect the girt bar from the floor fittings.

NOTE: To make it easier to disconnect the girt bar from the floor loosen the girt.

S 162-047

CAUTION: MAKE SURE THE AREA ON THE GROUND BELOW THE ESCAPE SLIDE IS CLEAN. SHARP OBJECTS ON THE GROUND CAN CAUSE DAMAGE TO THE SLIDE WHEN IT IS LOWERED.

(4) Make sure the area on the ground below the inflated escape slide is clean.

S 032-048

CAUTION: BE CAREFUL WHEN YOU LOWER THE INFLATED ESCAPE SLIDE. DAMAGE TO THE SLIDE OR THE INFLATION COMPONENTS CAN OCCUR IF THEY ARE NOT MOVED CORRECTLY.

(5) With two men to hold the rope attached to the girt bar and two men to pull out on the lower end of the slide, lower the slide to the ground.

S 032-049

(6) Remove the girt bar from the girt.

NOTE: You can keep the girt bar in the floor fittings.

S 612-050

(7) Use the slide deflation tool to fully deflate the escape slide.

S 862-051

(8) Refer to the instructions from the slide manufacturer to examine, repair, and repack the escape slide.

S 412-053

(9) Close the emergency exit door.

S 032-054
(10) Remove the fasteners to remove the packboard from the emergency exit door.

S 712-056
(11) Do a test for the correct operation of these items (Ref 52-21-01/501):
(a) The interior handle.
(b) The exterior handle.

S 422-092
(12) Install the escape slide (Ref 25-66-03).

S 282-093
(13) Examine No. 3 Emergency Exit Door Escape Slide (Ref 25-66-03).

S 412-094
(14) Install the fasteners to install the packboard from the emergency exit door.

S 212-059
(15) Do the inspection/check for the emergency exit door (Ref 52-21-01/601).

S 842-091
(16) Put the airplane back to its usual condition.

NO. 1, 2, AND 4 PASSENGER DOOR AND NO. 3 EMERGENCY EXIT DOOR ESCAPE SYSTEMS - ADJUSTMENT/TEST

1. General
   A. This procedure contains these tasks:
      (1) The system test of the No. 1, 2, or 4 passenger door in which the slide is inflated.
      (2) The system test of the No. 1, 2, or 4 passenger door in which the slide is not inflated.
      (3) The system test of the No. 3 emergency exit door.

TASK 25-66-00-735-001

2. System Test - No. 1, 2, or 4 Passenger Door Escape System
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
      (2) In this test, you will release and inflate the escape slide.
   B. Equipment
      (1) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches - commercially available
   C. References
      (1) AMM 25-66-00/201, No. 1, 2, and 4 Passenger Door Escape System
      (2) AMM 52-11-02/401, Door Lining
   D. Access
      (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

   E. Prepare for the Test

      S 495-027

      CAUTION: ATTACH THE PROTECTIVE PAD TO THE FUSELAGE BELOW THE DOOR. THE PROTECTIVE PAD WILL PREVENT DAMAGE TO THE FUSELAGE SKIN WHEN THE ESCAPE SYSTEM IS RELEASED.

      (1) Attach the protective pad to the fuselage below the door.

      S 865-008
      (2) Close and latch the door.

S 215-009

(3) Make sure the mode selector lever is in the DETACH position.

F. Do the System Test

S 865-015

WARNING: MAKE SURE THERE ARE NO PERSONS OR EQUIPMENT IN THE AREA AROUND THE DOOR. THE MOVEMENT OF THE DOOR AND THE INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURY OR DAMAGE.

(1) Move the mode selector lever to the ENGAGE position.

S 865-018

(2) Turn the interior handle on the door until the emergency power system is started, then release the handle and move away.

S 865-063

(3) If the door does not power open, push the door through the doorway to the fully open position.

S 215-019

(4) Look for these conditions:
(a) The door is opened by the emergency power system in 2 to 6 seconds.
(b) Make sure the slide is fully inflated.

S 415-020

(5) Put the airplane back to its initial condition (Ref 25-66-00).

TASK 25-66-00-735-028

3. System Test - No. 1, 2, or 4 Passenger Door Escape System

A. General

(1) In this task an escape slide or slide-raft is referred to as an escape slide.

(2) In this test, you will not inflate the escape slide.

B. Equipment

(1) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches - commercially available

C. References

(1) AMM 25-66-00/201, No. 1, 2, and 4 Passenger Door Escape System

(2) AMM 52-11-02/401, Door Lining

D. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

E. Prepare for the Test

S 495-038

(1) Set a work platform on the ground below the door that you test.

S 865-039

(2) Adjust the work platform so it is a small distance below the lower doorsill and it will clear a fully opened door..

S 495-040

(3) Set the protective pad on the work platform.

S 865-041

(4) Close and latch the door.

S 865-042

(5) Make sure the mode selector lever is in the DETACH position.

S 015-048

(6) Remove the slide cover (AMM 52-11-02/401).

S 495-052

WARNING: INSTALL THE SAFETY PIN IN THE INFLATION CYLINDER WHEN THE COVER IS REMOVED. WITHOUT THE SAFETY PIN, THE ESCAPE SLIDE CAN INFLATE ACCIDENTLY, AND CAUSE INJURY OR DAMAGE.

(7) Install the safety pin in the inflation cylinder. The safety pin is kept in the pouch on the slide pack.

S 495-053
(8) If you cannot fully install the safety pin in the lock pin housing on the valve assembly do these steps:
(a) Install an allen wrench in the center of the pulley housing.

NOTE: You can use an allen wrench with a long handle for easier access.

(b) Carefully turn the allen wrench counterclockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.
(c) Fully install the safety pin.

S 865-057
(9) Attach the slide pack cover so it does not release during the test.

S 415-061
(10) Install the slide cover (AMM 52-11-02/401).

S 865-062
(11) Make sure the safety pin is not installed on the emergency power reservoir.

F. Do the System Test

S 865-032
(1) Move the mode selector lever to the ENGAGE position.

S 865-035
(2) Turn the interior handle on the door until the emergency power system is started, then release the handle and move away.

S 735-031
(3) Look for these conditions:
(a) The door is opened by the emergency power system in 2 to 6 seconds.

(b) Make sure the slide pack is fully out of the door and on the work platform.

S 865-030

(4) Put the airplane back to its initial condition (AMM 25-66-00/201).

TASK 25-66-00-735-021

4. System Test - No. 3 Emergency Exit Door Escape System

A. General

(1) The following applies to this procedure:

NOTE: In this test, you will open the No. 3 emergency exit door and inflate the escape slide.

B. Equipment

(1) Protective Pad - Ensolite (or equivalent) - 1 inch X 48 inches X 48 inches - commercially available

C. References

(1) AMM 25-66-00/201, No. 1, 2, and 4 Passenger Door Escape System

D. Access

(1) Location Zones

835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

E. Prepare for the Test

S 485-022

(1) Attach the protective pad to the fuselage below the No. 3 emergency exit door.

F. Do the System Test

S 865-023

WARNING: MAKE SURE THERE ARE NO PERSONS OR EQUIPMENT IN THE AREA AROUND THE NO. 3 EMERGENCY EXIT DOOR. THE MOVEMENT OF THE DOOR AND THE INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURY OR DAMAGE.

(1) Turn the interior handle on the door fully up, then release the handle and move away.

S 215-024

(2) Make sure the escape slide is fully inflated.

S 415-025

(3) Put the airplane back to its initial condition (AMM 25-66-00/201).

NO. 1, 2, AND 4 PASSENGER DOOR ESCAPE SLIDE OR SLIDE-RAFT - REMOVAL/INSTALLATION

1. General
   A. This procedure gives the instructions to remove and install the escape slides on the No. 1, 2, and 4 passenger doors (left and right).

      NOTE: The escape slides for the No. 1, 2, and 4 passenger doors are not interchangeable between the doors. Use the part number on the slide to make sure the slide is correctly replaced.

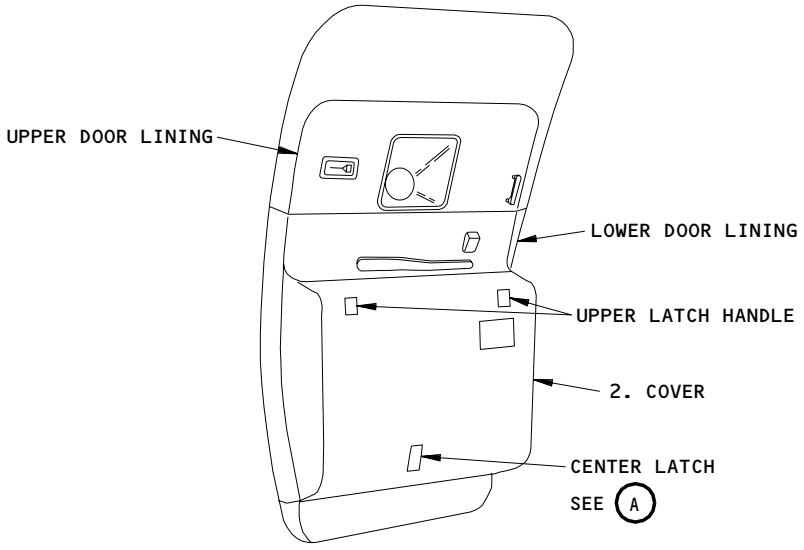
TASK 25-66-01-004-047

2. Remove Escape Slide
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
   B. Equipment
      (1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

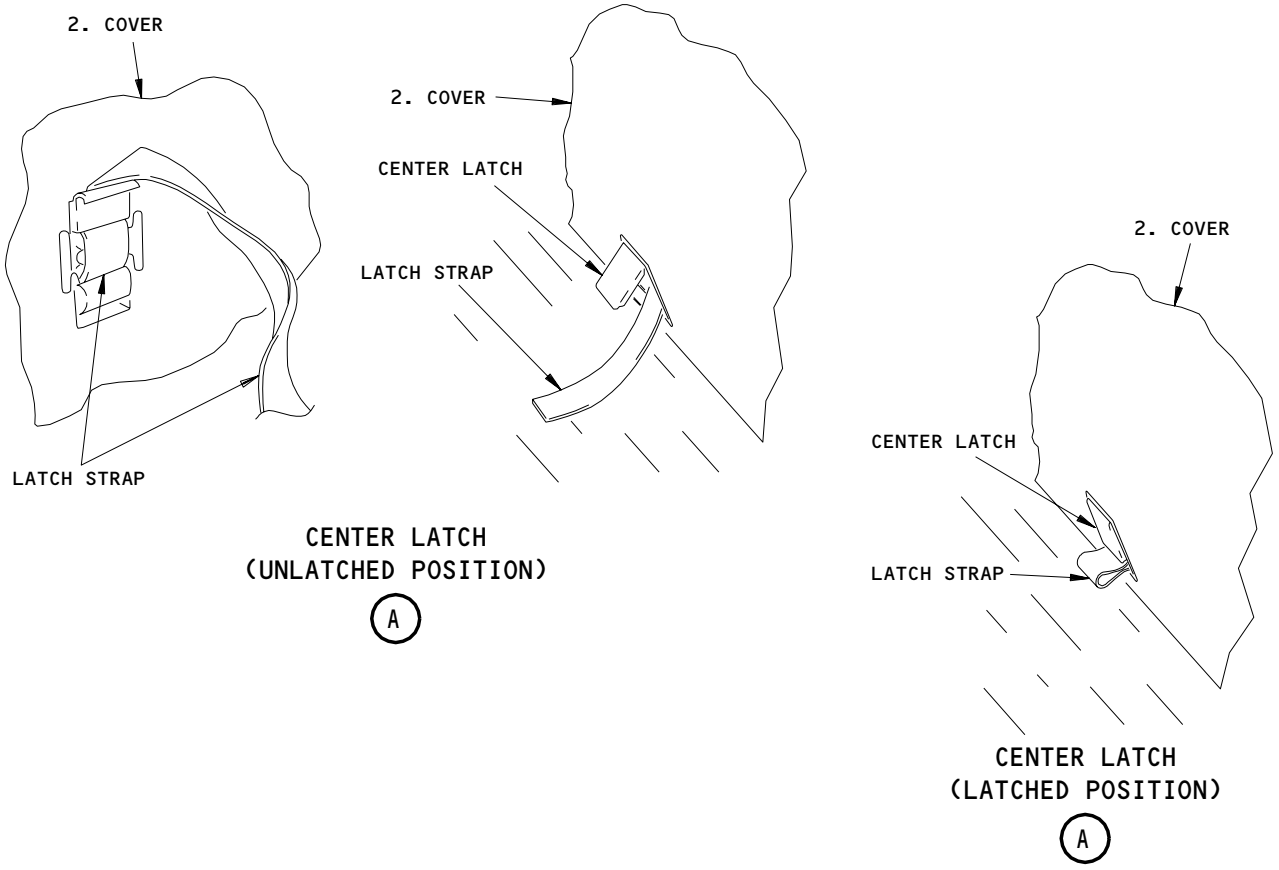
          NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the knife assembly plunger. Attach streamers to the bolts to identify the bolts for removal.

   C. References
      (1) AMM 25-66-10/201, Girt Bar
      (2) AMM 52-11-25/501, Girt Bar Mechanism
   D. Access
      (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)



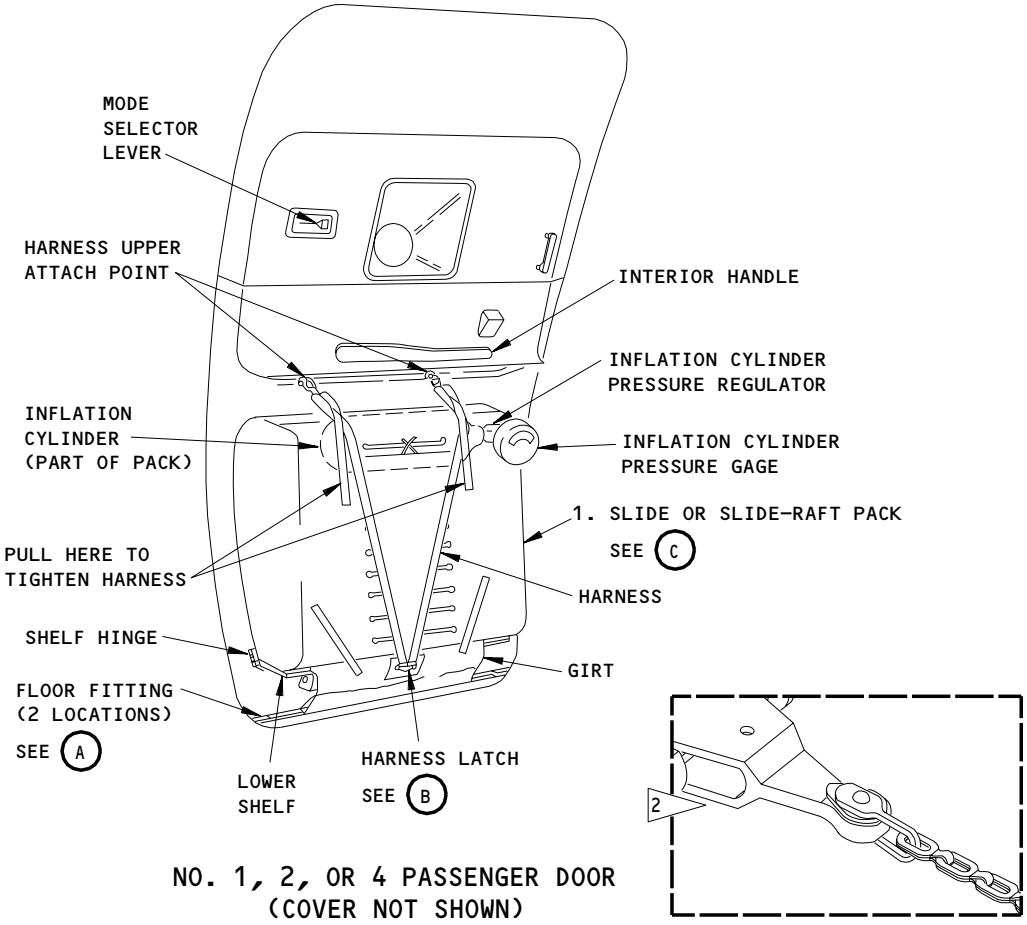
NO. 1, 2 OR 4 PASSENGER DOOR



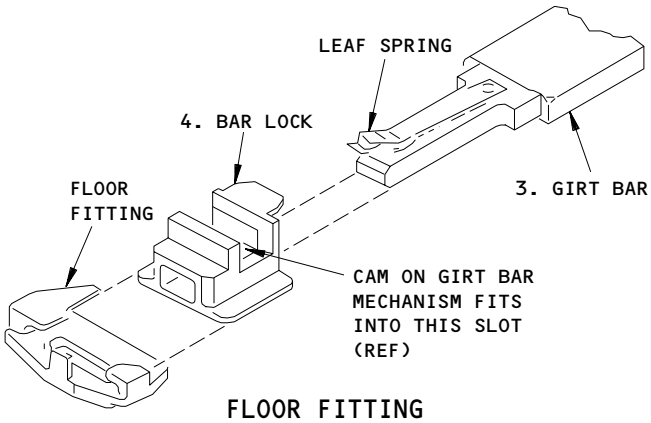
CENTER LATCH
(UNLATCHED POSITION)
A

CENTER LATCH
(LATCHED POSITION)
A

Center Latch
Figure 401

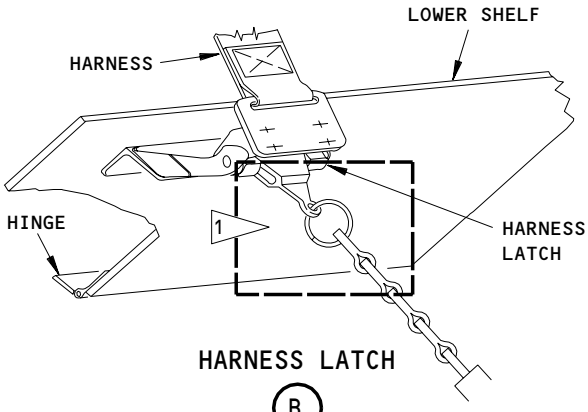


NO. 1, 2, OR 4 PASSENGER DOOR
(COVER NOT SHOWN)



FLOOR FITTING

A

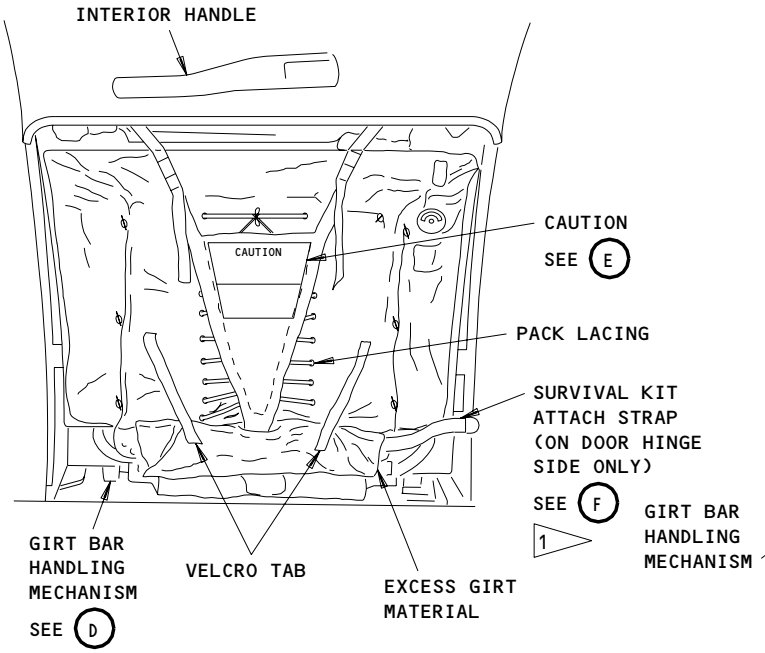


HARNESS LATCH

B

1 PRE SB 25-0217
2 POST SB 25-0217

Escape Slide or Slide-Raft Installation
Figure 402 (Sheet 1)

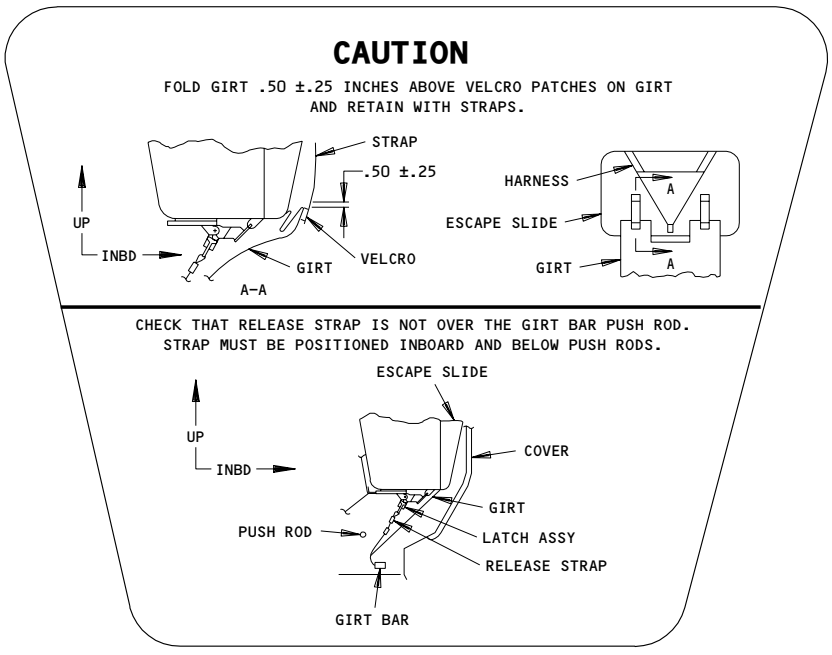


SLIDE OR SLIDE-RAFT PACK

C

GIRT BAR HANDLING MECHANISM

D

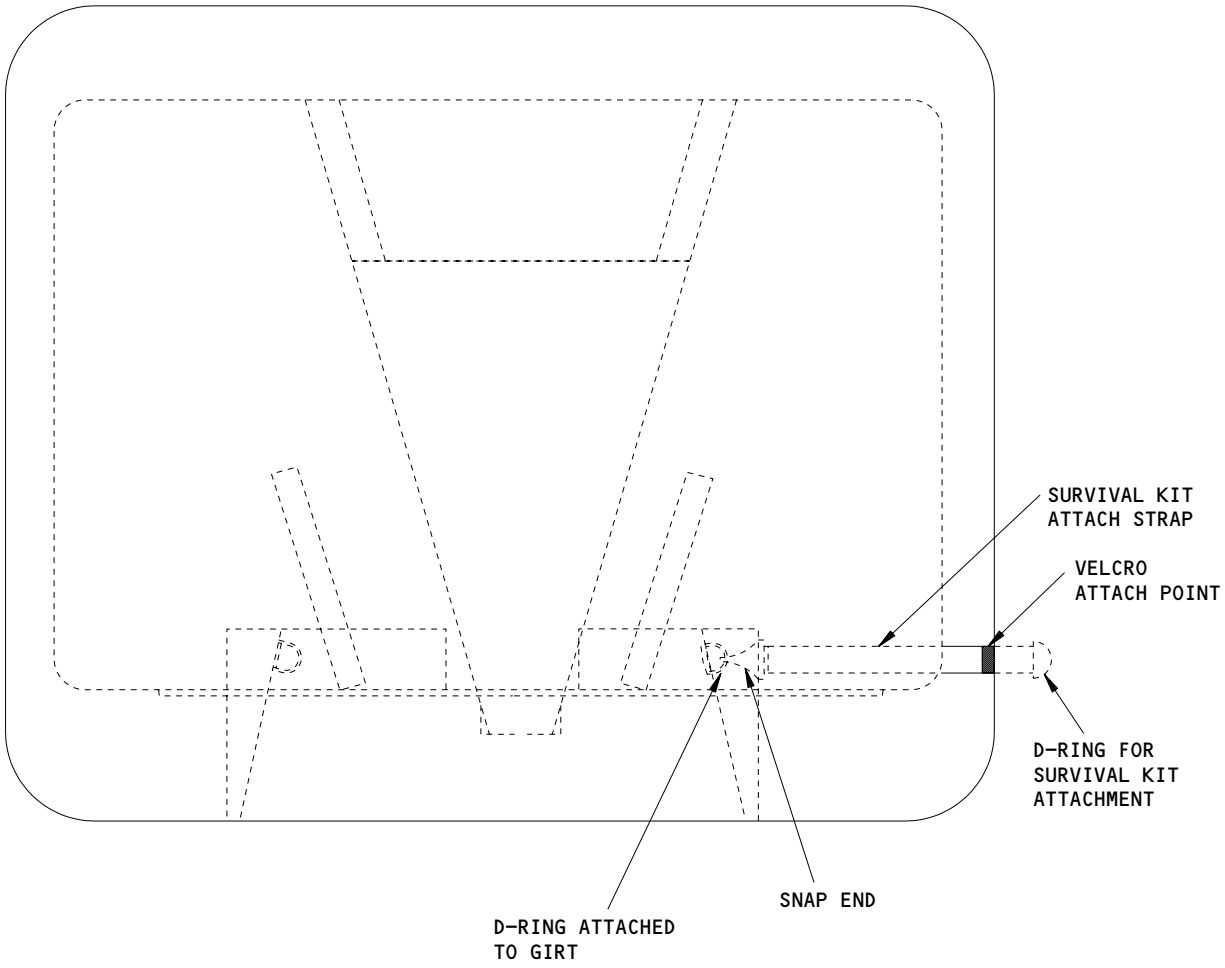


CAUTION

E

1 AIRPLANES WITH ESCAPE SLIDE-RAFT

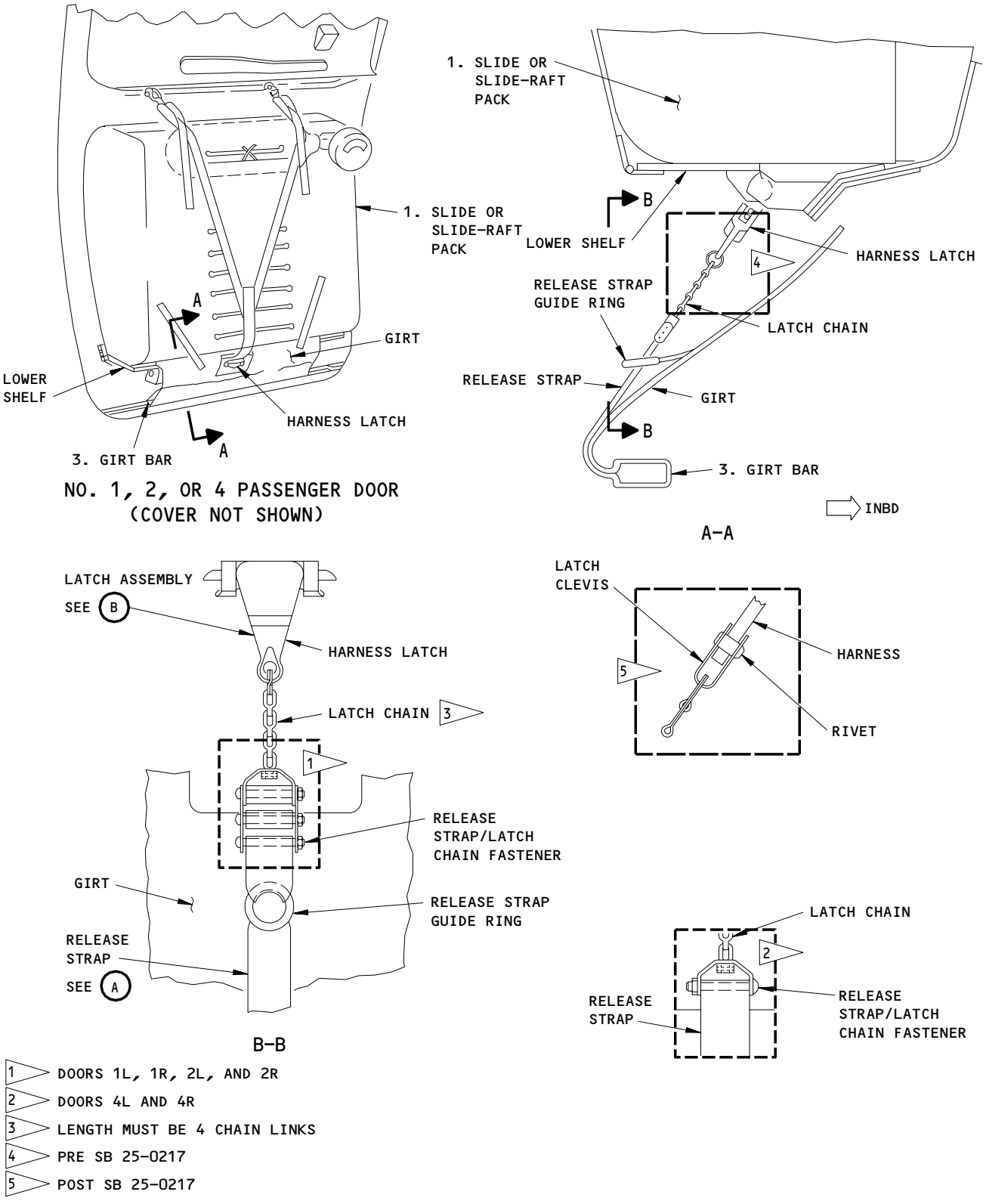
Escape Slide or Escape Slide-Raft Installation
Figure 402 (Sheet 2)



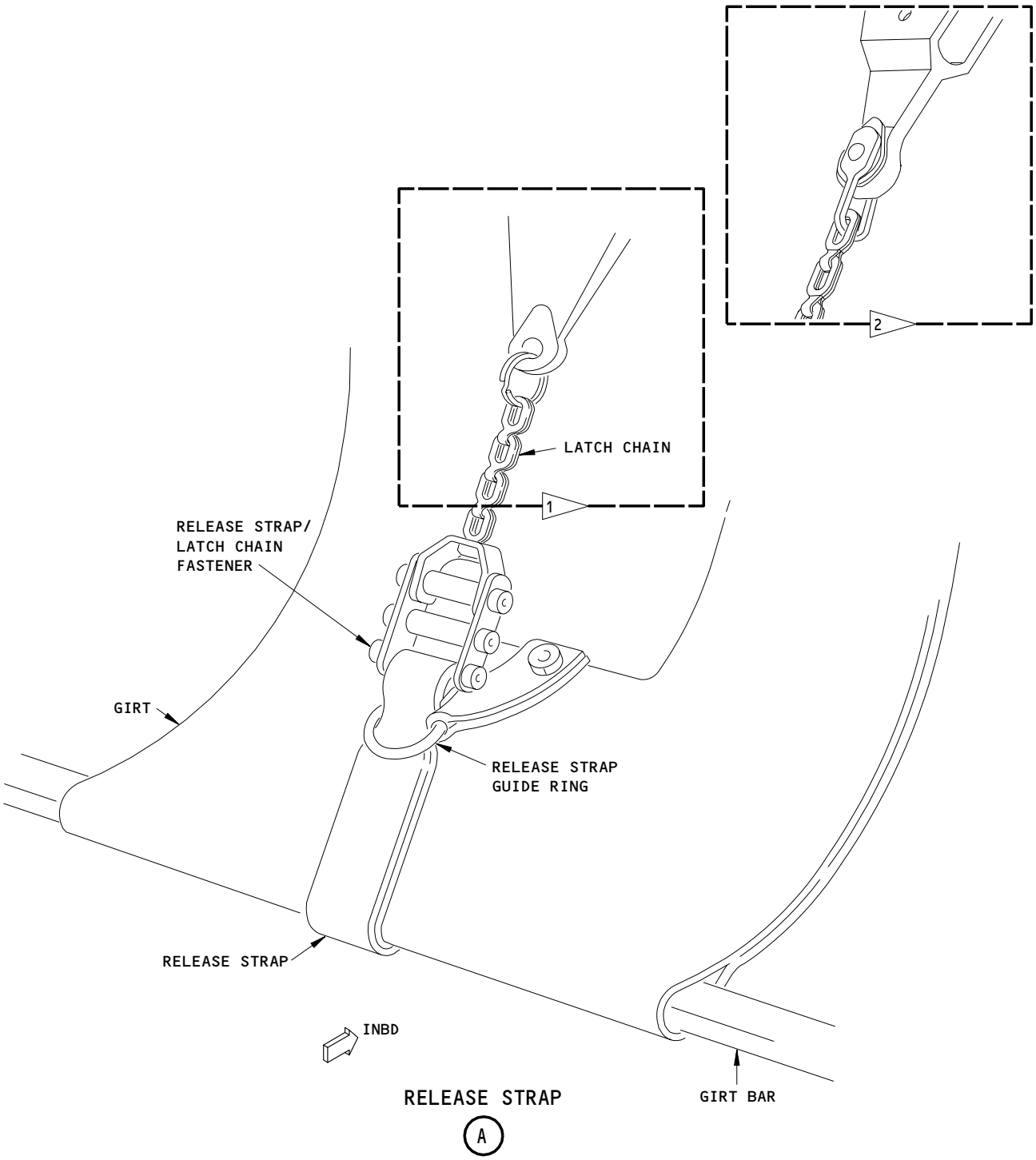
SURVIVAL KIT ATTACH STRAP
(ON DOOR HINGE SIDE ONLY)

F 1

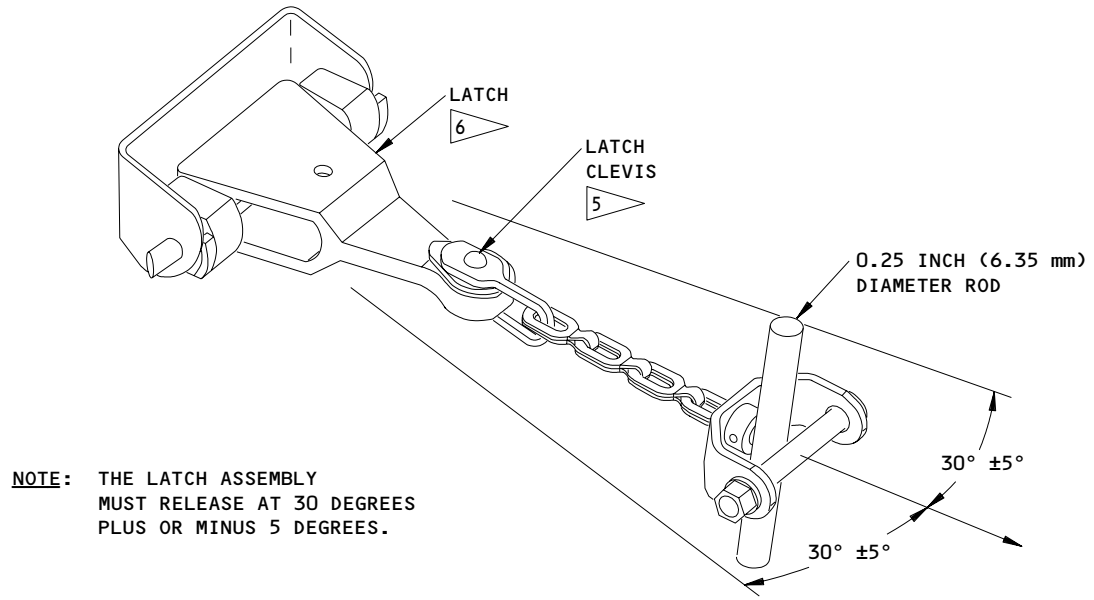
Escape Slide or Escape Slide-Raft Installation
Figure 402 (Sheet 3)



Release Strap
Figure 403 (Sheet 1)



Release Strap
Figure 403 (Sheet 2)



POST SB 25-0217 LATCH ASSEMBLY

B

5 MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.

6 YOU MUST USE A MAXIMUM OF 15 POUNDS OF FORCE TO RELEASE THE LATCH.

Release Strap
Figure 403 (Sheet 3)

E. Prepare for Removal

S 494-001

WARNING: MAKE SURE YOU INSTALL THE SAFETY PIN SET ON THE CORRECT EMERGENCY POWER RESERVOIR. ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

(1) Install the safety pin set on the correct emergency power reservoir.

NOTE: The reservoirs for the No. 1 passenger doors are left of the airplane center line above the ceiling between the doors. The reservoir for the right No. 1 door is left of the reservoir for the left No. 1 door. The reservoirs for the No. 2 and 4 passenger doors are above each door.

S 864-002

(2) Close and latch the door.

S 824-003

(3) Move the mode selector lever to the DETACH position.

S 014-006

(4) Remove the cover (2) as follows (Fig. 401):
(a) Release the center latch to free the latch strap.
(b) Pull the bottom of the cover (2) inboard to let the latch strap slide through the slots in the center latch.
(c) Pull the upper latch handles to release the upper latches.
(d) Pull the cover (2) inboard until the latch strap clears the center latch.
(e) Remove the cover (2).

S 494-007

(5) Install the safety pin into the inflation cylinder valve on the slide pack.

NOTE: The safety pin is kept in a pouch on the slide pack.

S 824-103

(6) If you cannot fully install the safety pin in the lock pin housing on the valve assembly, do these steps:
(a) Install an allen wrench in the center of the pulley housing.

NOTE: You can use an allen wrench with a long handle for easier access.

CAUTION: DO NOT TURN THE ALLEN WRENCH CLOCKWISE. IF YOU TURN THE ALLEN WRENCH CLOCKWISE, YOU CAN ACCIDENTALLY INFLATE THE SLIDE. THIS CAN CAUSE DAMAGE OR INJURY.

(b) Carefully turn the allen wrench counterclockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate (Fig. 404).

(c) Fully install the safety pin.

F. Remove Escape Slide (Fig. 402)

S 824-010

(1) Move the mode selector lever to the ENGAGE position.

S 824-013

CAUTION: DO NOT TURN THE INTERIOR HANDLE TO THE FULLY UNLATCHED POSITION WHILE THE DOOR IS IN THE ENGAGE MODE. THIS WILL OPERATE THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

(2) Turn the interior handle slowly toward the unlatched position (approximately 30 degrees), until the cams on girt bar slider cranks lift sufficiently to clear the bar locks (4).

S 824-016

(3) Push the leaf spring down and move the bar locks (4) toward the middle of the girt bar (3).

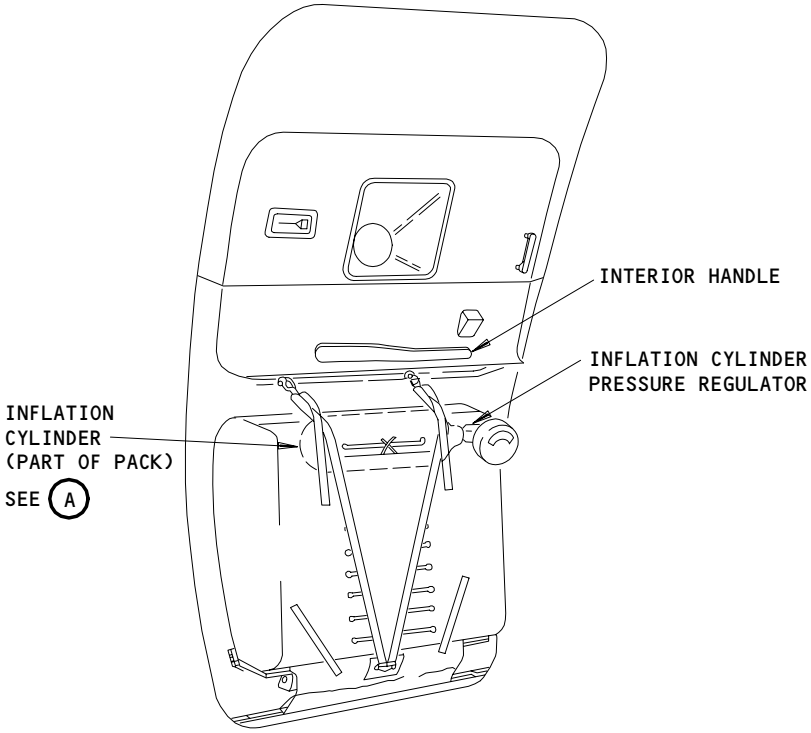
S 034-017

(4) Lift the girt bar (3) out of the floor fittings.

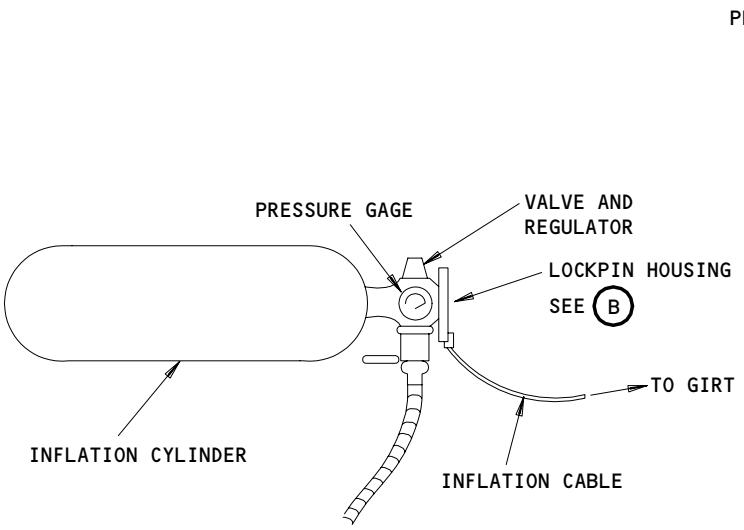
S 034-113

(5) Lightly wrap the leaf springs and girt bar with tape.

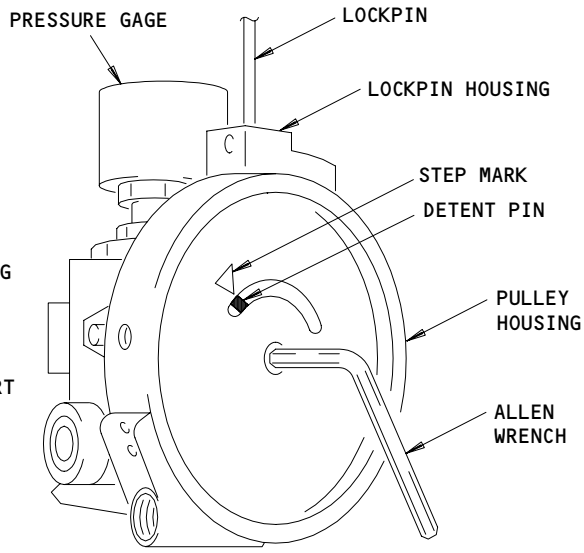
NOTE: This will help prevent damage to the leaf springs.



NO. 1,2, OR 4 PASSENGER DOOR
(COVER NOT SHOWN)



PRESSURE GAGE
A



LOCKPIN HOUSING
B

Safety Lockpin Installation
Figure 404

S 824-018
(6) Turn the interior handle back to the latched position.

S 824-019
(7) Move the mode selector lever to the DETACH position.

S 034-022
(8) If you install a new slide pack (1), do these steps:
(a) Remove the bar lock (4).
(b) Remove the girt bar (3) (Ref 25-66-10).
(c) Put the bar locks (4) on the ends of the girt bar (3).
(d) Attach the girt bar (3) to the floor fittings.

S 034-025
(9) Hold up the slide pack (1), and release the harness buckles.

S 034-028
(10) Hold up the slide pack (1), and unhook the harness from the upper attach points.

S 824-031
(11) Lower the slide pack (1) to the floor with the harness.

S 034-034
(12) Release the lower harness latch at the lower shelf.

S 024-035
(13) Hold the girt against the slide pack (1), and remove the slide pack (1).

S 434-038
(14) If you do not install the slide pack (1) soon after you remove it, attach the lower shelf in the up position, and attach the harness to the upper attach points.

S 024-111
(15) If you install a new slide pack (1), remove the release strap/latch chain fastener, the harness latch, and the chain assembly from the pack (1) that you remove.

TASK 25-66-01-404-044

3. Install Escape Slide (Fig. 402)

A. General

(1) In this task an escape slide or slide-raft is referred to as an escape slide.

B. Equipment
(1) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of 2 pins connected by a lanyard. If the safety pin set is not available, you can use 2 bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the knife assembly plunger. Attach streamers to the bolts to identify the bolts for removal.

C. Consumable Materials
(1) D00210 Grease - Light Consistency DC-33
D. Parts
(1) This table is for the No. 1 passenger door.

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
402	1	Slide Pack (Left Door)	25-66-01	01	90
		Slide Pack (Right Door)			95
		Slide-Raft Pack			95
401	2	Cover (Left Door)			100
		Cover (Right Door)			105
402	3	Girt Bar	25-66-05	05	110
	4	Bar Lock			45

(2) This table is for the No. 2 passenger door.

AMM			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
402	1	Slide Pack (Left Door)	25-66-01	02	90
		Slide Pack (Right Door)			92
		Slide-Raft Pack			93
401	2	Cover (Left Door)			94
		Cover (Right Door)			99
402	3	Girt Bar	25-66-05	05	110
	4	Bar Lock			45

(3) This table is for the No. 4 passenger door.

AMM		NOMENCLATURE	AIPC		
FIG	ITEM		SUBJECT	FIG	ITEM
402	1	Slide Pack (Left Door)	25-66-01	04	90
		Slide Pack (Right Door)			92
		Slide-Raft Pack			93
401	2	Cover (Left Door)			95
		Cover (Right Door)			100
402	3	Girt Bar	25-66-05	05	110
	4	Bar Lock			45

E. References
(1) AMM 25-66-10/201, Girt Bar Floor Fittings - Inspection Check
(2) AMM 52-11-25/501, Girt Bar Mechanism - Adjustment/Test

F. Access
(1) Location Zones
831 No. 1 passenger door (Left)
832 No. 2 passenger door (Left)
836 No. 4 passenger door (Left)
841 No. 1 passenger door (Right)
842 No. 2 passenger door (Right)
846 No. 4 passenger door (Right)

G. Install Escape Slide (Fig. 402)

S 434-050
(1) If you install a new slide pack (1), do these steps:
(a) Make sure the release strap goes through the release strap guide ring as shown (Fig. 403).
(b) Install the release strap/latch cable or chain fastener to attach the harness latch and cable or chain assembly to the release strap.

NOTE: If a chain is installed, make sure the chain length is 4 chain links. If a split-ring is installed on the chain, make sure the split ring is correctly soldered. If a clevis is installed on the chain, make sure that it can turn without limits in the latch assembly.

(c) Remove the girt bar (3) and the bar locks (4) from the floor fittings.
(d) Install the girt bar (3) in the girt (AMM 25-66-10/201).

S 164-053
(2) Use a clean cloth to wipe clean all mating surfaces on the floor fittings and the bar locks (4).

S 164-054
(3) Use a clean cloth to wipe clean all mating surfaces on the bar locks (4) and the girt bar end fittings.

S 644-055
(4) Apply a thin layer of grease to all mating surfaces on the floor fittings and the bar locks (4).

S 644-056
(5) Apply a thin layer of grease to all mating surfaces on the bar locks (4) and the girt bar end fittings.

S 214-057
(6) Make sure the door is closed and latched.

S 824-058
(7) Set the harness on the floor with the lower harness latch adjacent to the door (View B).

S 824-059
(8) Set the slide pack (1) face down on top of the harness.

S 214-062

WARNING: MAKE SURE THE RELEASE STRAP IS IN THE CORRECT POSITION TO LET THE DOOR AND THE ESCAPE SLIDE OPERATE IN AN EMERGENCY.

(9) Before you attach the latch to the lower shelf (View B), make sure the release strap is inboard of and below the pushrods (Fig. 402, View E). If there is a release strap guide ring, make sure the release strap goes through the ring (Fig. 403, View A).

S 434-065
(10) Push the lower harness latch through the hole in the girt.

S 434-066
(11) Attach the lower harness latch to the lower shelf.

S 214-149
(12) Make sure that there is no clearance between the lower harness latch and the bracket on the harness.

S 214-150
(13) Make sure that there is no clearance between the bracket on the harness and the bracket on the lower shelf.

S 424-067
(14) Lift the slide pack (1) with the harness, and attach the harness to the upper attach points.

S 434-070
(15) Tighten the harness buckles. Make sure the pin brackets on the door engage with the slots on the packboard.

S 434-071
(16) Put the bar locks (4) onto the ends of the girt bar (3).

S 824-072
(17) Push down on the leaf spring, and move the bar locks (4) toward the middle of the girt bar (3).

S 824-073
(18) Move the mode select lever to the ENGAGE position.

S 824-076
(19) Turn the interior handle slowly toward the unlatched position (approximately 30 degrees), until the cams on the girt bar slider cranks lift sufficiently to clear the bar locks (4).

S 434-114
(20) If it is necessary, remove the tape from the leaf springs.

S 434-077
(21) Put the girt bar (3) into the floor fittings.

S 824-081
(22) Move the bar locks (4) away from the middle of the girt bar (3) to engage the floor fittings.

S 824-082
(23) Move the interior handle to the latched position.

S 214-083
(24) Make sure the girt bar crank cams engaged the slots on bar locks (4).

S 824-078
(25) Move the mode select lever to the DETACH position.

S 214-084
(26) Make sure the bar locks (4) engaged the girt bar lifter mechanism.

S 434-085

WARNING: MAKE SURE THE GIRT MATERIAL IS CORRECTLY FOLDED SO THAT THE DOOR AND ESCAPE SLIDE WILL OPERATE IN AN EMERGENCY.

(27) Fold the girt material below the lower shelf as shown (Fig. 402).

S 214-088

WARNING: MAKE SURE THE SQUARE KNOT THAT ATTACHES THE STATIC LINE TO THE GIRT BAR (3) IS OUTBOARD OF THE GIRT BAR (3). THE SQUARE KNOT CAN INTERFERE WITH THE GIRT BAR HANDLING MECHANISM WHICH CAN CAUSE ACCIDENTAL SLIDE DEPLOYMENT.

(28) Make sure the square knot that attaches the static line to the girt bar (3) is outboard of the girt bar (3).

S 434-091

(29) Attach the velcro tabs to the girt as shown (Fig. 402).

S 434-115

(30) Make sure the survival kit attach strap is attached to the girt with the snap end (View F, Fig. 402).

S 434-152

(31) AIRPLANES WITH ESCAPE SLIDE-RAFTS;
Attach the velcro patch (located on the D-ring end of the survival kit strap) to the velcro patch (located on the door bulb seal support on the hinged side of the door) (View F, Fig. 402).

S 434-116

(32) Make sure the D-ring is completely outside the cover assembly when installed.

S 204-100

(33) Do this task: Girt bar and floor fittings inspection/check (Ref 25-66-10/201).

S 204-158

(34) Do the steps to measure the engagement of the girt bar slider and floor fitting (Ref 52-11-25/501).

H. Put the Airplane Back to Its Usual Condition

S 024-156

(1) Make sure that the safety pin is removed from the inflation cylinder valve on the slide pack (1).

S 984-157

(2) Make sure that the safety pin is in place in the storage pouch on the slide pack (1).

S 414-101

(3) Install the cover (2) as follows (Fig. 401):
   (a) Put the bottom of the cover (2) at the bottom of the slide pack (1).
   (b) Push the latch strap through the upper slots in the center latch until the strap protrudes outside the cover (2).
   (c) Move the top of the cover (2) outboard and align the upper latches.
   (d) Lift the upper latch handles, engage the upper latches, and release the latch handles.
   (e) Hold the end of the latch strap, push the cover (2) firmly against the door bulb seals, pull on the latch strap, and push in the center latch.
   (f) Push the end of the latch strap through the lower slot in the center latch.

S 094-102

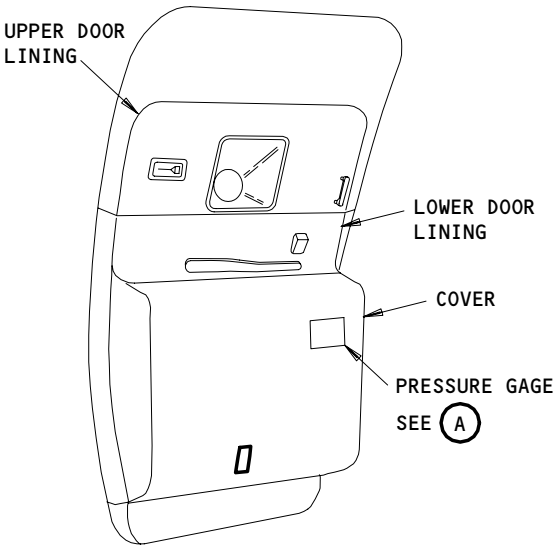
(4) Remove the safety pin from the emergency power reservoir.

NO. 1, 2, AND 4 PASSENGER DOOR ESCAPE SYSTEM - INSPECTION/CHECK

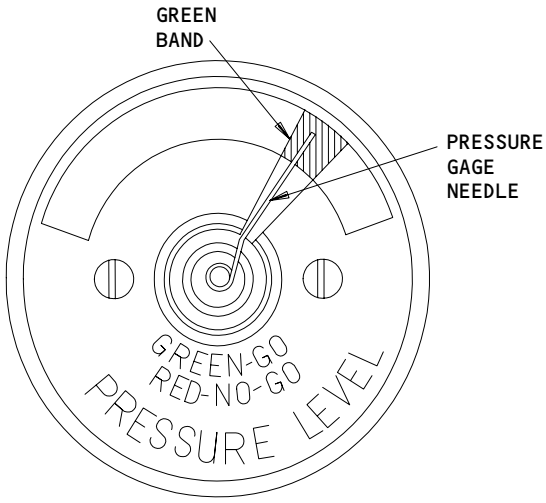
1. General
   A. This procedure contains two tasks.
      (1) The first task is to examine the escape slide, the girt bar, and the girt bar indication system on the No. 1, 2, or 4 passenger door.
      (2) The second task is to examine the inflation cylinder pressure gage.
   B. Task two is included in task one. Thus, if you do task one, then it is not necessary to do task two.

TASK 25-66-01-206-001

2. No. 1, 2, or 4 Passenger Door Escape System Check (Fig. 601)
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
   B. References
      (1) 52-11-02/401, Door Lining



NO. 1, 2 OR 4 PASSENGER DOOR
(INTERIOR VIEW)



PRESSURE GAGE
A

No. 1, 2 and 4 Passenger Door Escape System
Figure 601

141367

C. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 016-002

(1) Remove the slide cover (lower door lining) (Ref 52-11-02).

S 216-005

(2) Look for damage, corrosion, and loose fasteners on the parts that attach the slide harness to the door.

S 216-038

(3) Make sure there is no corrosion on the slide harness latch assembly.

S 216-039

(4) Make sure that there is no clearance between the lower harness latch and the bracket on the harness.

S 216-040

(5) Make sure that there is no clearance between the bracket on the harness and the bracket on the lower shelf.

S 216-008

(6) Look for damage, corrosion, and loose fasteners on the lower shelf and the hinges.

S 216-009

(7) Examine the slide harness for damage and worn areas.

S 216-029

(8) Do a check on the pressure gage for the inflation cylinder as follows:

(a) Make sure the pressure gage needle on the slide inflation cylinder is in the green band or not more than 1/2 the pressure gage needle width above or below the green band (View A, Fig. 601) .

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for this check to be correct. A fast change in temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can go external to the green band up to one-half the width of the green band. The period of time that the pressure gage needle can be external to the green band between one-half the needle width and one-half the green band width is 2 hours.

S 736-015

(9) Refer to the light system test in the component maintenance manual from the slide manufacturer to examine the integral lighting system on the slide.

S 216-018

(10) Examine the girt material for damage and worn areas.

S 216-019

(11) Examine the girt bar, the girt bar slider, and the floor fitting for damage, corrosion, and worn areas.

S 216-020

(12) Examine the proximity switches and the targets of the girt bar indication system for damage, corrosion, and worn areas.

S 416-021

(13) Install the slide cover (lower door lining) (Ref 52-11-02).

TASK 25-66-01-206-024

3. Examine the Inflation Cylinder Pressure Gage (Fig. 601)

NOTE: This is a scheduled maintenance task.

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 216-030

(1) Do a check on the pressure gage for the inflation cylinder as follows:

(a) Make sure the pressure gage needle on the slide inflation cylinder is in the green band or not more than 1/2 the pressure gage needle width above or below the green band (View A, Fig. 601) .

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for this check to be correct. A fast change in temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can go external to the green band up to one-half the width of the green band. The period of time that the pressure gage needle can be external to the green band between one-half the needle width and one-half the green band width is 2 hours.

NO. 3 EMERGENCY EXIT DOOR ESCAPE SLIDE - REMOVAL/INSTALLATION

1. General
   A. This procedure gives the instructions to remove and install the escape slide on the No. 3 emergency exit door.

   TASK 25-66-03-004-004

2. Remove Escape Slide (Fig. 401)
   A. Access
      (1) Location Zones
          835 No. 3 Emergency Exit Door (Left)
          845 No. 3 Emergency Exit Door (Right)

   B. Procedure

      S 014-005

      (1) Remove the escape slide cover.
          (a) Disconnect the strap assembly from the pack board.
          (b) Remove the strap assembly from the escape slide with the strap screws and washers.
          (c) Hold the cover at the top and the bottom.
          (d) Lift the cover up a short distance, and pull the bottom of the cover in the inboard direction.
          (e) Lift the cover off the upper hinge.

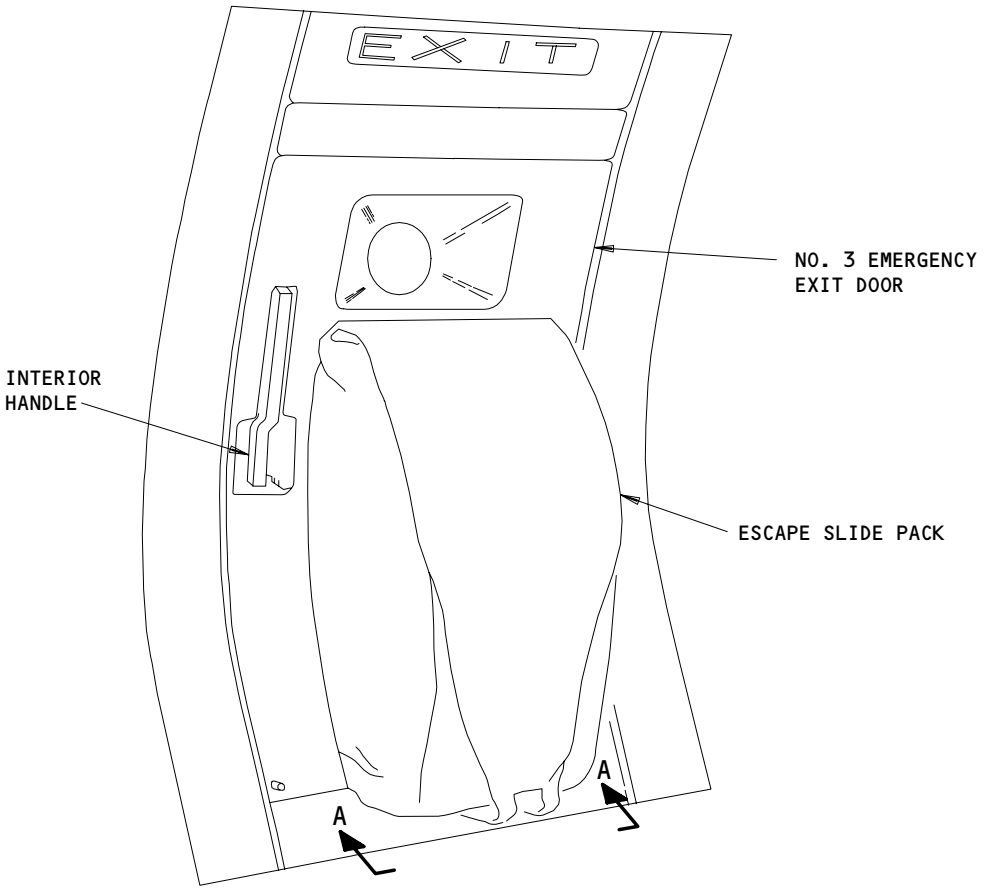
      S 034-007

      (2) Remove the safety pin from the stowage pouch on the front of the slide pack.

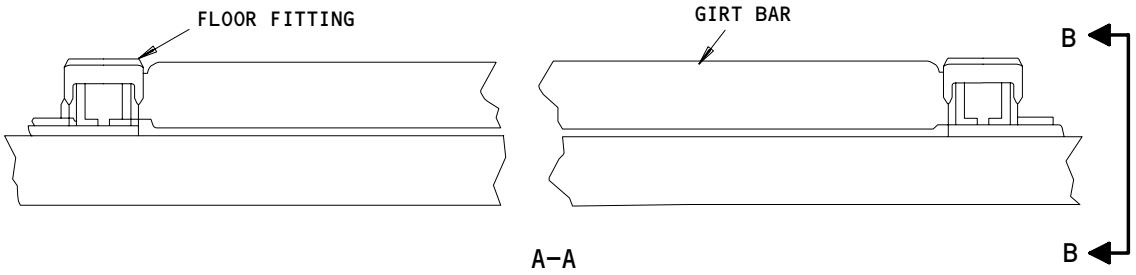
      S 434-001

      WARNING: INSTALL THE SAFETY PIN ON THE SLIDE PACK BEFORE YOU REMOVE THE SLIDE PACK FROM THE DOOR. WITHOUT THE SAFETY PIN INSTALLED, THE ESCAPE SLIDE CAN INFLATE ACCIDENTALLY AND CAUSE INJURY OR DAMAGE.

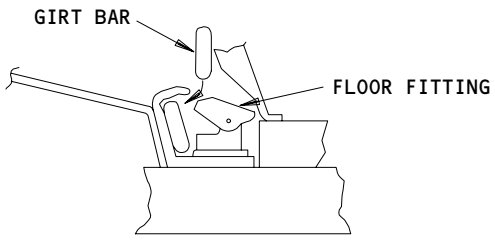
      (3) Install the safety pin into the slide inflation bottle regulator on the slide pack.



NO. 3 EMERGENCY EXIT DOOR
(ESCAPE SLIDE PACK COVER NOT SHOWN)

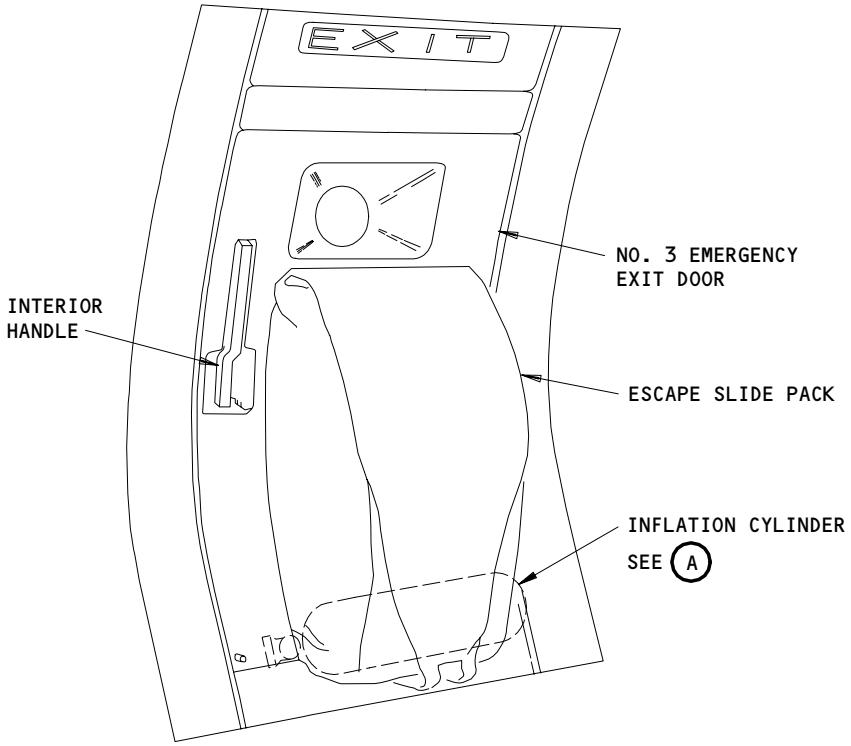


A–A

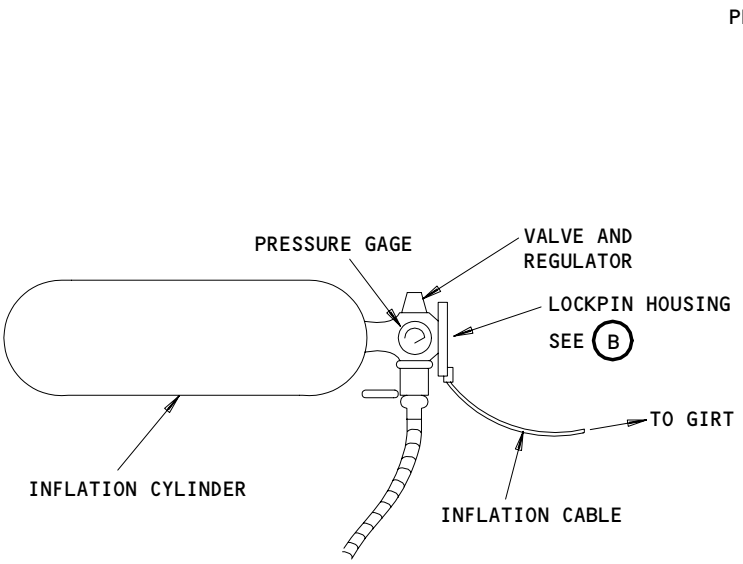


B–B

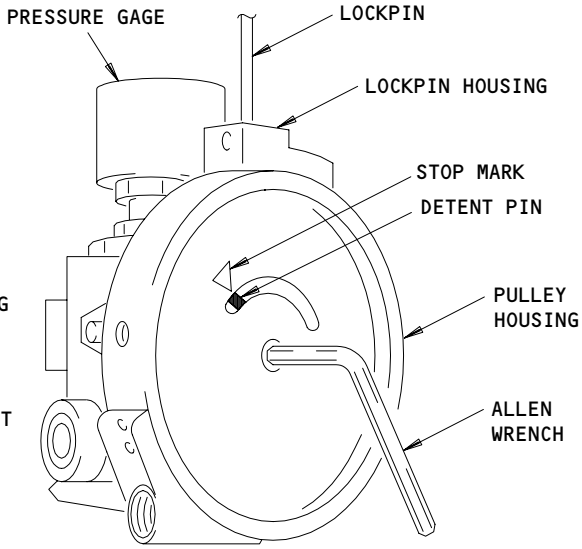
No. 3 Emergency Exit Door Escape Slide Installation
Figure 401



NO. 3 EMERGENCY EXIT DOOR
(ESCAPE SLIDE PACK COVER NOT SHOWN)



PRESSURE GAGE
A



LOCKPIN HOUSING
(LEFT SHOWN, RIGHT OPPOSITE)
B

Safety Lockpin Installation
Figure 402

S 824-024

(4) If you cannot install the safety pin in the regulator, do these steps:

(a) Install an allen wrench in the center of the pulley housing.

NOTE: You can use an allen wrench with a longer handle for easier access.

WARNING: DO NOT TURN THE ALLEN WRENCH CLOCKWISE. IF YOU TURN THE WRENCH CLOCKWISE, YOU CAN ACCIDENTALLY INFLATE THE SLIDE. THIS CAN CAUSE DAMAGE OR INJURY.

(b) FOR LEFT SIDE DOOR PULLEY HOUSING;
Carefully turn the allen wrench counterclockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.

WARNING: DO NOT TURN THE ALLEN WRENCH COUNTERCLOCKWISE. IF YOU TURN THE WRENCH COUNTERCLOCKWISE, YOU CAN ACCIDENTALLY INFLATE THE SLIDE. THIS CAN CAUSE DAMAGE OR INJURY.

(c) FOR RIGHT SIDE DOOR PULLEY HOUSING;
Carefully turn the allen wrench clockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.

(d) Fully install the safety pin.

S 034-008

(5) Remove the girt bar from the floor fittings.

S 034-009

(6) Remove the girt bar from the girt.

NOTE: You can temporarily put the girt bar back into the floor fittings.

S 024-010

(7) Remove the four fasteners that attach the slide pack to the emergency exit door.

S 024-011

(8) Hold the girt material against the slide pack and remove the slide pack.

S 944-026
(9) Keep escape slide loose parts (hinge brackets and angles) for subsequent installation.

S 944-027
(10) Keep escape slide cover loose parts (strap assembly and hinge half) for subsequent installation.

TASK 25-66-03-404-012

3. Install Escape Slide (Fig. 401)

A. Access

(1) Location Zones

835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

B. Procedure

S 214-002

WARNING: MAKE SURE THE SAFETY PIN IS INSTALLED ON THE SLIDE PACK BEFORE YOU MOVE THE SLIDE PACK. WITHOUT THE SAFETY LOCK PIN INSTALLED, THE SLIDE CAN INFLATE ACCIDENTALLY AND CAUSE INJURY OR DAMAGE.

(1) Make sure the safety pin in installed in the inflation cylinder on the slide pack.

S 214-003

WARNING: MAKE SURE THE WHITE NEEDLE ON THE PRESSURE GAGE ON THE SLIDE PACK IS IN THE GREEN "GO" BAND. THIS SHOWS THAT THE GAS RESERVOIR IS SUFFICIENTLY CHARGED. THE ESCAPE SLIDE WILL NOT INFLATE IN AN EMERGENCY IF THE GAS RESERVOIR IS NOT SUFFICIENTLY CHARGED.

(2) Make sure the white needle on the pressure gage on the slide pack is in the green GO band.

S 424-013
(3) Install the slide pack in the slide compartment on the No. 3 emergency exit door.

S 424-014
(4) Install the four fasteners to attach the slide pack to the emergency exit door.

S 034-015

(5) If the girt bar was temporarily put into the floor fittings, then remove the girt bar from the floor fittings.

S 434-016

(6) Push the girt bar through the loop in the girt.

S 434-017

(7) Install the ends of the girt bar into the floor fittings.

S 034-018

WARNING: MAKE SURE YOU REMOVE THE SAFETY PIN FROM THE SLIDE PACK AFTER YOU INSTALL THE SLIDE PACK ON THE DOOR. THE ESCAPE SLIDE WILL NOT INFLATE IN AN EMERGENCY IF THE SAFETY PIN IS INSTALLED.

(8) Remove the safety pin from the inflation bottle regulator on the slide pack.

S 434-019

(9) Put the safety pin into the stowage pouch on the front of the slide pack.

S 414-020

(10) Install the slide cover.

(a) Hang the cover on the upper hinge, and turn the bottom of the cover in the outboard direction.

(b) Push on the bottom center of the cover in the outboard direction to engage the lower latch.

(c) Continue to push the bottom of the cover in the outboard direction until the cover is in the correct position.

(d) Install the strap assembly to the escape slide with the strap screws and washers.

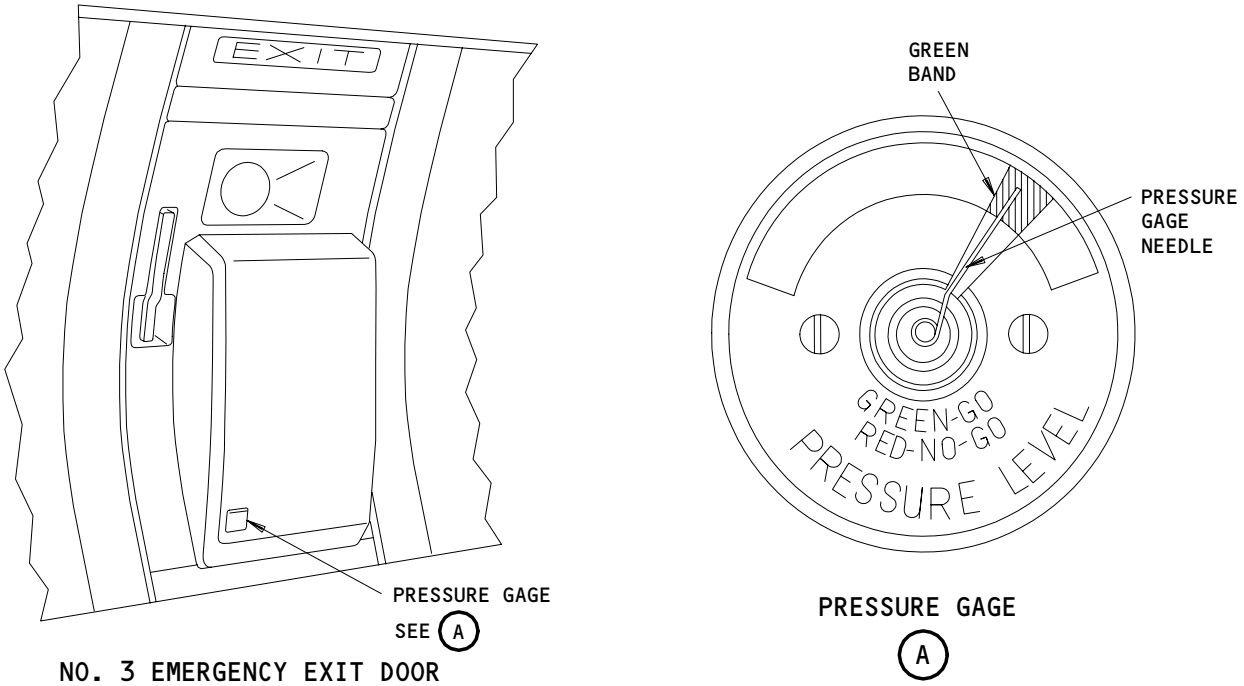
(e) Attach the strap assembly to the pack board.

NO. 3 EMERGENCY EXIT DOOR ESCAPE SLIDE - INSPECTION/CHECK

1. General
   A. This procedure contains two tasks.
      (1) The first task is to examine the escape slide and the girt bar on the No. 3 emergency exit door.
      (2) The second task is to examine the inflation cylinder pressure gage.
   B. Task two is included in task one. Thus, if you do task one, then it is not necessary to do task two.

TASK 25-66-03-206-001

2. Examine No. 3 Emergency Exit Door Escape Slide
   A. References
      (1) 25-66-03/401, No. 3 Emergency Exit Door Lining



No. 3 Emergency Exit Door Escape Slide
Inflation Cylinder Pressure Gage
Figure 601

B. Access

(1) Location Zones

835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

C. Procedure

S 016-010

(1) Remove the slide pack cover (Ref 25-66-03).

S 216-009

(2) Make sure the pressure gage needle on the slide inflation cylinder is in the green band or not more than 1/2 the pressure gage needle width above or below the green band (View A, Fig. 601).

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for this check to be correct. A fast change in temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature. The pressure gage needle can go external to the green band up to one-half the width of the green band. The period of time that the pressure gage needle can be external to the green band between one-half the needle width and one-half the green band width is 2 hours.

S 216-007

(3) Examine the girt material for damage and worn areas.

S 216-006

(4) Make sure the bolts that hold the packboard to the structure are not loose.

S 216-005

(5) Examine the girt bar and the floor fittings for damage and corrosion.

S 416-003

(6) Install the slide pack cover (Ref 25-66-03).

TASK 25-66-03-206-011

3. Examine the Inflation Cylinder Pressure Gage

NOTE: This is a scheduled maintenance task.

A. Access

(1) Location Zones

835 No. 3 Emergency Exit Door (Left)
845 No. 3 Emergency Exit Door (Right)

B. Procedure

S 226-012

(1) Make sure the pressure gage needle on the slide inflation cylinder is in the green band or not more than 1/2 the pressure gage needle width above or below the green band (View A, Fig. 601).

NOTE: The inflation cylinder must be at a constant, stable temperature for two hours or more for this check to be correct. A fast change in temperature causes the green band to move more quickly than the pressure gage needle. The pressure gage needle can show an incorrect low indication immediately after a large increase in temperature. The pressure gage needle can go external to the green band up to one-half the width of the green band. The period of time that the pressure gage needle can be external to the green band between one-half the needle width and one-half the green band width is 2 hours.

GIRT BAR AND FLOOR FITTINGS - MAINTENANCE PRACTICES

1. General
   A. This procedure contains three tasks. The first task is the removal of the girt bar. The second task is the installation of the girt bar. The third task gives the instructions to examine the girt bar and the floor fittings.

TASK 25-66-10-002-001

2. Remove the Girt Bar
   A. General
      (1) In this task an escape slide or slide-raft is referred to as an escape slide.
   B. Equipment
      (1) Dummy Girt Bar

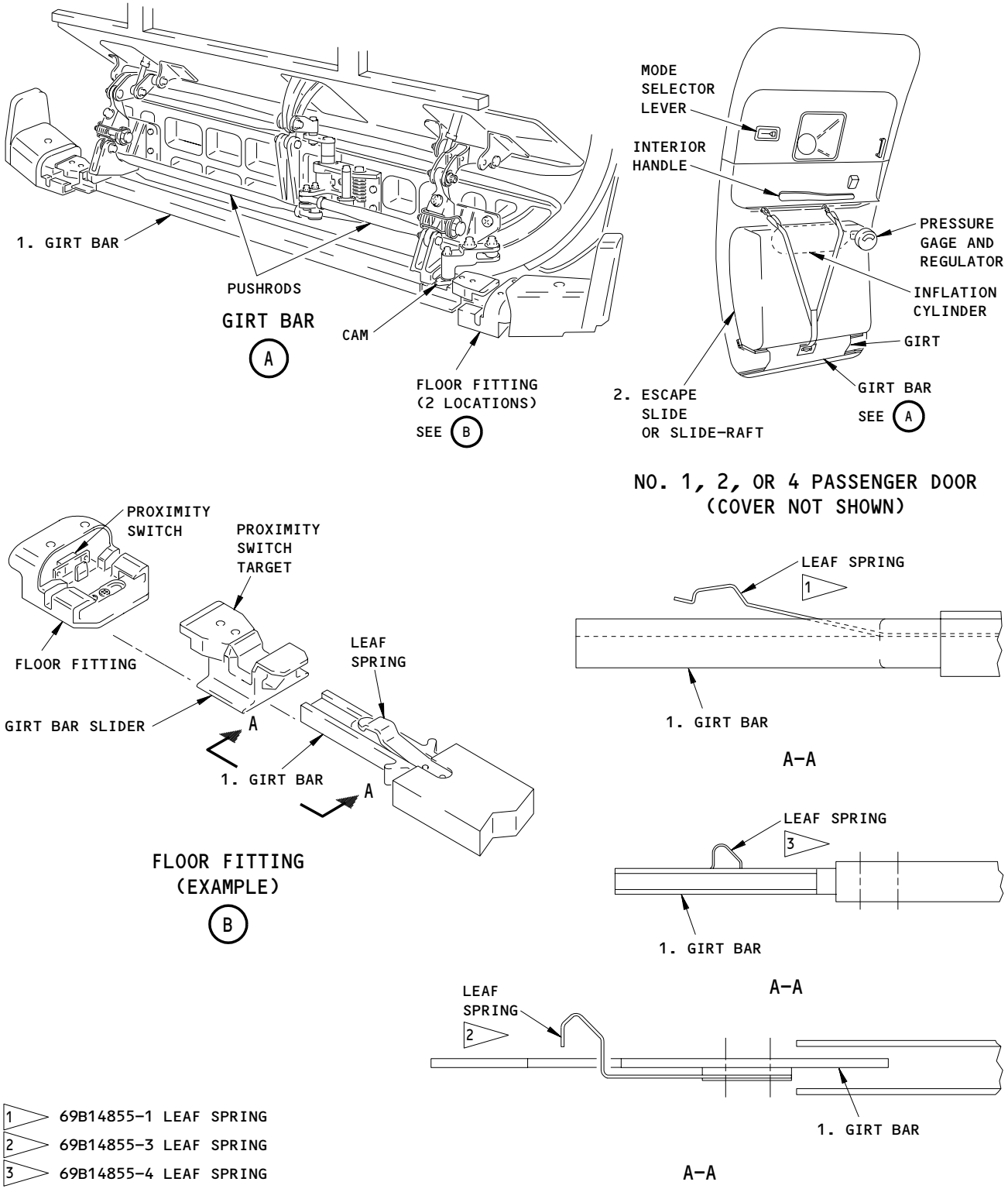
          NOTE: You can make a dummy girt bar from wood 0.5 x 1.5 x 30.0 inches.

      (2) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

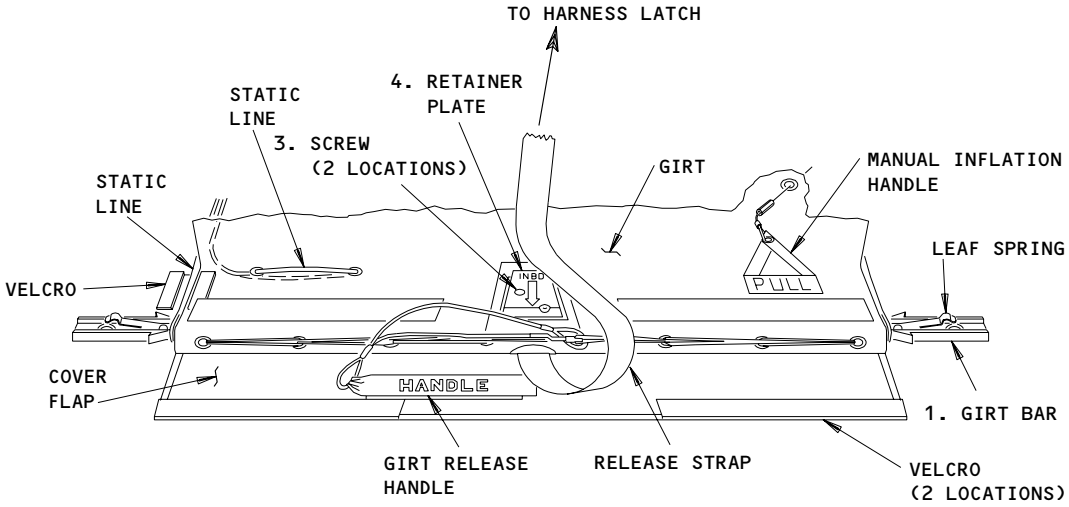
          NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

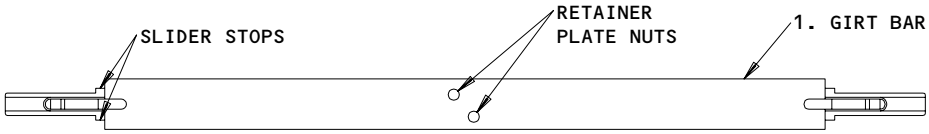
   C. References
      (1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slides.
   D. Access
      (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

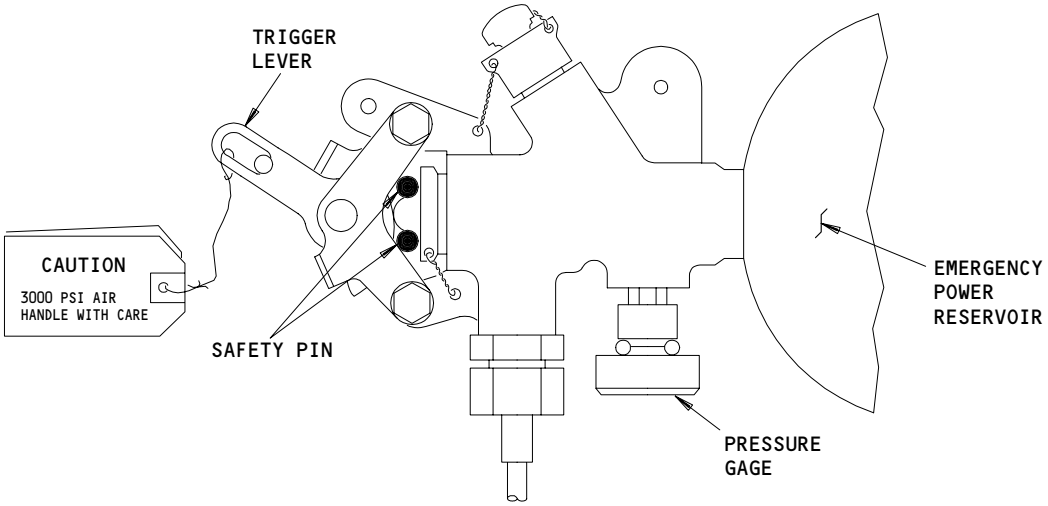


Girt Bar and Floor Fittings
Figure 201





Girt Bar Installation
Figure 202



EMERGENCY POWER RESERVOIR SAFETY PIN

Emergency Power Reservoir Safety Pin
Figure 203

E. Procedure

S 012-002
(1) Remove the cover for the escape slide (2) (Ref 25-66-01).

S 032-005
(2) Remove the safety pin from the stowage pouch on the escape slide (2).

S 492-009
(3) Install the safety pin into the inflation cylinder regulator.

S 822-001
(4) If you cannot fully install the safety pin in the lock pin housing on the valve assembly do these steps:
(a) Install an allen wrench in the center of the pulley housing.

NOTE: You can use an allen wrench with a long handle for easier access.

(b) Carefully turn the allen wrench counterclockwise a small distance to align the detent pin on the lock pin housing with the stop mark on the valve coverplate.
(c) Fully install the safety pin.

S 012-011
(5) Remove the escape slide (2) (Ref 25-66-01).

S 032-014

CAUTION: BE CAREFUL NOT TO PULL ON THE GIRT WHEN YOU REMOVE THE GIRT BAR SLIDERS. A FORCE ON THE GIRT CAN CAUSE THE INFLATION CYLINDER TO OPERATE.

(6) Move the girt bar sliders off the ends of the girt bar (1). Keep the girt bar sliders in the floor fittings.

S 032-015
(7) Pull the cover flap away from the velcro (Fig. 202).

S 032-016
(8) Remove the screws (3) in the retainer plate (4).

S 032-017
(9) Remove the retainer plate (4).

S 032-018

(10) Pull apart the velcro on the flap folded over the static line (Fig. 202).

S 032-019

(11) Move the static line around the end of the girt bar (1).

S 492-020

CAUTION: BE CAREFUL WHEN YOU REMOVE THE GIRT BAR. DAMAGE TO THE LEAF SPRINGS CAN EASILY OCCUR.

(12) Install the dummy girt bar into the girt while you remove the girt bar (1). Do not release the laces of the girt.

NOTE: The dummy girt bar will make it easier to install the girt bar (1) through the girt.

S 022-021

(13) Remove the girt bar (1).

TASK 25-66-10-402-022

3. Install the Girt Bar

A. General

(1) In this task an escape slide or slide-raft is referred to as an escape slide.

B. Equipment

(1) Dummy Girt Bar

NOTE: You can make a dummy girt bar from wood 0.5 x 1.5 x 30.0 inches.

(2) Safety Pin Set - Passenger Door Emergency Power Reservoir, B52009-1

NOTE: The safety pin set is a set of two pins connected by a lanyard. If the safety pin set is not available, you can use two bolts (3/16-inch diameter by 1 1/4-inch grip) as an alternative. Install one bolt above and one bolt below the reservoir plunger. Attach tags to the bolts to identify the bolts for removal.

C. Parts
(1) This table is for the No. 1 Passenger Door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	1	Girt Bar	25-66-05	05	135
	2	Escape Slide (Left)	25-66-01	01	90
		Escape Slide (Right)			100
		Escape Slide-Raft			95
202	3	Screw			385
	4	Retainer Plate			380

(2) This table is for the No. 2 Passenger Door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	1	Girt Bar	25-66-05	05	135
	2	Escape Slide (Left)	25-66-01	02	90
		Escape Slide (Right)			92
		Escape Slide-Raft			93
202	3	Screw			395
	4	Retainer Plate			390

(3) This table is for the No. 4 Passenger Door.

MM		NOMENCLATURE	IPC		
FIG	ITEM		SUBJECT	FIG	ITEM
201	1	Girt Bar	25-66-05	05	135
	2	Escape Slide (Left)	25-66-01	04	90
		Escape Slide (Right)			92
		Escape Slide-Raft			93
202	3	Screw			365
	4	Retainer Plate			360

D. References
(1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Escape Slides.

E. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

F. Procedure

S 022-002

(1) Lightly wrap tape around the girt bar and the leaf springs.

NOTE: This will help protect the leaf springs.

S 422-023

CAUTION: BE CAREFUL WHEN YOU INSTALL THE GIRT BAR. DAMAGE TO THE LEAF SPRINGS CAN EASILY OCCUR.

(2) Carefully install the girt bar (1) into the girt while you remove the dummy girt bar.

S 432-003

(3) Remove the tape from the leaf springs and the girt bar.

S 432-024

(4) Install the loop which is on the end of the static line around the end of the girt bar (1).

S 422-093

CAUTION: MAKE SURE THAT THE LENGTH OF THE STATIC LINE BETWEEN THE PACK AND THE GIRT BAR IS THE MINIMUM LENGTH NECESSARY. TOO MUCH STATIC LINE WILL CATCH ON THE GIRT BAR. YOU WILL NOT BE ABLE TO ARM THE DOOR.

(5) Put the extra length of the static line into its stowage pocket.

S 432-025

(6) Fold the flap around the static line and attach the velcro.

S 432-026

(7) Attach the retainer plate (4) to the girt bar (1) with the screws (3).

S 432-027

(8) Fold the cover flap around the girt bar and attach the velcro.

S 412-028
(9) Install the escape slide (2) (Ref 25-66-01). Do not remove the safety pin from the inflation cylinder regulator. Do not install the cover for the escape slide (2).

S 712-031
(10) Do the Girt Bar Mechanism Adjustment (AMM 52-11-25/501).

NOTE: This procedure will check the engagement of the girt bar slider and the floor fitting.

S 092-032
(11) Make sure that the safety pin is removed from the inflation cylinder regulator.

S 432-033
(12) Put the safety pin into the stowage pouch on the escape slide (2).

S 412-036
(13) Install the cover for the escape slide (2) (Ref 25-66-01).

TASK 25-66-10-202-039

4. Girt Bar and Floor Fitting Inspection/Check

A. General
(1) In this task an escape slide or slide-raft is referred to as an escape slide.

B. References
(1) 25-66-01/401, No. 1, 2, and 4 Passenger Door Slides

C. Access
(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

D. Procedure

S 862-040
(1) Move the mode selector lever to the DETACH position.

S 012-043
(2) Remove the cover for the escape slide (2) (Ref 25-66-01).

S 032-046
(3) Remove the safety pin from the stowage pouch on the escape slide (2).

S 492-049
(4) Install the safety pin into the inflation cylinder regulator.

S 492-052

WARNING: MAKE SURE YOU INSTALL THE SAFETY PINS ON THE CORRECT EMERGENCY POWER RESERVOIR. THE ACCIDENTAL OPERATION OF THE EMERGENCY POWER RESERVOIR CAN CAUSE INJURY OR DAMAGE.

(5) Install the safety pins on the correct emergency power reservoir.

NOTE: The reservoir for the right No. 1 passenger door is left of reservoir for the left No. 1 passenger door (AMM 52-11-30/401). The reservoirs for the No. 2 and No. 4 passenger doors are above each door.

S 212-053
(6) Look for damage, corrosion, and unwanted material on the girt bar (1), girt bar sliders, leaf springs, and floor fittings.

S 212-054
(7) Examine the floor fittings for loose screws.

S 862-055
(8) Move the mode selector lever to the ENGAGE position.

S 822-058

CAUTION: DO NOT TURN THE INTERIOR HANDLE TO THE FULLY UNLATCHED POSITION WHILE THE DOOR IS IN THE ENGAGE MODE. THIS WILL OPERATE THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE DAMAGE TO THE COMPONENTS OF THE SYSTEM.

(9) Turn the interior handle until the door lower gate turns inboard and the cams on the slider cranks lift sufficiently away from the sliders.

S 822-096

CAUTION: DO NOT USE FORCE TO MOVE THE GIRT BAR SLIDERS. iF YOU USE FORCE TO MOVE THE GIRT BAR SLIDERS, DAMAGE MAY OCCURE TO THE LEAF SPRINGS.

(10) Lightly push the girt bar slider against the leaf spring with one finger (1).
   (a) Move the slider and girt bar assembly until the other end touches the tab stop on the floor fitting end.

S 712-063

(11) Make sure that the leaf spring holds the slider when light force is applied.

S 352-064

(12) If the leaf springs do not hold the girt bar sliders, then do these steps:
   (a) If the girt bar has 69B14855-1 leaf springs, install a girt bar with new leaf springs. Do this Task: Install the Girt Bar.
   (b) If the girt bar has 69B14855-3 leaf springs, install a girt bar with new leaf springs. Do this Task: Install the Girt Bar.
   (c) Make sure the girt bar (1) has equal clearances between the ends of the girt bar (1) and the stop tabs on the floor fittings.

S 212-094

(13) Move the girt bar sliders back into the floor fittings.

S 202-097

(14) If you have removed the girt bar or leaf springs, do the steps to measure the engagement of the girt bar slider and the floor fitting (Ref 52-11-25/501).

S 862-066

(15) Turn the interior handle back to the latched position.

S 212-067

(16) Make sure the cams of the girt bar mechanism go into the slots on the girt bar sliders.

S 862-068

(17) Move the mode selector lever to the DETACH position.

S 092-071
(18) Remove the safety pin from the inflation cylinder regulator.

S 432-074
(19) Put the safety pin into the stowage pouch on the escape slide (2).

S 412-000
(20) Install the cover for the escape slide (2) (Ref 25-66-01).

S 092-080
(21) Remove the safety pins from the emergency power reservoir.

GIRT BAR PROXIMITY SWITCHES - MAINTENANCE PRACTICES

1. General
   A. This procedure contains three tasks. The first task is the removal of a girt bar proximity sensor. The second task is the installation of a girt proximity sensor. The third task is the adjustment of a girt bar proximity switch.
   B. The proximity switch has two components, the sensor and the actuator. The proximity sensor is attached to the floor fitting. The proximity actuator is attached to the girt bar slider.

TASK 25-66-11-002-001

2. Remove the Girt Bar Proximity Sensor
   A. References
      (1) 52-11-30/401, Door Emergency Power Reservoir - Removal/Installation
      (2) 25-66-01/401, Door Escape Slide or Slide-Raft - Removal/Installation
   B. Access
      (1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

   C. Procedure

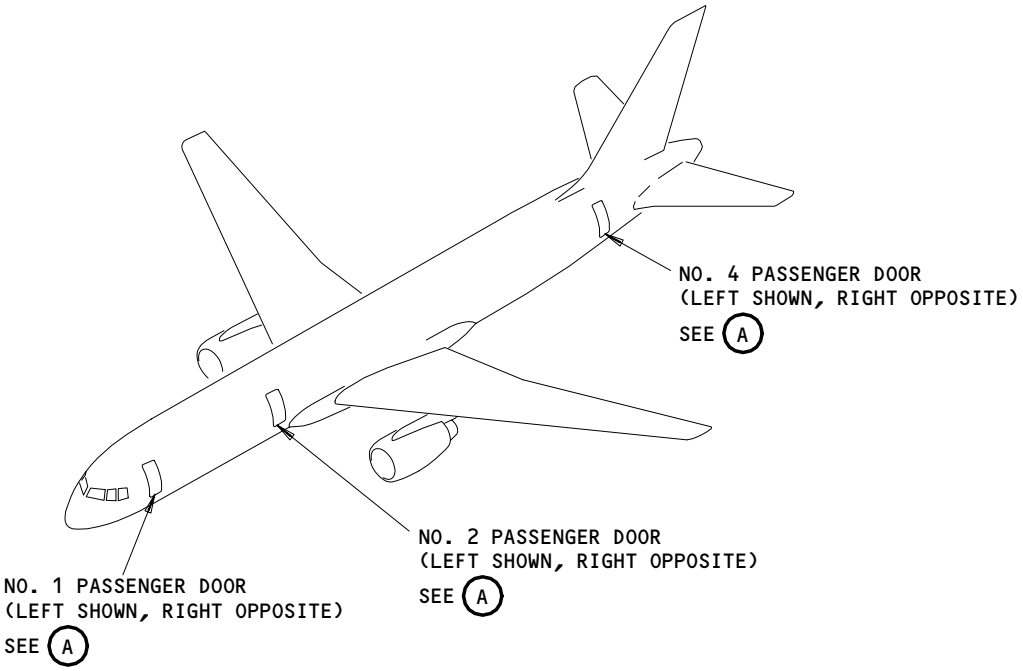
S 862-002
(1) Open this circuit breaker on the overhead circuit breaker panel, P11, and attach a DO-NOT-CLOSE tag:
(a) 11R34, DOOR GIRT BAR ENT DIM

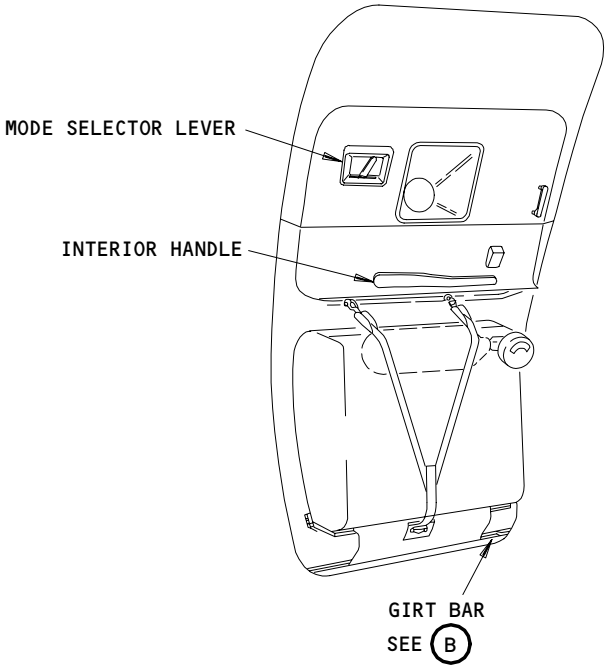
S 422-077
(2) Install Safety Pin Set in the Door Assist Bottle (AMM 52-11-30/401).

S 422-078
(3) Install Safety Pin in Escape Slide (AMM 25-66-01/401).

S 032-003
(4) Remove the switch wiring cover.

S 032-004
(5) Disconnect the wires to the girt bar proximity sensor at the nearest splice.

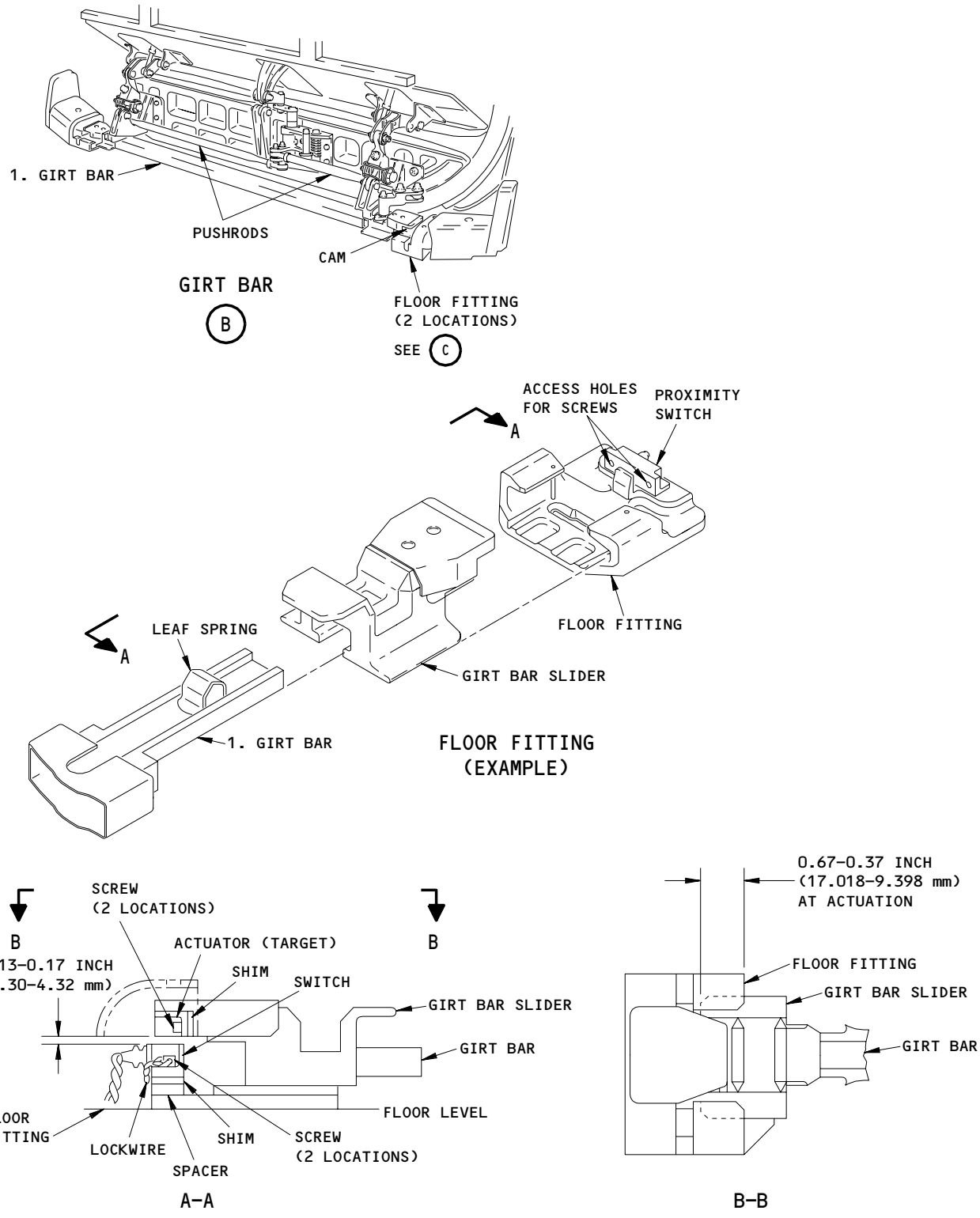




NO. 1, 2, OR 4 PASSENGER DOOR
(COVER NOT SHOWN)

A

Girt Bar Proximity Switches
Figure 201 (Sheet 1)



Girt Bar Proximity Switches
Figure 201 (Sheet 2)

S 022-005
(6) Remove the screws that attach the girt bar proximity sensor to the floor fitting.

NOTE: You can get access to the screws through the holes on the top of the floor fitting (View C, Fig. 201).

S 022-006
(7) Remove the girt bar proximity sensor.

TASK 25-66-11-402-007

3. Install the Girt Bar Proximity Sensor

A. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

B. Procedure

S 422-008
(1) Install the girt bar proximity sensor on the floor fitting with the screws. Do not install a lockwire.

S 432-009
(2) Connect the wires to the girt bar proximity sensor switch at the slice.

S 822-010
(3) Refer to Adjust the Girt Bar Proximity Switch paragraph to make sure the proximity switch is correctly adjusted.

TASK 25-66-11-822-011

4. Adjust the Girt Bar Proximity Switch

A. General

(1) In this task an escape slide or slide-raft is referred to as an escape slide.

B. Consumable Materials

(1) A00441 Adhesive - BMS 5-126
(2) Laminated shim

C. References

(1) 24-22-00/201, Electrical Power - Control
(2) 52-11-02/401, Door Lining

D. Access

(1) Location Zones

831	No. 1 Passenger Door (Left)
832	No. 2 Passenger Door (Left)
836	No. 4 Passenger Door (Left)
841	No. 1 Passenger Door (Right)
842	No. 2 Passenger Door (Right)
846	No. 4 Passenger Door (Right)

E. Prepare for the Adjustment

S 012-012

(1) Remove the cover for the escape slide (Ref 52-11-02).

S 862-015

(2) Move the mode selector lever to the ENGAGE position.

S 822-018

CAUTION: DO NOT TURN THE INTERIOR HANDLE TO THE FULLY UNLATCHED POSITION WHILE THE DOOR IS IN THE ENGAGE MODE. THIS WILL OPERATE THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

(3) Turn the interior handle slowly in the open direction until the cams on the girt bar slider cranks are clear of the girt bar sliders (approximately 30 degrees).

S 822-021

(4) Push down the leaf springs and move the girt bar sliders toward the middle of the girt bar.

S 032-022

(5) Remove the girt bar from the floor fittings.

S 822-023

(6) Turn the interior handle to the latched position.

S 862-024

(7) Move the mode selector lever to the DETACH position.

S 032-027

(8) Remove the girt bar sliders from the girt bar.

S 432-028

(9) Temporarily attach the girt bar and the girt to the escape slide.

S 032-031

(10) Remove the switch wiring covers.

F. Adjust the Girt Bar Proximity Switch

S 432-032
(1) Fully engage the girt bar sliders in the floor fittings.

S 222-033
(2) Measure and write the clearance between the proximity sensor and the actuator at the forward side of the door.

S 222-034
(3) Measure and write the clearance between the proximity sensor and the actuator at the aft side of the door.

S 422-035
(4) If a clearance is smaller than the dimension shown (View A-A, Fig. 201), then do these steps:
   (a) Remove the sensor (Refer to Remove the Girt Bar Proximity Sensor paragraph).
   (b) Calculate the number of shim laminations to remove to increase the clearance to the correct value.

      NOTE: Each shim lamination removed will increase the clearance 0.003 inch.
   (c) Remove the necessary number of shim laminations.
   (d) Install the sensor (Refer to Install the Girt Bar Proximity Sensor paragraph).
   (e) Install lockwires on the screws.

S 422-036
(5) If a clearance is larger than the dimension shown (View A-A, Fig. 201), then do these steps:
   (a) Remove the sensor (Refer to Remove the Girt Bar Proximity Sensor paragraph).
   (b) Install a new laminated shim between the old shim and the sensor.
   (c) Install the sensor (Refer to Install the Proximity Sensor paragraph).

      NOTE: Do not connect the wires.

   (d) Measure the clearance between the proximity sensor and the actuator.
   (e) Remove the sensor (Refer to Remove the Girt Bar Proximity Sensor paragraph).
   (f) Calculate the number of shim laminations to remove to increase the clearance to the correct value.

      NOTE: Each shim lamination removed will increase the clearance 0.003 inch.

   (g) Remove the necessary number of shim laminations.

(h) Carefully apply the adhesive between the old shims and the new shims.
(i) Remove the unwanted adhesive.
(j) Install the sensor (Refer to Install the Girt Bar Proximity sensor paragraph).

NOTE: Make sure the adhesive does not get on the screw threads or between the proximity sensor and the shim.

(k) Install lockwires on the screws.

S 432-037
(6) Install lockwires on the screws that attach the proximity sensor to the floor fitting.

S 862-038
(7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
(a) 11R34, DOOR GIRT BAR ENT DIM

S 862-039
(8) Supply electrical power (Ref 24-22-00).

S 212-040
(9) Make sure the aft girt bar slider is engaged in the floor fitting and moved as far aft as it is possible.

S 822-041
(10) Move the forward girt bar slider aft until the girt bar indicator light above the door is not on.

S 822-042
(11) Slowly move the forward girt bar slider forward until the girt bar indicator light above the door comes on.

S 222-043
(12) Measure and write the distance that the girt bar slider engages the floor fitting as shown (View B-B, Fig. 201).

S 822-044
(13) Move the forward girt bar slider as far forward as it is possible.

S 822-045
(14) Move the aft girt bar slider forward until the girt bar indicator light above the door is not on.

S 822-046
(15) Slowly move the aft girt bar slider aft until the girt bar indicator light above the door comes on.

S 222-047
(16) Measure and write the distance that the girt bar slider engages the floor fitting as shown (View B-B, Fig. 201).

S 432-048
(17) If the distance that the girt bar slider engages the floor fitting is too small, then do these steps:
(a) Remove the girt bar slider from the floor fitting.
(b) Remove the screws to remove the proximity actuator from the girt bar slider.
(c) Calculate the number of shim laminations to remove to increase the engaged distance to the correct value.

NOTE: Each shim lamination removed will increase the engaged distance 0.003 inch.

(d) Remove the necessary number of shim laminations.
(e) Install the screws to attach the proximity actuator to the girt bar slider.
(f) Install lockwires on the screws.

S 432-049
(18) If the distance that the girt bar slider engages the floor fitting is too large, then do these steps:
(a) Remove the girt bar slider from the floor fitting.
(b) Remove the screws to remove the proximity actuator from the girt bar slider.
(c) Install a new laminated shim between the old shim and the proximity actuator.
(d) Install the screws to attach the proximity actuator to the girt bar slider.

(e) Measure the distance that the girt bar slider engages the floor fitting.
(f) Calculate the number of shim laminations to remove to increase the engaged distance the correct value.

NOTE: Each shim lamination removed will increase the engaged distance 0.003 inch.

(g) Remove the necessary number of shim laminations.
(h) Carefully apply the adhesive between the old shims and the new shims.
(i) Remove the unwanted adhesive.
(j) Install the screws to attach the proximity actuator to the girt bar slider.

NOTE: Make sure the adhesive does not get on the screw threads or between the actuator and the shim.

(k) Install lockwires on the screws.

S 862-050
(19) Remove electrical power if it is not necessary (Ref 24-22-00).

G. Put the Airplane Back to Its Usual Condition

S 432-051
(1) Install the switch wiring covers.

S 432-052
(2) Install the girt bar sliders on the girt bar.

S 822-053
(3) Move the girt bar sliders toward the middle of the girt bar.

S 862-054
(4) Move the mode selector lever to the ENGAGE position.

S 822-057

CAUTION: DO NOT TURN THE INTERIOR HANDLE TO THE FULLY UNLATCHED POSITION WHILE THE DOOR IS IN THE ENGAGE MODE. THIS WILL OPERATE THE EMERGENCY POWER SYSTEM, WHICH CAN CAUSE INJURY OR DAMAGE.

(5) Turn the interior handle slowly in the open direction until the cams on the girt bar slider cranks are clear of the girt bar sliders (approximately 30 degrees).

S 432-060
(6) Put the girt bar and the girt bar sliders in position on the floor fittings.

S 822-061
(7) Move the girt bar sliders away from the middle of the girt bar to engage the floor fittings.

S 862-062
(8) Turn the interior handle to the latched position.

S 212-063
(9) Make sure the cams on the girt bar slider cranks engaged the slots on the girt bar sliders.

S 862-064
(10) Move the mode selector lever to the DETACH position.

S 212-067
(11) Make sure the girt bar sliders engaged the girt bar lifter mechanism.

S 412-068
(12) Install the cover for the escape slide (Ref 52-11-02).