

GPA Group plc

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
78 34 XA --	(01=L,02=R) Reverser deploy problem was encountered by the flight crew which is not covered by the fault code diagrams.	SSM 78-34-01, SSM 78-34-02, SSM 78-36-01
78 34 XB --	(01=L,02=R) Reverser stow problem was encountered by the flight crew which is not covered by the fault code diagrams.	SSM 78-34-01, SSM 78-34-02, SSM 78-36-01
78 34 XC --	(01=L,02=R) REV ISLN VAL and REV ISLN lgt display problem was encountered by the flight crew which is not covered by the fault code diagrams.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 114, FIM 78-36-00/101, Fig. 106 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 107, FIM 78-36-00/101, Fig. 106
78 34 01 --	(01=L,02=R) Rev thrust lever could not be moved to rev thrust from rev idle. REV green was displayed.	FIM 78-34-00/101, Fig. 103, Block 1
78 34 02 --	(01=L,02=R) Engine REV amber in view with rev selected. No REV green indication. Rev lever would not move to full reverse.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 104, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 105, Block 1
78 34 03 --	(01=L,02=R) Engine would not reverse. REV ISLN light was on. EICAS msg: REV ISLN VAL displayed.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 106, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 105, Block 1
78 34 04 --	(01=L,02=R) Engine would not go to rev thrust. REV amber display missing. Rev thrust lever would not move to rev position.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 107, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 105, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
78 34 05 --	(01=L,02=R) Engine time from rev to fwd thrust too slow, ____ sec.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 110, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 106, Block 1
78 34 06 --	(01=L,02=R) Engine stuck in rev. REV green displayed and fwd thrust levers could not be advanced.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 108, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 110, Block 1
78 34 07 --	(01=L,02=R) Engine stuck in full rev. REV ISLN lgt is on. EICAS msg: REV ISLN VAL displayed. Fwd thrust levers could not be advanced.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 105, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 110, Block 1
78 34 08 --	(01=L,02=R) Engine stuck in rev. REV ISLN lgt on. EICAS msg: REV ISLN VAL displayed. Fwd thrust lever could not be advanced.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 105, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 110, Block 1
78 34 09 00	EICAS msg L REV ISLN VAL displayed.	FIM 78-34-00/101, Fig. 107, Block 1, FIM 78-34-00/101, Fig. 109, Block 1
78 34 10 00	EICAS msg R REV ISLN VAL displayed.	FIM 78-34-00/101, Fig. 107, Block 1, FIM 78-34-00/101, Fig. 109, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
78 34 11 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on after takeoff.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 110, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 107, Block 1
78 34 12 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on after takeoff and after landing. Msg and lgt norm in rev.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 111, Block 1
78 34 12 00	EICAS msg L(R) REV ISLN VAL displayed and REV ISLN light on during rev thrust.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 112, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 109, Block 1
78 34 14 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on, on ground and during rev thrust.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 113, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 109, Block 1
78 34 15 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on during all operations. Rev thrust is normal.	WITHOUT THRUST REVERSER SYNC LOCKS; Replace L(R) thrust reverser isolation detect relay K10358 (K10359)(WDM 78-36-11, WDM 78-36-21). If fault persists, check circuit between D2148 pin 28 and D4336 (D4256) pin 4. Repair as required.
78 34 16 --	(01=L,02=R) Engine was slow to reach reverse, _____ sec.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 109, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 108, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
78 34 17 --	(01=L,02=R) Engine rev thrust lever (difficult, unable) to select rev position.	FIM 78-34-00/101, Fig. 103, Block 1
78 34 18 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on with eng(s) shutdown and hyd pumps off. Reversers were stowed.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 114, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 107, Block 1
78 34 19 00	EICAS msg REV ISLN VAL displayed and REV ISLN lgt on after takeoff and after eng shutdown with hyd pumps off. Reversers were stowed.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 111, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-34-00/101, Fig. 107, Block 1
78 34 20 00	AIRPLANES WITHOUT SYNC LOCKS; EICAS msg L(R) REV ISLN VAL displayed (as a GROUND FAULT) when electrical power was applied to the airplane.	Clear the REV ISLN VAL message (FIM 31-41-00/101, Fig. 109). Open and close the applicable thrust reverser (AMM 78-31-00/201). Examine the EICAS for the L(R) REV ISLN VAL message. If the message does not show, no corrective action is necessary. If the message shows, do the corrective action for FIM 78-34-00/101, Fig. 106A, Block 1.
78 36 01 --	(01=L,02=R) Engine REV amber displayed with rev selected. Reverse lever could be moved toward full reverse.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-36-00/101, Fig. 103, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-36-00/101, Fig. 103, Block 1

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FAULT CODE	LOG BOOK REPORT	FAULT ISOLATION REFERENCE
78 36 02 --	(01=L,02=R) REV amber did not display. REV green did display during reverse thrust.	WITHOUT THRUST REVERSER SYNC LOCKS; FIM 78-36-00/101, Fig. 104, Block 1 WITH THRUST REVERSER SYNC LOCKS; FIM 78-36-00/101, Fig. 104, Block 1
78 36 03 --	(01=L,02=R) Engine REV amber display remained after fwd thrust selected. FWD thrust levers could be advanced.	FIM 78-36-00/101, Fig. 105, Block 1
78 36 04 --	(01=L,02=R) Engine REV amber displayed (steady, momentary) during fwd thrust.	FIM 78-36-00/101, Fig. 105, Block 1
78 36 05 --	(01=L,02=R) Engine REV amber blinks on and off every 5 seconds during fwd thrust.	FIM 78-36-00/101, Fig. 106, Block 1

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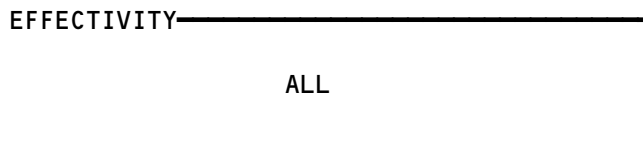
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TURBINE EXHAUST SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
EXHAUST COLLECTOR - COMMON NOZZLE		2	415KL,425KL, AFT LATCH ACCESS PANEL	78-11-04

Turbine Exhaust System - Component Index
Figure 101

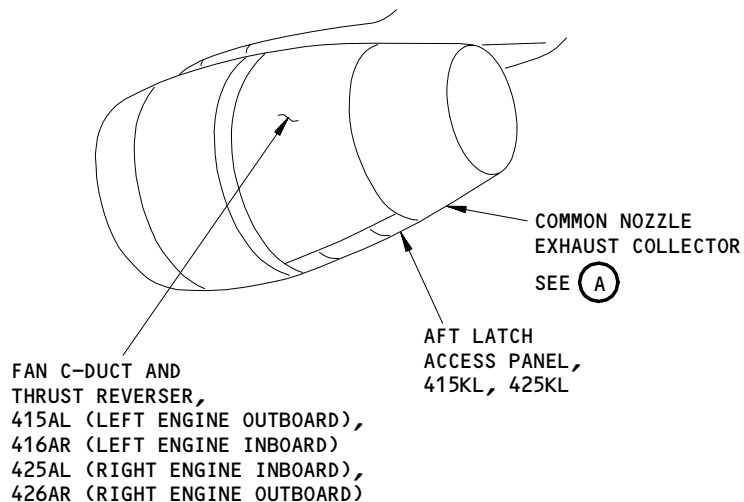


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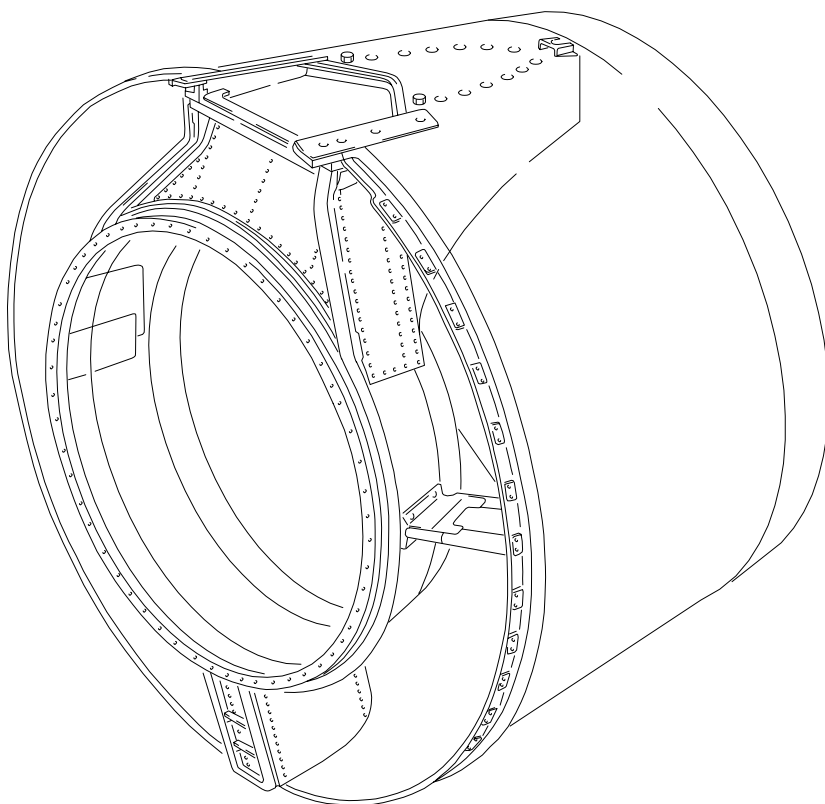
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AFT LATCH ACCESS PANEL



COMMON NOZZLE EXHAUST COLLECTOR

(A)

Turbine Exhaust System - Component Location
Figure 102

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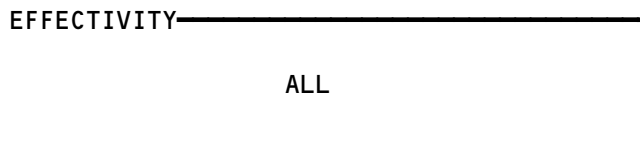
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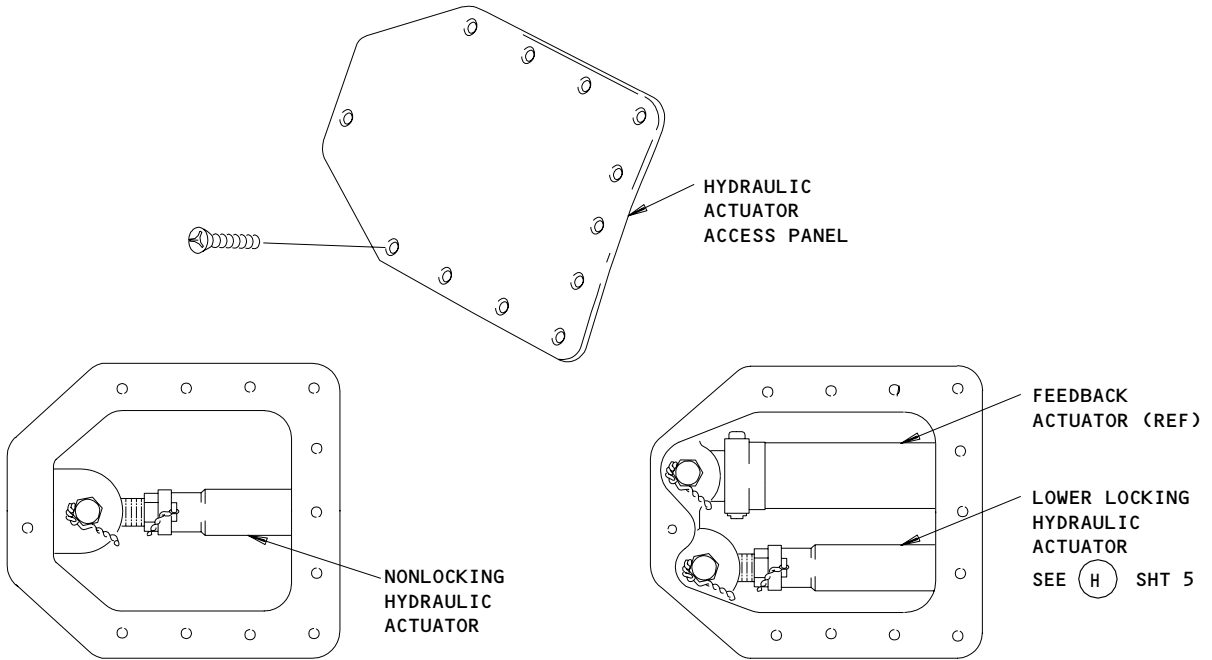
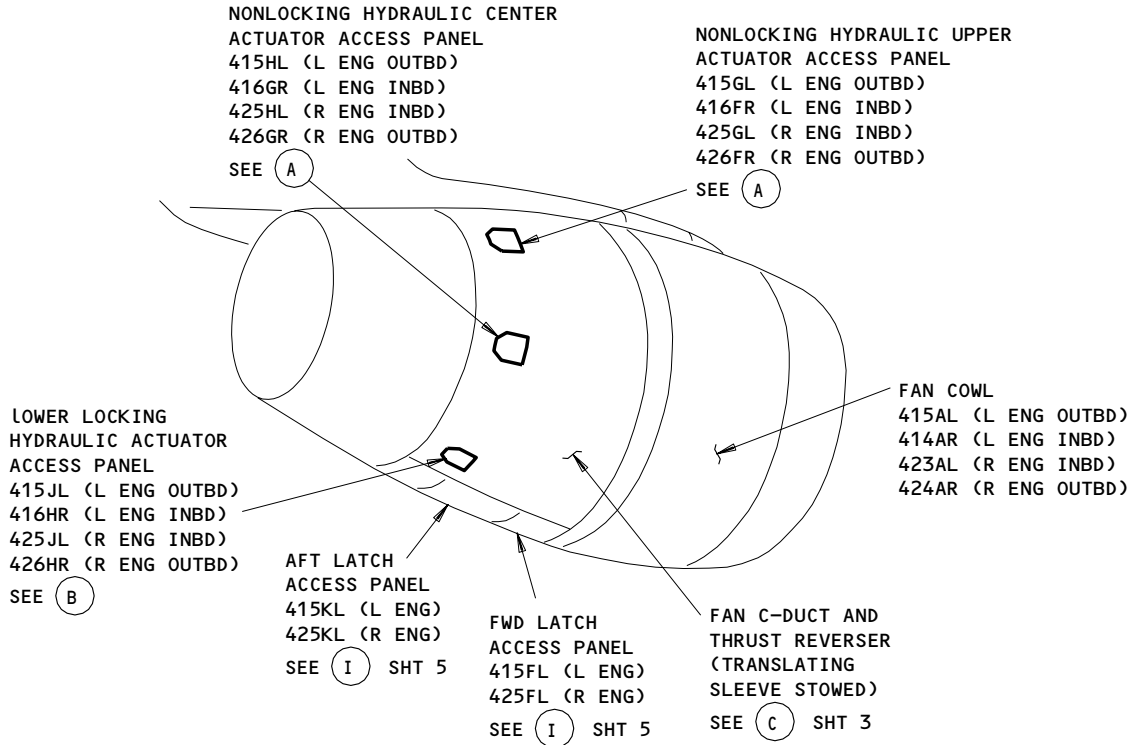
THRUST REVERSER SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	REFERENCE
ACTUATOR - L ENGINE FAN C-DUCT HYDRAULIC OPENING	6	2	415AL,416AR, FAN C-DUCT AND THRUST REVERSER	78-31-25
ACTUATOR - R ENGINE FAN C-DUCT HYDRAULIC OPENING	6	2	425AL,426AR, FAN C-DUCT AND THRUST REVERSER	78-31-25
ACTUATOR - L ENGINE T/R HYDRAULIC LOCKING	3	2	415JL,416HR,415AL,416AR, FAN C-DUCT AND THRUST REVERSER	78-31-26
ACTUATOR - R ENGINE T/R HYDRAULIC LOCKING	3	2	425JL,426HR,425AL,426AR, FAN C-DUCT AND THRUST REVERSER	78-31-26
ACTUATOR - L ENGINE T/R HYDRAULIC NONLOCKING	3	4	415GL,415HL,416FR,416GR,415AL,416AR, FAN C-DUCT AND THRUST REVERSER	78-31-26
ACTUATOR - R ENGINE T/R HYDRAULIC NONLOCKING	3	4	425AL,425GL,425HL,426AR,426FR,426GR, FAN C-DUCT AND THRUST REVERSER	78-31-26
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CASCADE SEGMENTS - R ENGINE	3	16	425AL,426AR, FAN C-DUCT AND THRUST REVERSER, TRANSLATE COWL	78-31-05
COWL - THRUST REVERSER TRANSLATING	3	2	415AL,416AR, FAN C-DUCT AND THRUST REVERSER, LEFT ENGINE	78-31-23
	3	2	425AL,426AR, FAN C-DUCT AND THRUST REVERSER, RIGHT ENGINE	78-31-23
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DOORS - R ENGINE T/R BLOCKER	3	12	425AL,426AR, FAN C-DUCT AND THRUST REVERSER	78-31-24
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LATCH - R ENGINE, FAN C-DUCT	3	5	425KL, T/R ACCESS DOOR	78-31-00
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TUBING - R ENGINE T/R ROTARY FLEX SHAFT AND	3	4	425AL,426AR, FAN C-DUCT AND THRUST REVERSER	78-31-26

Component Index
Figure 101



78-31-00



CENTER AND UPPER NONLOCKING HYDRAULIC ACTUATOR DISCONNECT INTERFACE

(A)

LOWER LOCKING HYDRAULIC ACTUATOR DISCONNECT INTERFACE

(B)

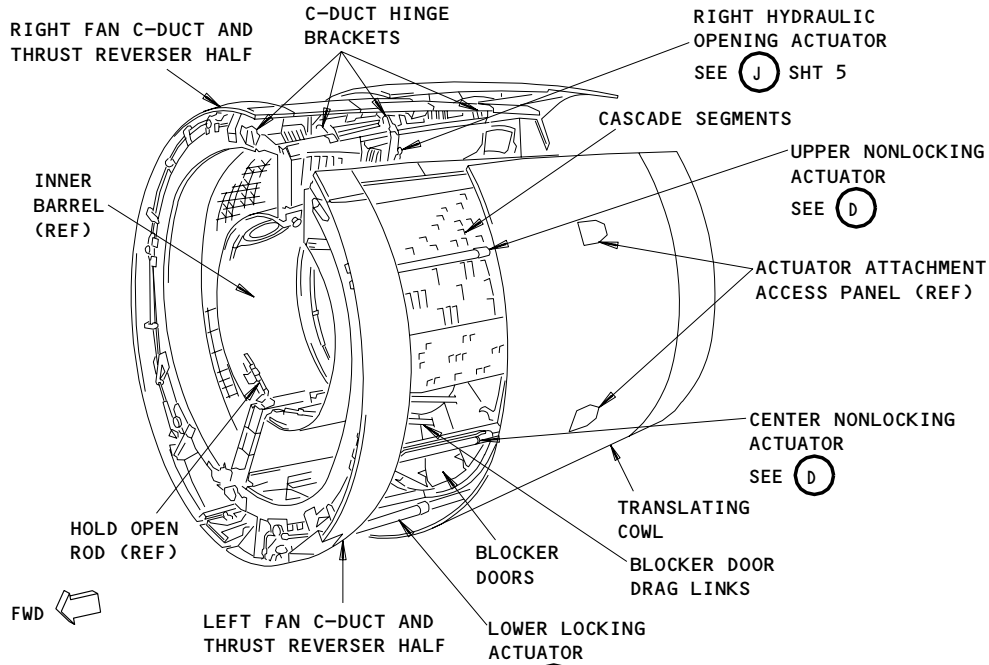
**Component Location
Figure 102 (Sheet 1)**

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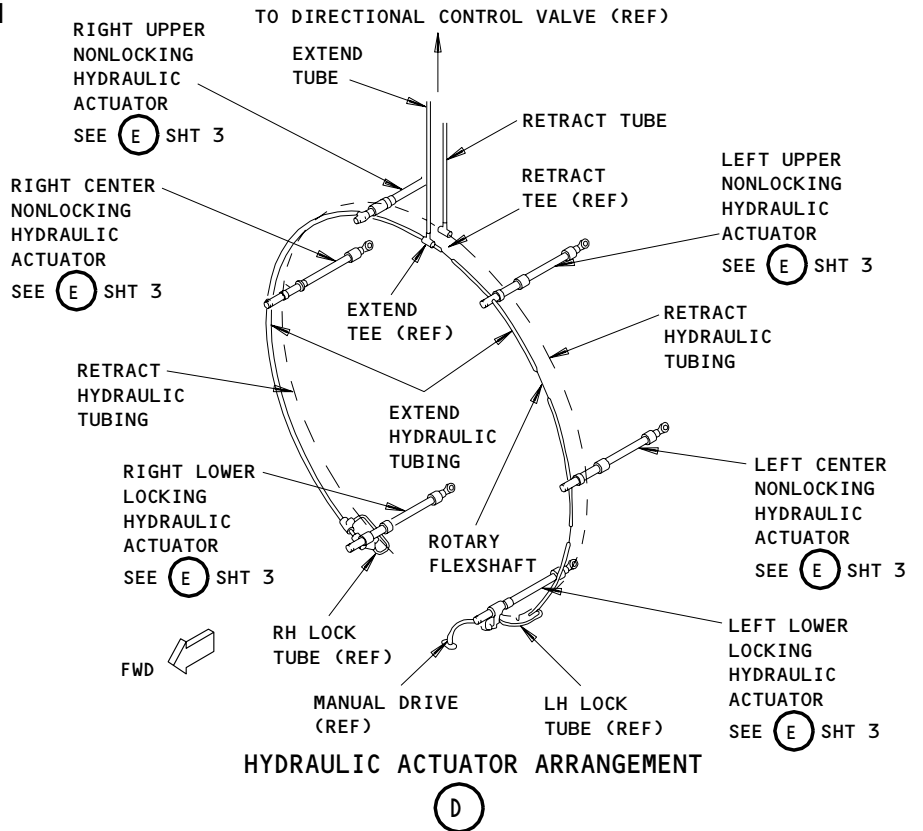
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FAN C-DUCT AND THRUST REVERSER
(TRANSLATING COWL DEPLOYED)

(C) FROM SHT 1



HYDRAULIC ACTUATOR ARRANGEMENT

(D)

Component Location
Figure 102 (Sheet 2)

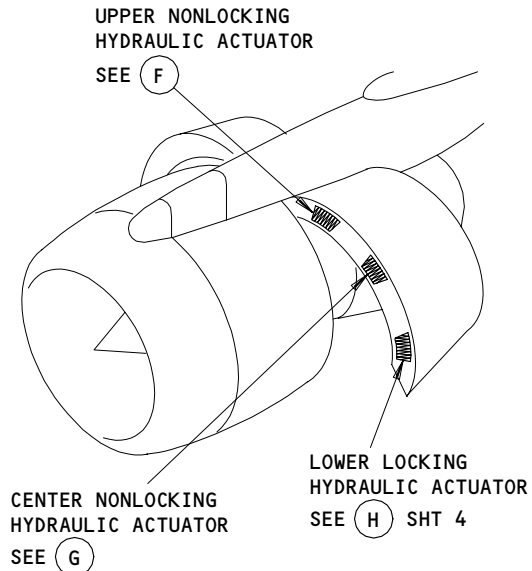
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	ALL

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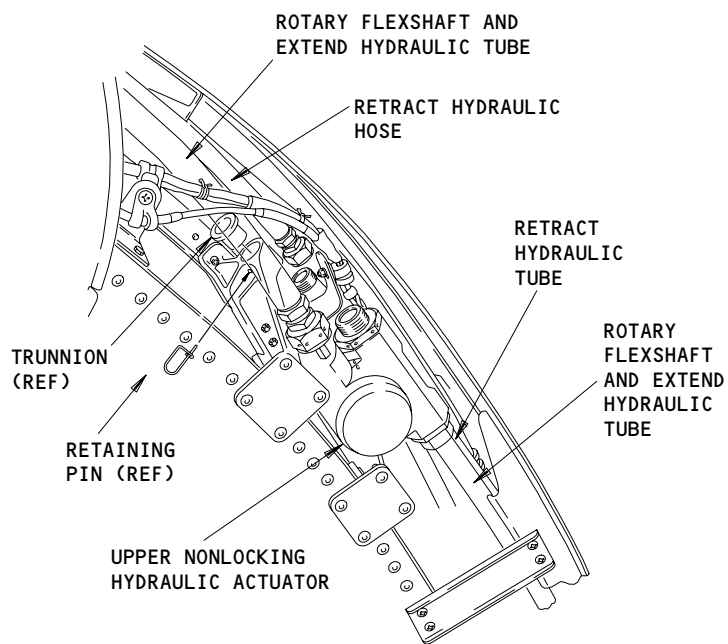
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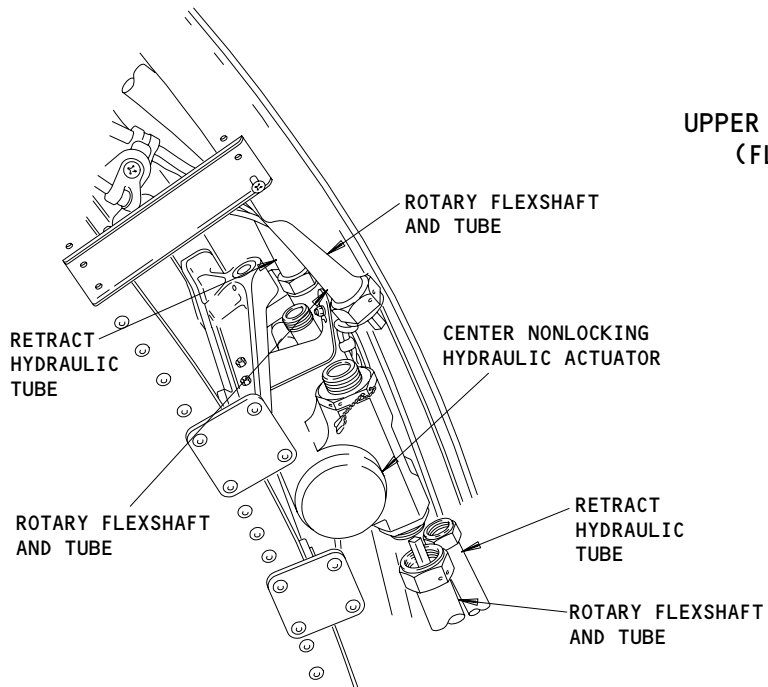


(E) FROM SHT 1



UPPER NONLOCKING HYDRAULIC ACTUATOR (FLEXSHAFT SHOWN DISCONNECTED)

(F)



CENTER NONLOCKING HYDRAULIC ACTUATOR (FLEXSHAFT SHOWN DISCONNECTED)

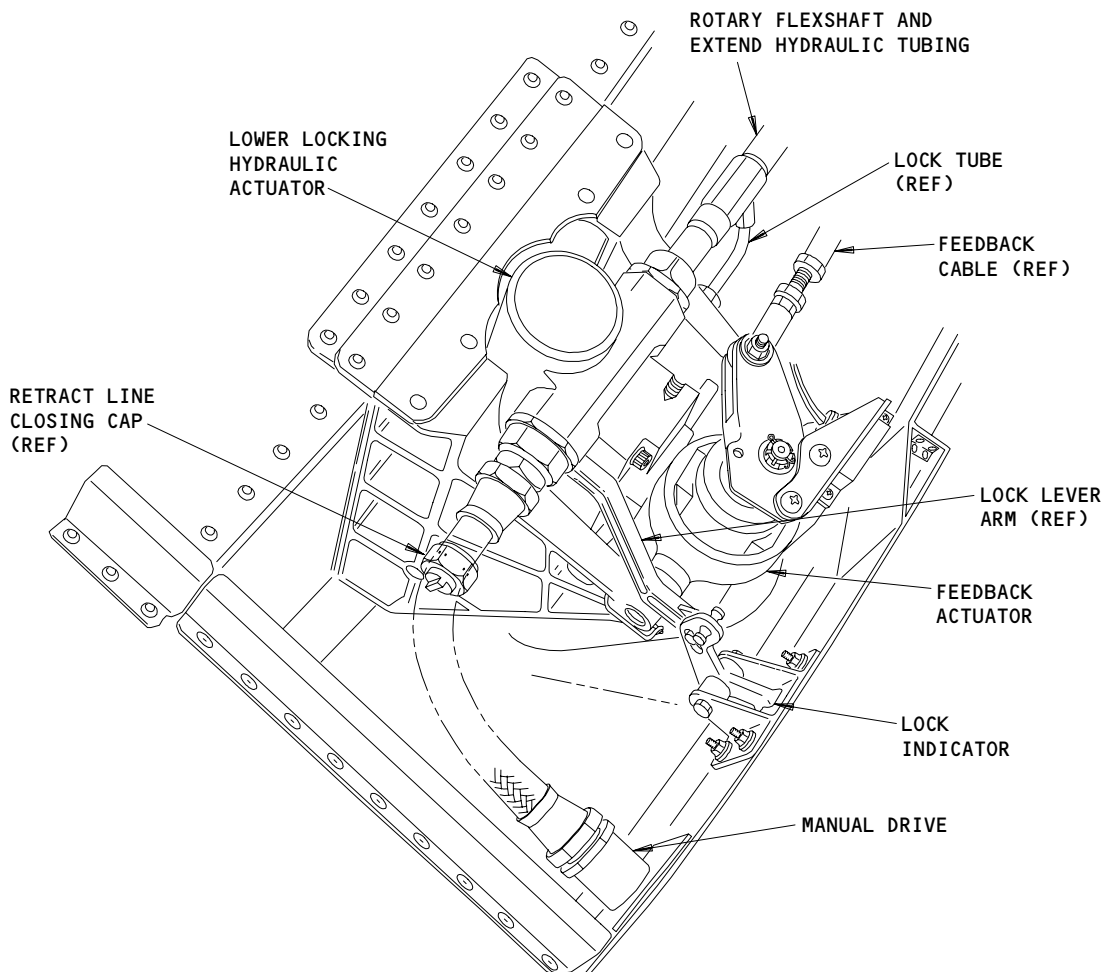
(G)

Component Location
Figure 102 (Sheet 3)

EFFECTIVITY	
	ALL

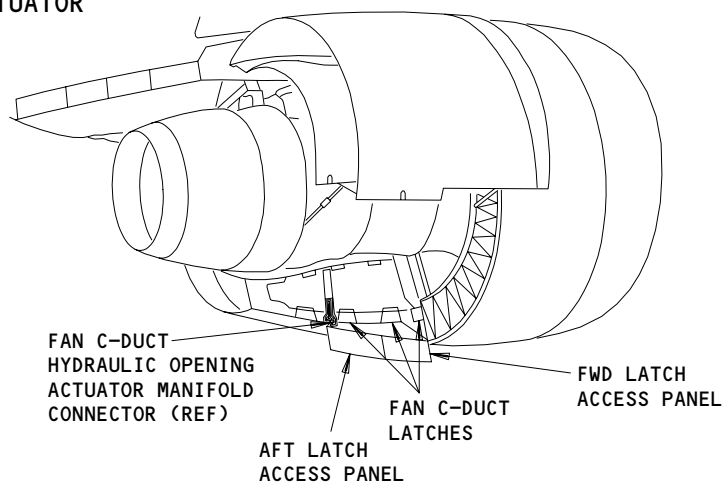
78-31-00

127698



LOWER LOCKING HYDRAULIC ACTUATOR

(H) FROM SHT 3



FAN C-DUCT (UNDERSIDE)

(I) FROM SHT 1

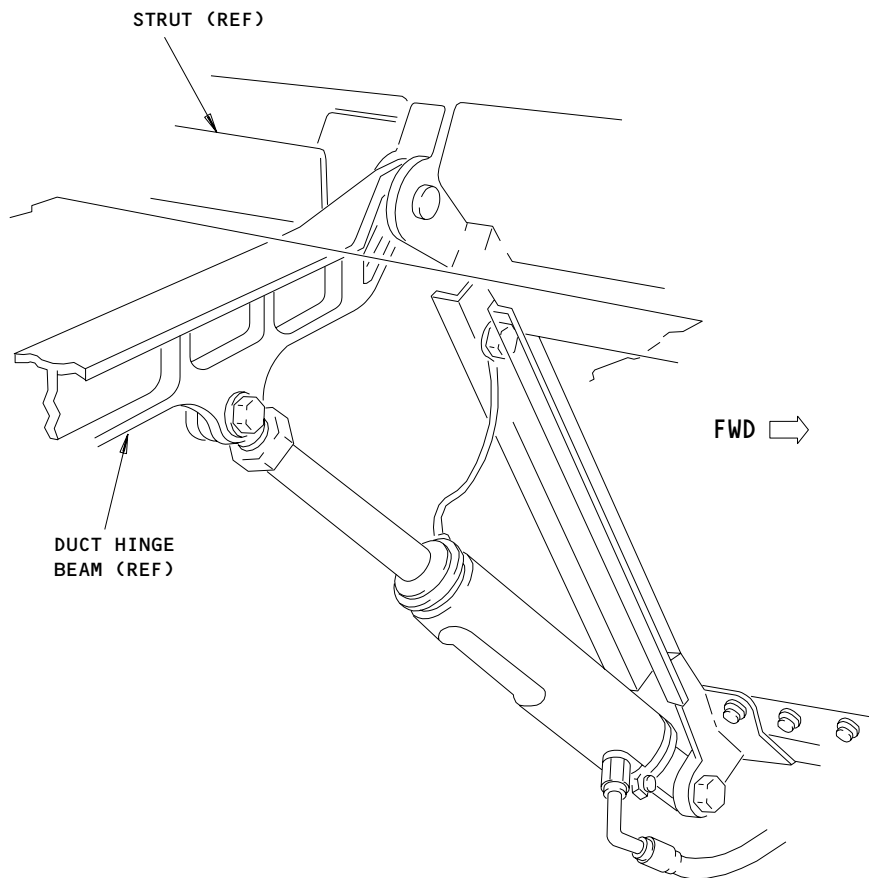
Component Location
Figure 102 (Sheet 4)

EFFECTIVITY	
	ALL

78-31-00

R01

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FAN C-DUCT OPENING ACTUATOR

(J) FROM SHT 2

Component Location
Figure 102 (Sheet 5)

EFFECTIVITY	ALL
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127724

THRUST REVERSER CONTROL SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR - L ENGINE, THRUST REVERSER FEEDBACK	3	2	415AL,416AR, AT THRUST REVERSER LOCKING ACTUATOR	78-34-06
ACTUATOR - R ENGINE, THRUST REVERSER FEEDBACK	3	2	425AL,426AR, AT THRUST REVERSER LOCKING ACTUATOR	78-34-06
CABLE - L ENGINE THRUST REVERSER FEEDBACK	4	2	433AL, STRUT CONTROL DRUM ACCESS, 415AL,416AR, FAN C-DUCT AND THRUST REVERSER	78-34-03
CABLE - R ENGINE THRUST REVERSER FEEDBACK	4	2	STRUT CONTROL DRUM ACCESS, 443AL, STRUT CONTROL DRUM ACCESS, 425AL, 426AR, STRUT CONTROL DRUM ACCESS	78-34-03
CIRCUIT BREAKER - L ENGINE T/R CONT, C1482 R ENGINE T/R CONT, C1483	5	1 1	FLT COMPT, P11 11D12 11B30	* *
LEVER - (FIM 76-11-00/101) THRUST, M985				
RELAY - (FIM 31-01-36/101) SYS NO. 1 AIR/GND, K199 L ENG T/R STOW, K26 L T/R DISAGREE, K10234 L T/R HYD ISLN VALVE, K10236		1 1 1		* * *
RELAY - (FIM 31-01-37/101) SYS NO. 2 AIR/GND, K203 R ENG T/R STOW, K27 R T/R DISAGREE, K10235 R T/R HYD ISLN VALVE, K10237		1 1 1		* * *
SENSOR - L ENGINE, L T/R AUTO RESTOW PROXIMITY, S10105	1	1	415AL, LEFT FORWARD BULKHEAD, AT LH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - L ENGINE, R T/R AUTO RESTOW PROXIMITY, S10108	1	1	416AR, RIGHT FORWARD BULKHEAD, AT RH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - R ENGINE, L T/R AUTO RESTOW PROXIMITY, S10105	1	1	425AL, LEFT FORWARD BULKHEAD, AT LH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - R ENGINE, R T/R AUTO RESTOW PROXIMITY, S10108	1	1	426AR, RIGHT FORWARD BULKHEAD, AT RH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - (FIM 78-36-00/101) L ENGINE, LH SLEEVE DEPLOY PROX, S166 L ENGINE, RH SLEEVE DEPLOY PROX, S167 R ENGINE, LH SLEEVE DEPLOY PROX, S166 R ENGINE, RH SLEEVE DEPLOY PROX, S167				
SWITCH - (FIM 26-21-00/101) L ENGINE FIRE, S37 R ENGINE FIRE, S38				
SWITCH - L T/R CONT, S134	5	1	FLT COMPT, P10, THRUST LEVER ASSY M985	*

* SEE WDM EQUIPMENT LIST

 Thrust Reverser Control System - Component Index
 Figure 101 (Sheet 1)

 EFFECTIVITY
 AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

CONFIG 1

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SOLENOID - L ENG T/R ISOLATION VALVE	2	1	434AL, ISOLATION VALVE V106	*
SOLENOID - R ENG T/R ISOLATION VALVE	2	1	444AL, ISOLATION VALVE V107	*
SWITCH - (FIM 78-36-00/101) L T/R HYD PRESS, S330 R T/R HYD PRESS, S331	5	1	FLT COMPT, P10, THRUST LEVER M985	*
SWITCH - R T/R CONT, S135 UNIT 1 - (FIM 32-09-00/101) PROXIMITY SWITCH ELECTRONICS, M162	3	1	432AL	78-34-01
VALVE - L ENGINE, THRUST REVERSER DIRECTIONAL CONTROL	2	1	434AL	78-34-05
VALVE - L ENGINE, T/R ISOLATION, V106	2	1	444AL	78-34-05
VALVE - R ENGINE, T/R ISOLATION, V107	3	1	442AL	78-34-01
VALVE - R ENGINE, THRUST REVERSER DIRECTIONAL CONTROL				

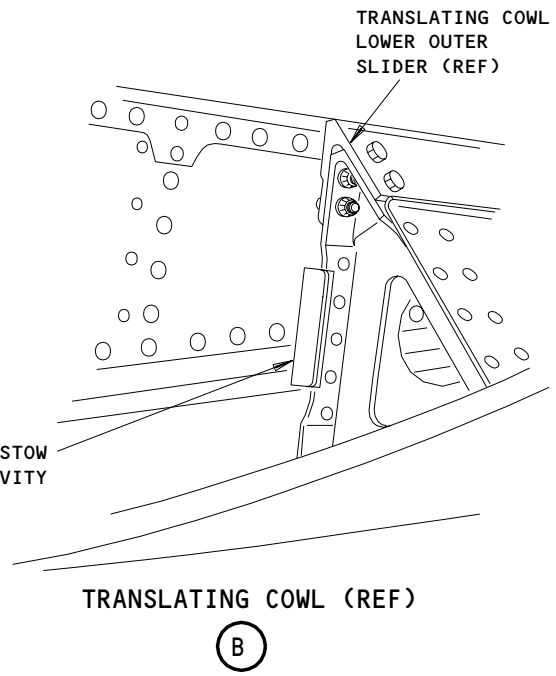
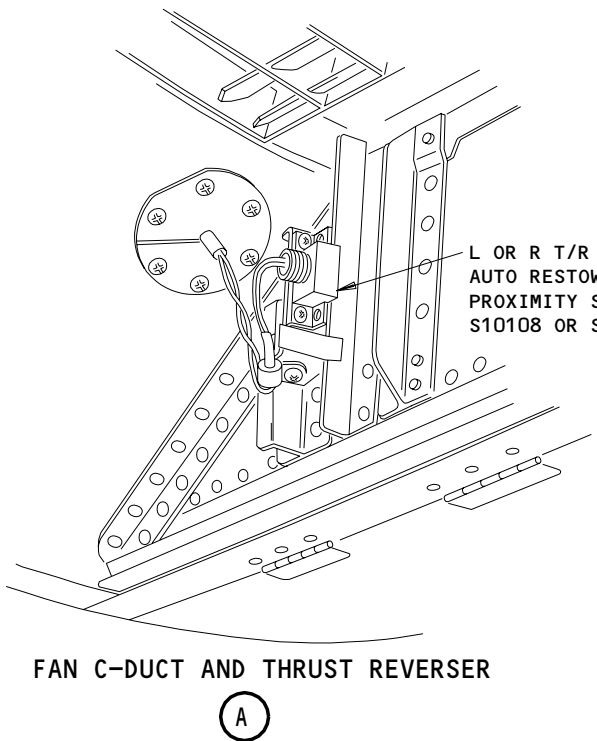
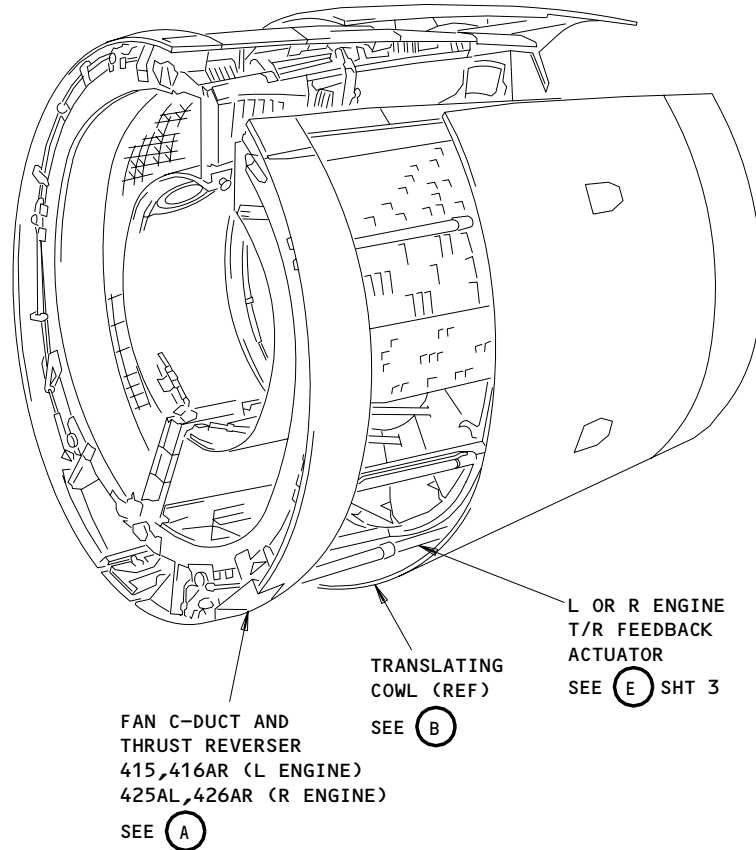
* SEE WM EQUIPMENT LIST

Thrust Reverser Control System -Component Index
Figure 101 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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51945

Component Location
Figure 102 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

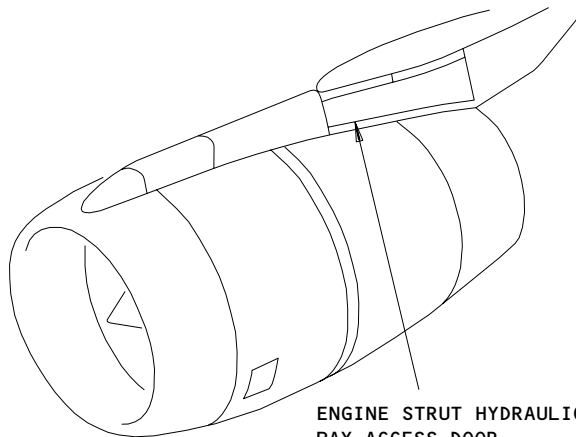
CONFIG 1

R01

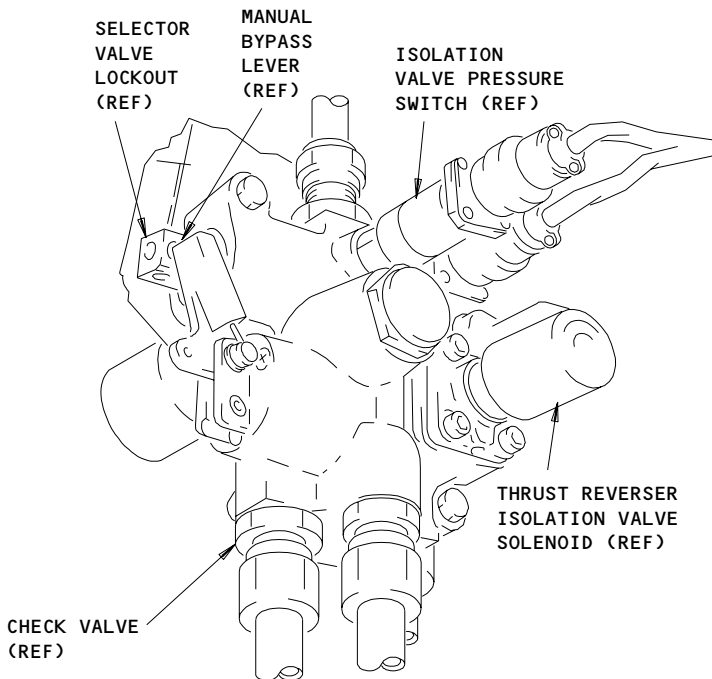
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H64280



ENGINE STRUT HYDRAULIC
 BAY ACCESS DOOR,
 434AL (LEFT ENGINE),
 444AL (RIGHT ENGINE)
 SEE (D)



LEFT OR RIGHT ENGINE T/R ISOLATION VALVE

NOT USED

(C)

(D)

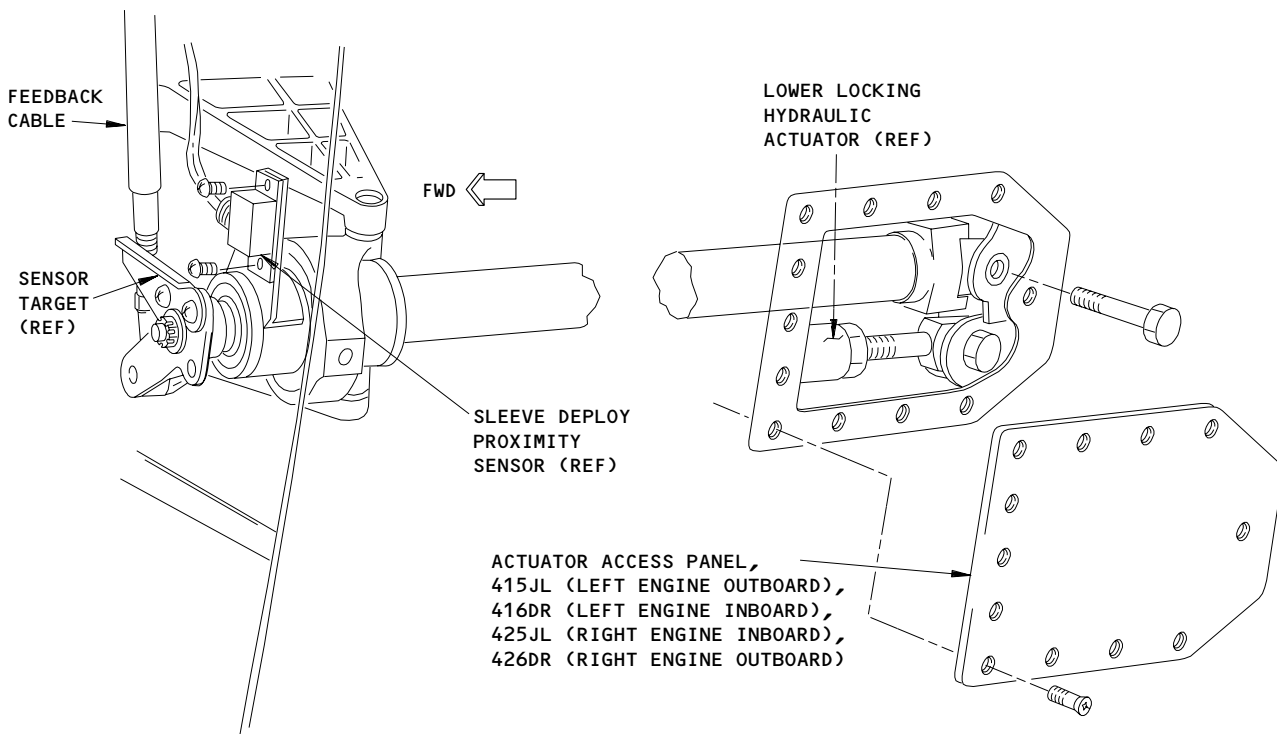
Thrust Reverser Control System - Component Location
 Figure 102 (Sheet 2)

EFFECTIVITY
 AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

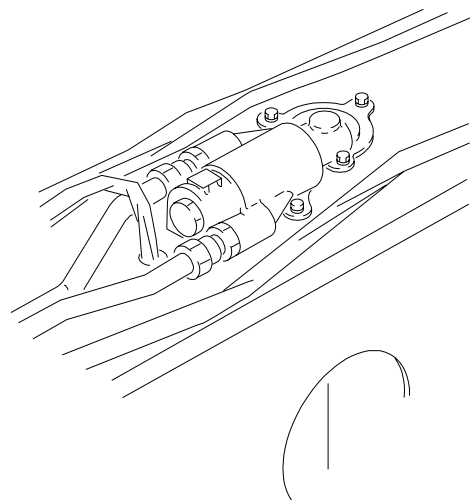
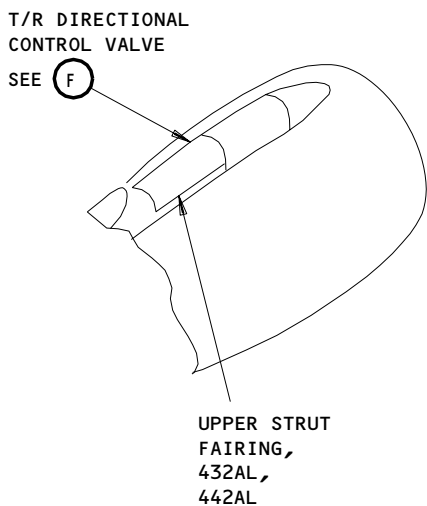
CONFIG 1
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LEFT OR RIGHT ENGINE T/R FEEDBACK ACTUATOR HYDRAULIC

(E) FROM SHT 1



LEFT OR RIGHT ENGINE T/R DIRECTIONAL CONTROL VALVE

(F)

Thrust Reverser Control System - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

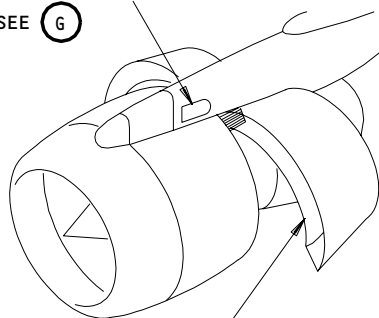
78-34-00

CONFIG 1
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ENGINE CONTROL STRUT
DRUM AND FEEDBACK
CABLE INTERFACE

SEE (G)

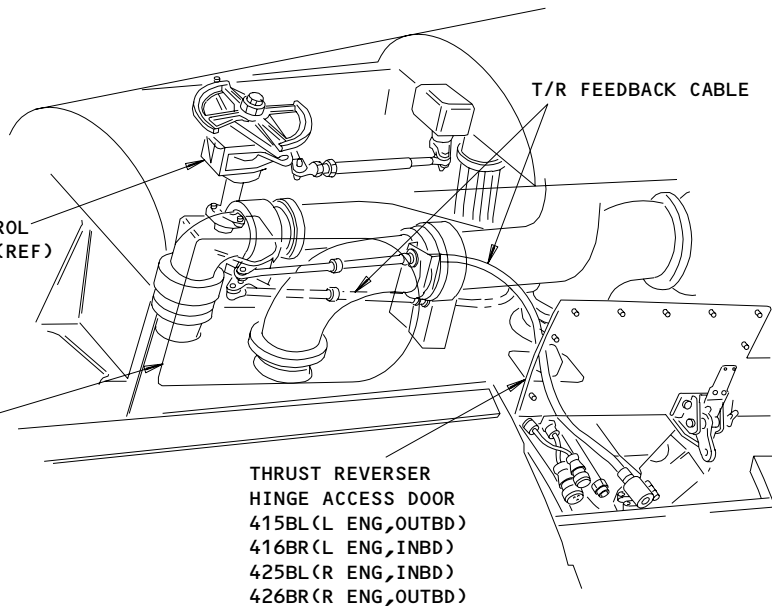


FAN C-DUCT AND
THRUST REVERSER
415AL(L ENG,OUTBD)
416AR(L ENG,INBD)
425AL(R ENG,INBD)
426AR(R ENG,OUTBD)

SEE (H)

STRUT DRUM
ACCESS PANEL
433AL(L ENG,OUTBD)
433GL(L ENG,INBD)
443GL(R ENG,INBD)
443AL(R ENG,OUTBD)

ENGINE CONTROL
STRUT DRUM (REF)



T/R FEEDBACK CABLE

THRUST REVERSER
HINGE ACCESS DOOR
415BL(L ENG,OUTBD)
416BR(L ENG,INBD)
425BL(R ENG,INBD)
426BR(R ENG,OUTBD)

ENGINE CONTROL STRUT DRUM AND FEEDBACK CABLE INTERFACE

T/R
HINGE
ACCESS
DOOR
(REF)

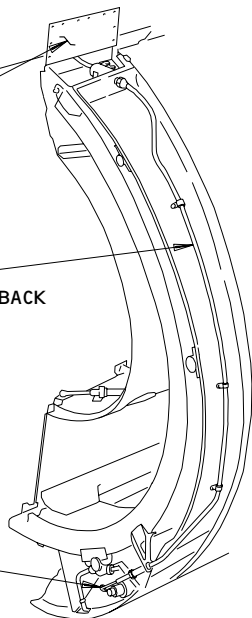
L OR R
T/R FEEDBACK
CABLE

T/R FEEDBACK
ACTUATOR/
CABLE
INTERFACE

SEE (I)

FAN C-DUCT AND THRUST REVERSER

(H)



(G)

LOWER LOCKING
HYDRAULIC
ACTUATOR
(REF)

T/R FEEDBACK
CABLE

LEFT T/R
FEEDBACK
ACTUATOR

T/R FEEDBACK ACTUATOR/CABLE INTERFACE

(I)

Component Location
Figure 102 (Sheet 4)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

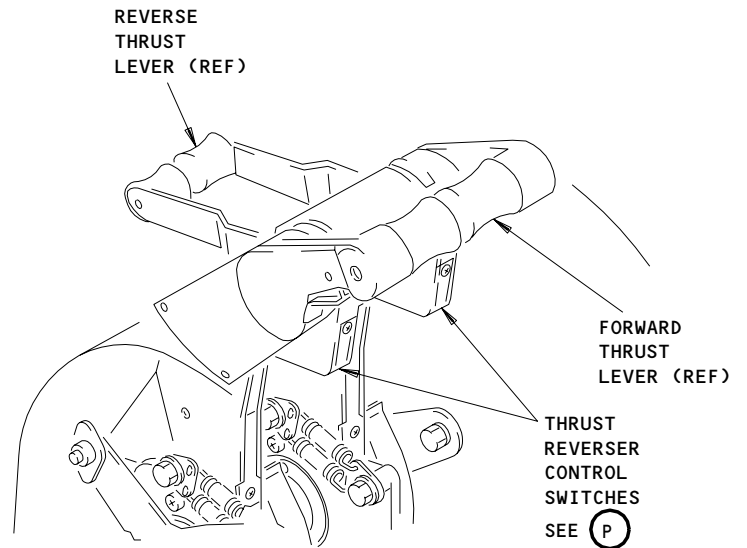
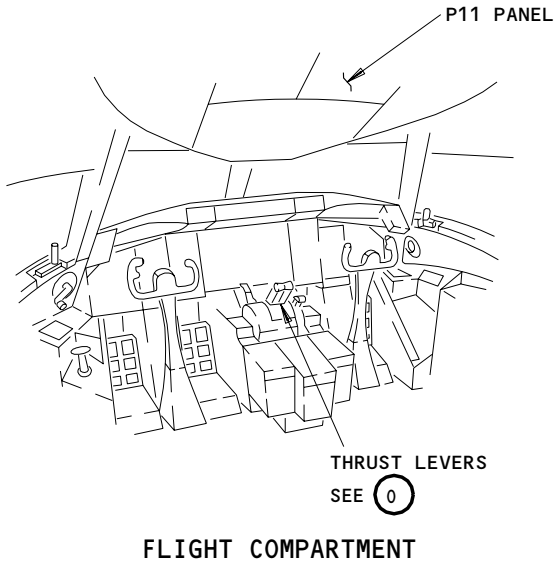
78-34-00

CONFIG 1

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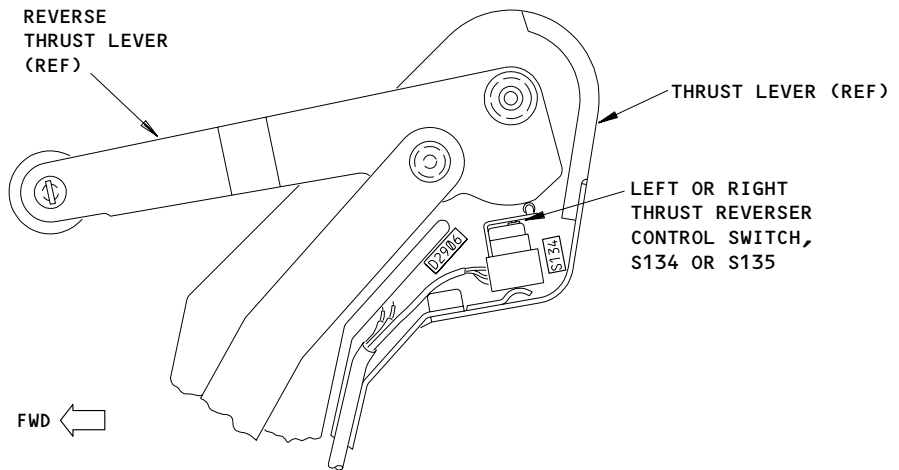
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R01



THRUST LEVERS

0



AIRPLANES WITH TITANIUM THRUST LEVERS

P

Component Location
Figure 102 (Sheet 5)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

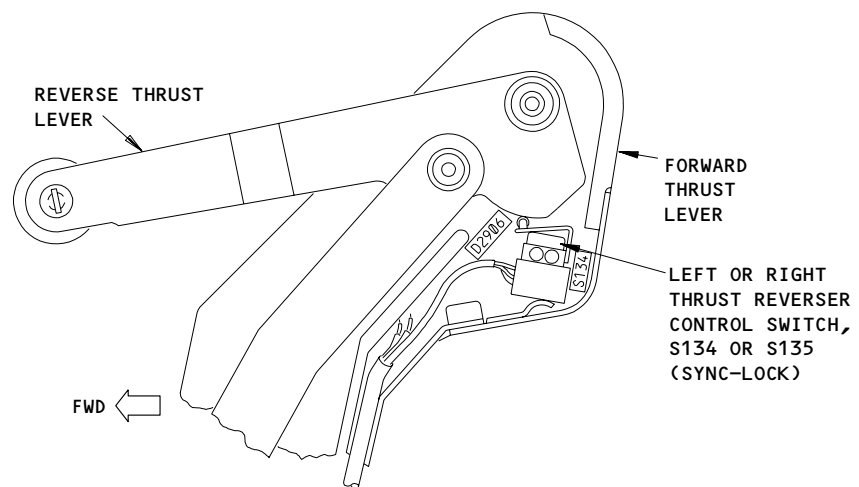
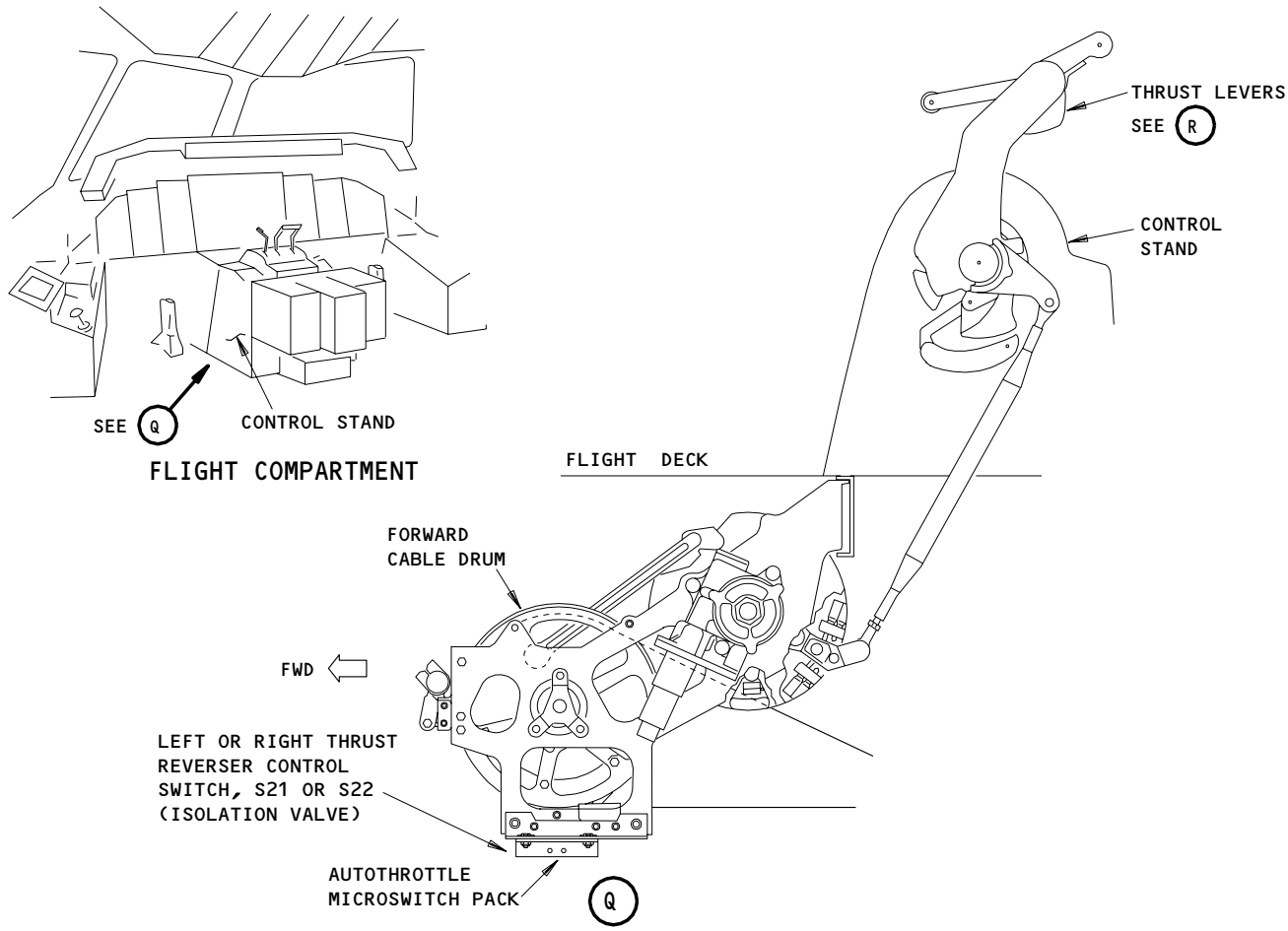
78-34-00

CONFIG 1

R01

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AIRPLANES WITH TITANIUM THRUST LEVERS

(R)

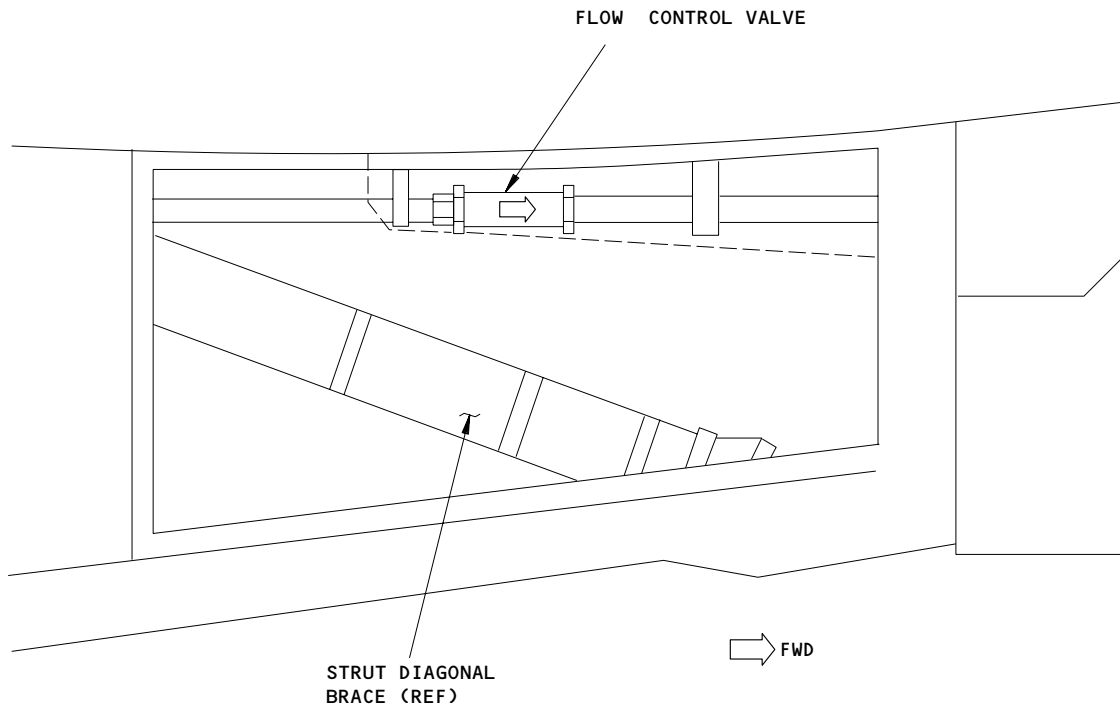
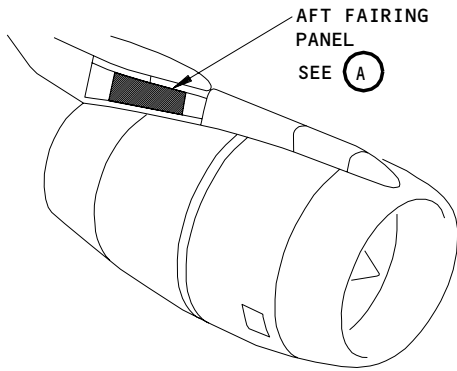
Component Location
Figure 102 (Sheet 6)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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H64561



FLOW CONTROL VALVE LOCATION

(A)

Flow Control Valve Location
Figure 102 (Sheet 7)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

CONFIG 1

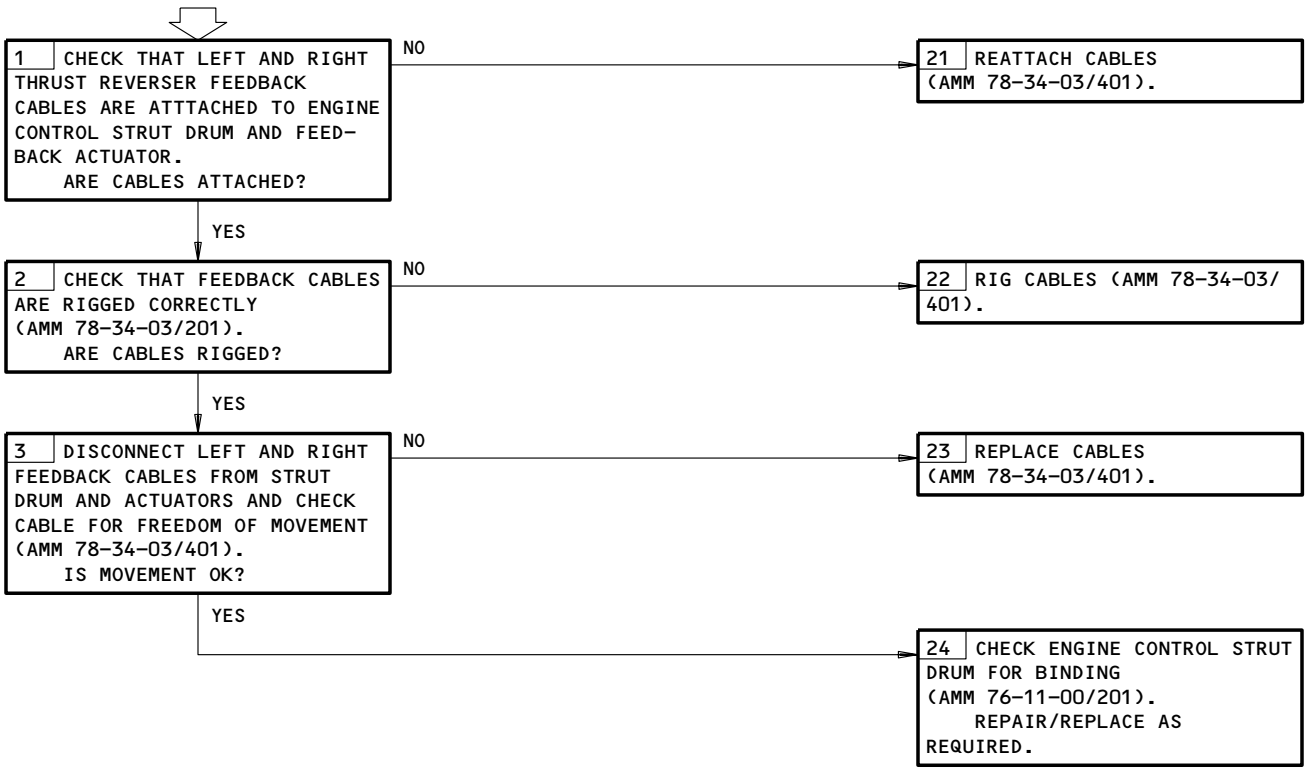
R01

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T/R DEPLOYED, REVERSE THRUST COULD NOT BE ADVANCED BEYOND IDLE

PREREQUISITES
NONE



T/R Deployed, Reverse Thrust Could Not Be Advanced Beyond Idle
Figure 103

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

CONFIG 1
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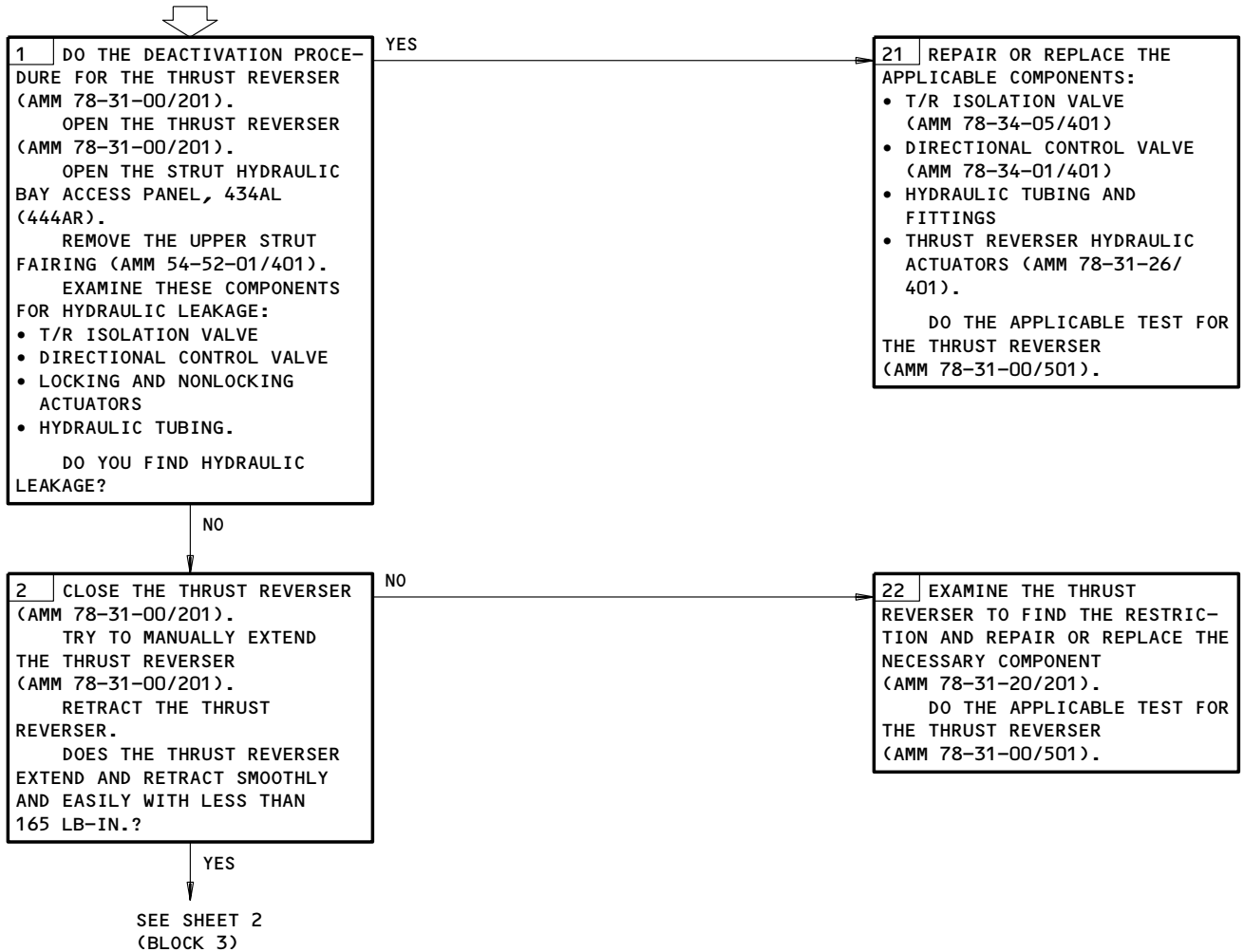
R01

**T/R PARTIALLY
DEPLOYED**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
HYDRAULIC POWER IS ON (AMM 29-11-00/201)



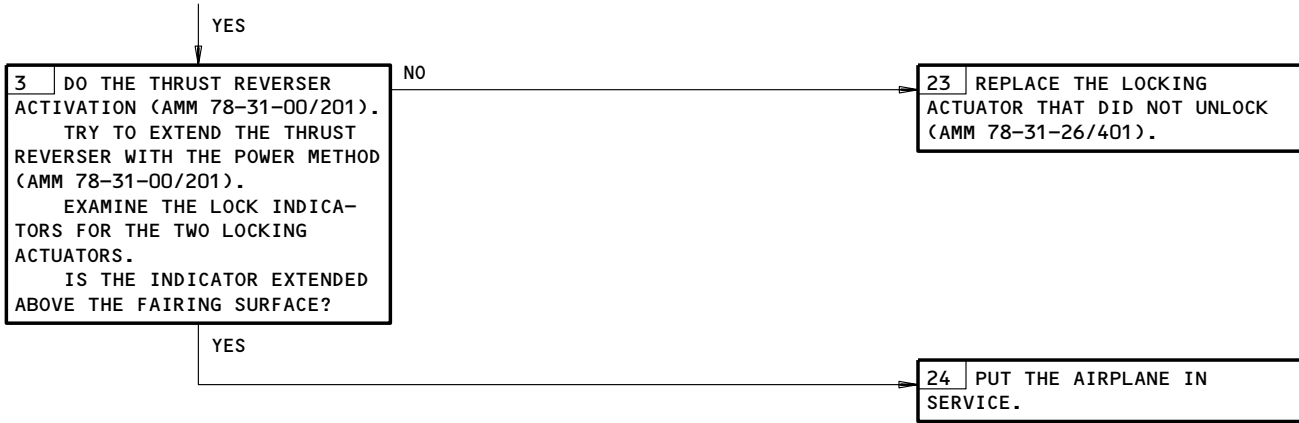
T/R Partially Deployed
Figure 104 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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FROM SHEET 1
(BLOCK 2)



T/R Partially Deployed
Figure 104 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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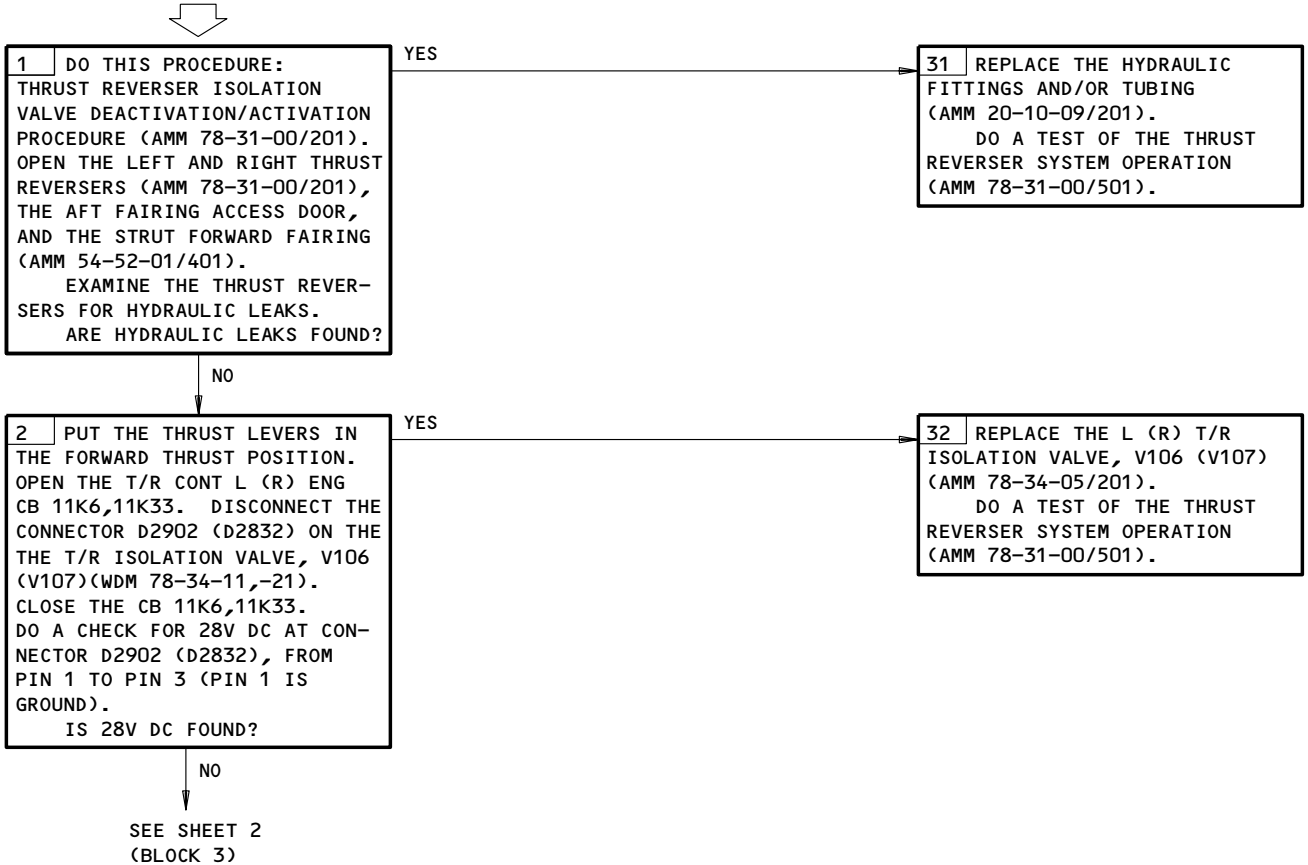
R01

T/R REMAINED FULLY OR PARTIALLY DEPLOYED WITH "REV" GREEN OR AMBER LIGHT ON AND WITH "REV ISLN" LIGHT ON AND "REV ISLN VAL" EICAS MESSAGE

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B30,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



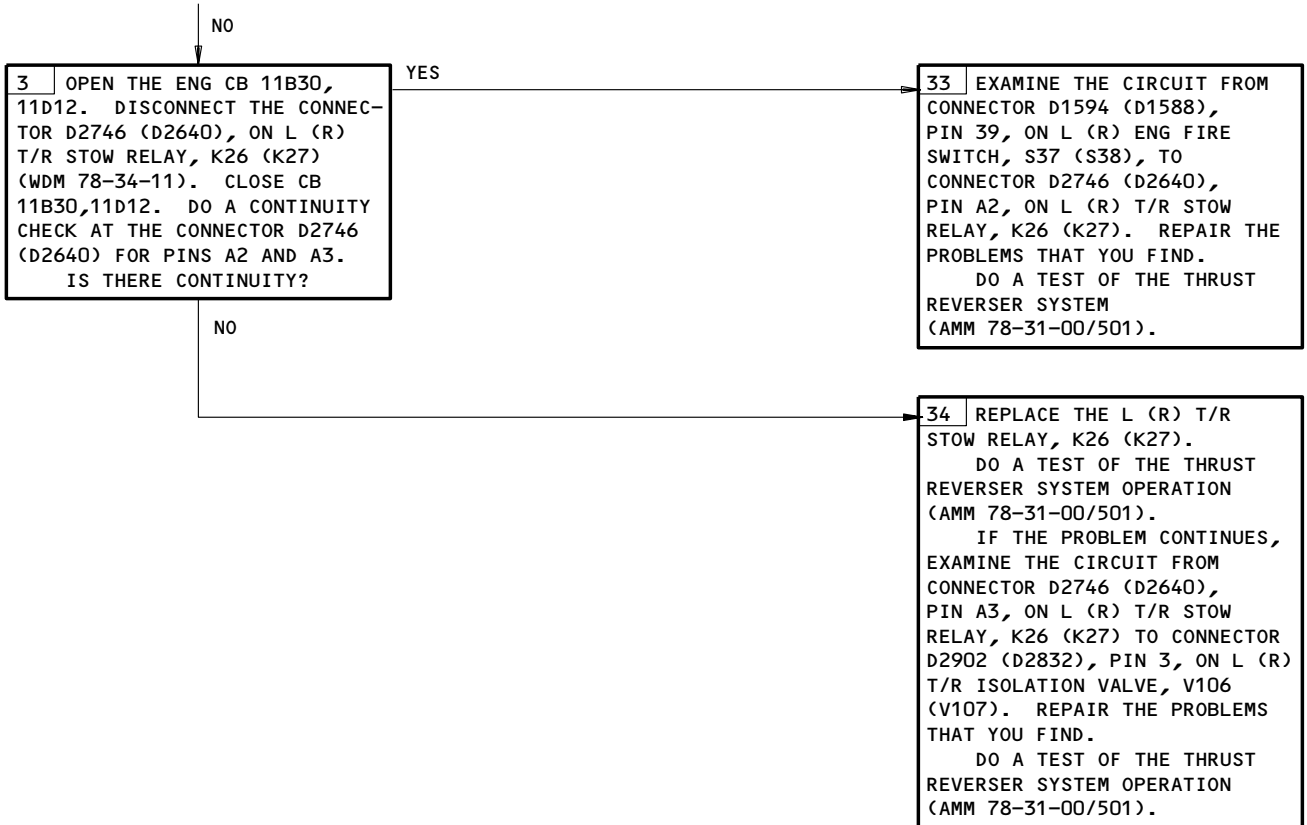
Thrust Reverser Remained Fully or Partially Deployed with REV Green or Amber Light On and with REV ISLN Light On and REV ISLN VAL EICAS Message
Figure 105 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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R07

FROM SHEET 1
(BLOCK 2)



Thrust Reverser Remained Fully or Partially Deployed with REV Green or Amber Light On and with REV ISLN Light On and REV ISLN VAL EICAS Message
Figure 105 (Sheet 2)

EFFECTIVITY _____
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00
 CONFIG 1
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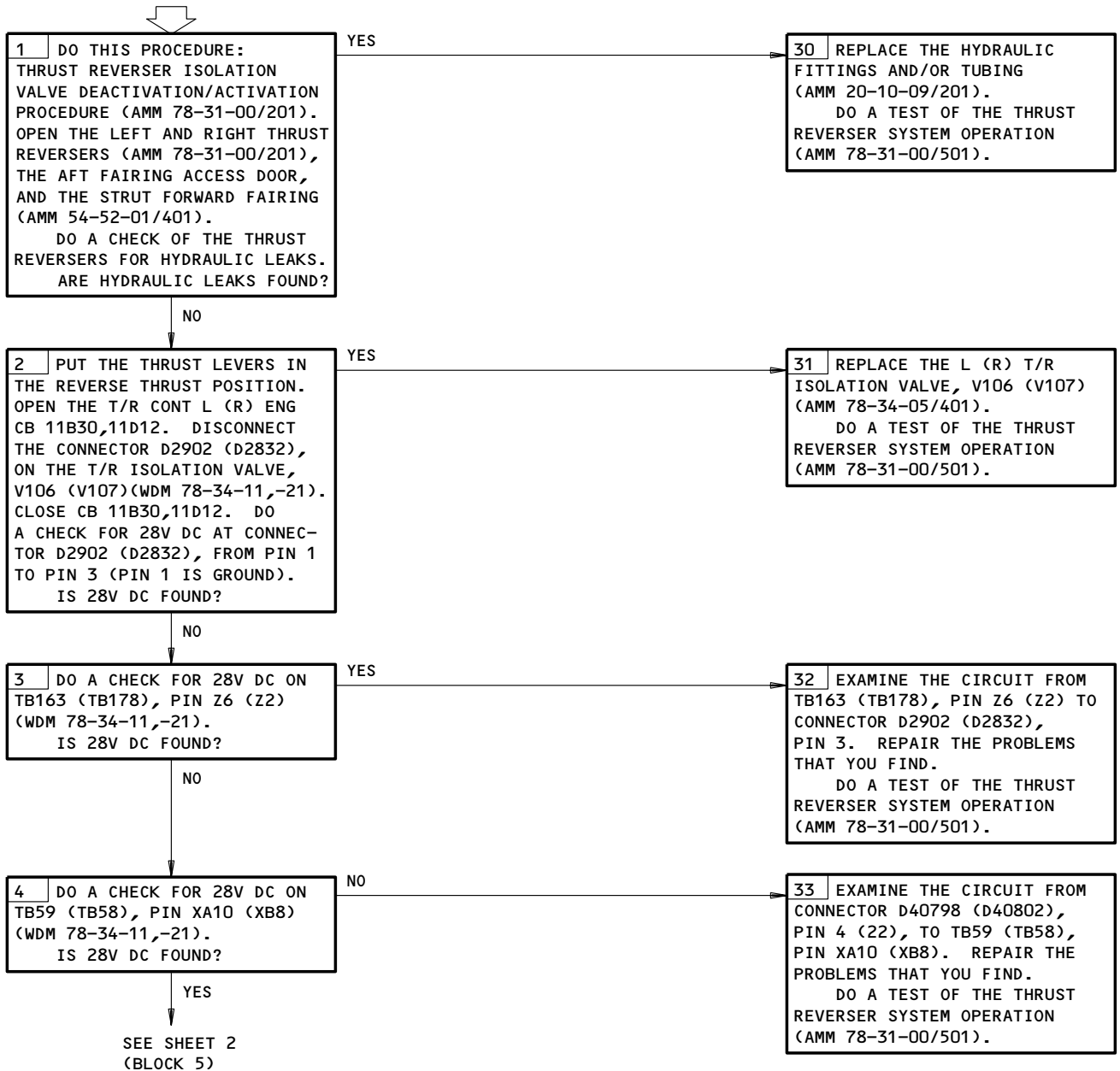
R05

REV THRUST SELECTED
WITH "REV" AMBER
"REV ISLN" LIGHT
AND "REV ISLN VAL"
EICAS MESSAGE

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B30,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Rev Thrust Selected With REV Amber REV ISLN Light and REV ISLN VAL EICAS Message
Figure 106 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

CONFIG 1

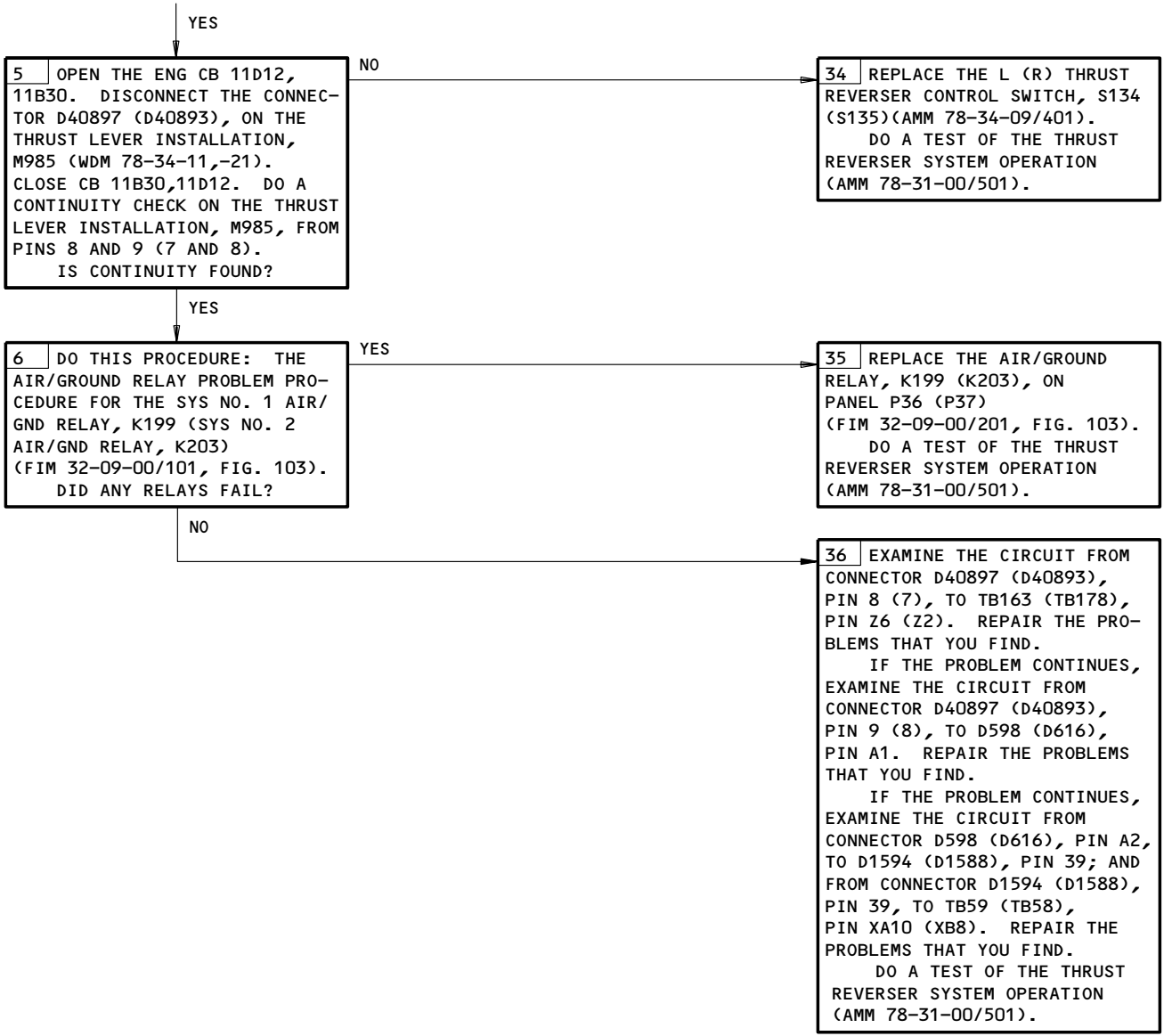
R07

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FROM SHEET 1
(BLOCK 4)



Rev Thrust Selected With REV Amber REV ISLN Light and REV ISLN VAL EICAS Message
Figure 106 (Sheet 2)

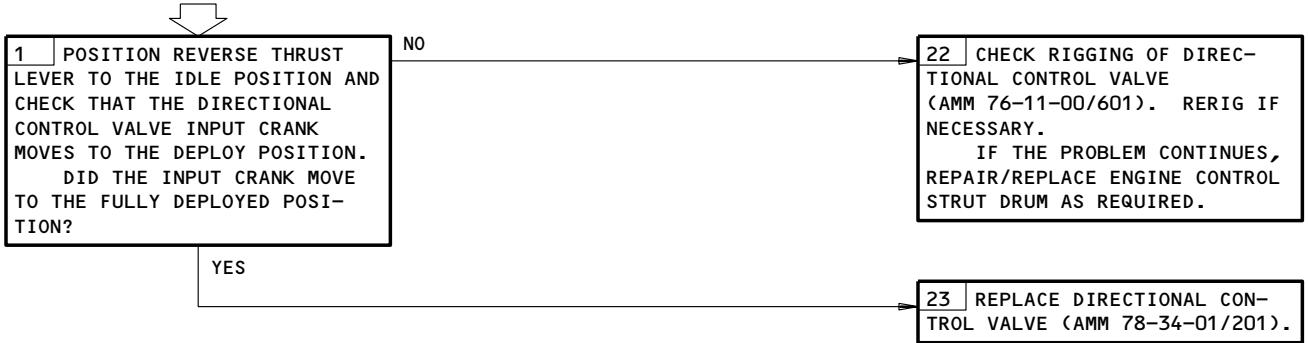
EFFECTIVITY _____
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00
CONFIG 1
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R04

T/R DID NOT DEPLOY
WITH ISOLATION VALVE
OPENED

PREREQUISITES
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
NO ELECTRICAL POWER (AMM 24-22-00/201)
NO HYDRAULIC POWER (AMM 29-11-00/201)



T/R Did Not Deploy Isolation Valve Opened
Figure 107

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00
CONFIG 1
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R01

PREREQUISITES
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
NO ELECTRICAL POWER (AMM 24-22-00/201)
NO HYDRAULIC POWER (AMM 29-11-00/201)

T/R REMAINED DEPLOYED



T/R Remained Deployed
Figure 108

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

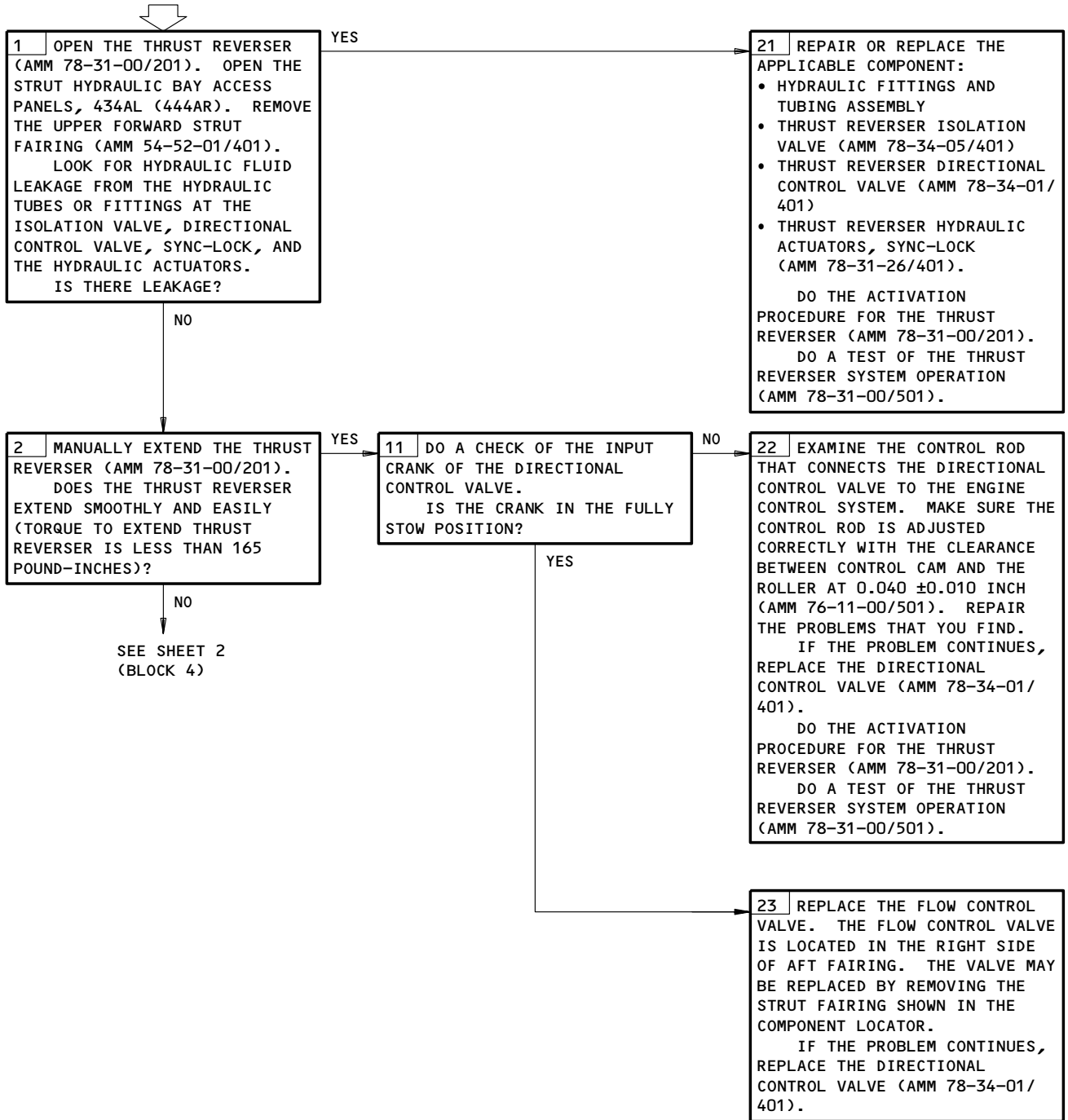
78-34-00
CONFIG 1
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R01

PREREQUISITES

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
THRUST REVERSER IS DEACTIVATED (AMM 78-31-00/201)

T/R OPERATION SLOW



T/R Operation Slow
Figure 109 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

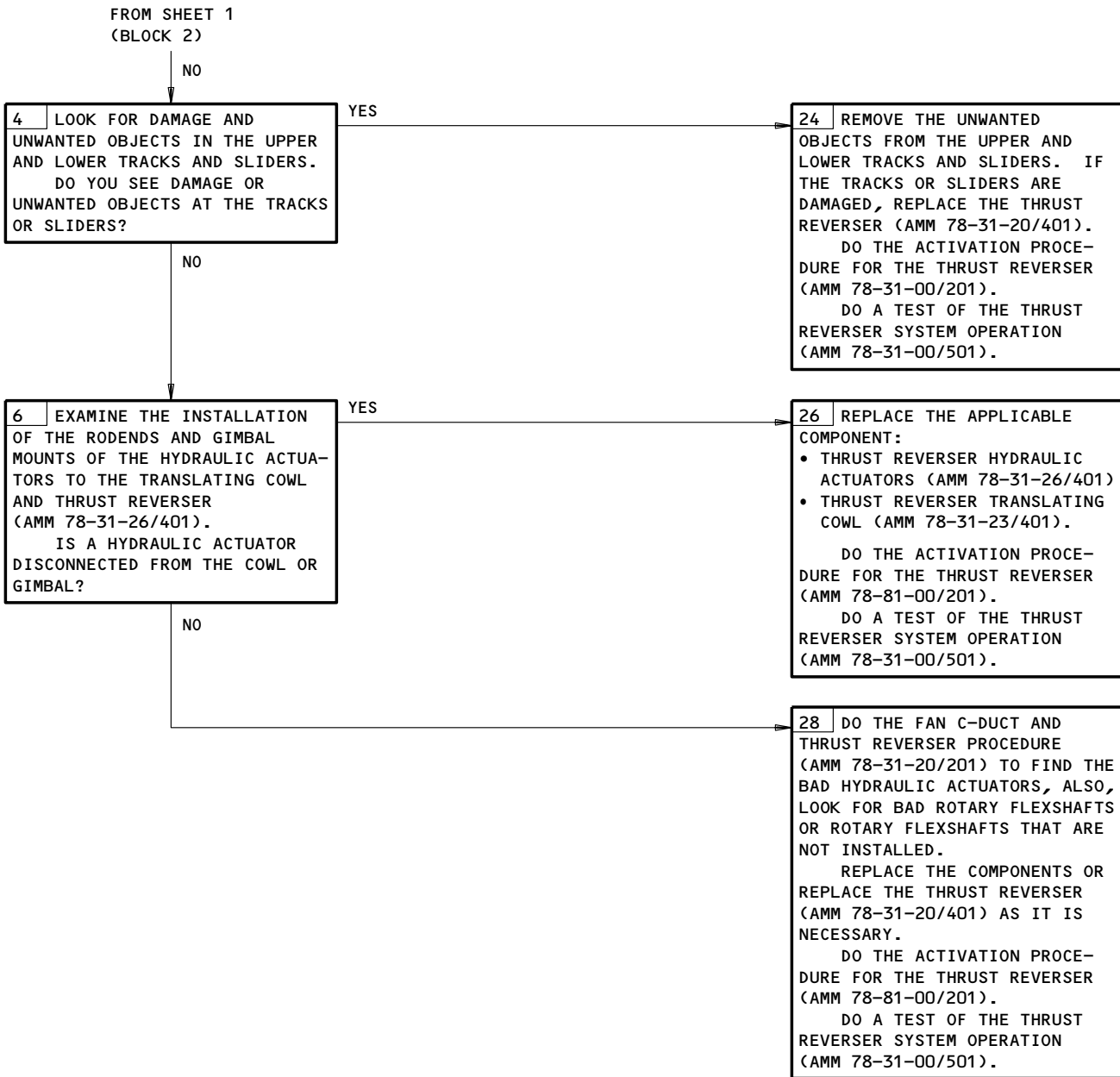
CONFIG 1

R01

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T/R Operation Slow
Figure 109 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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 CONFIG 1
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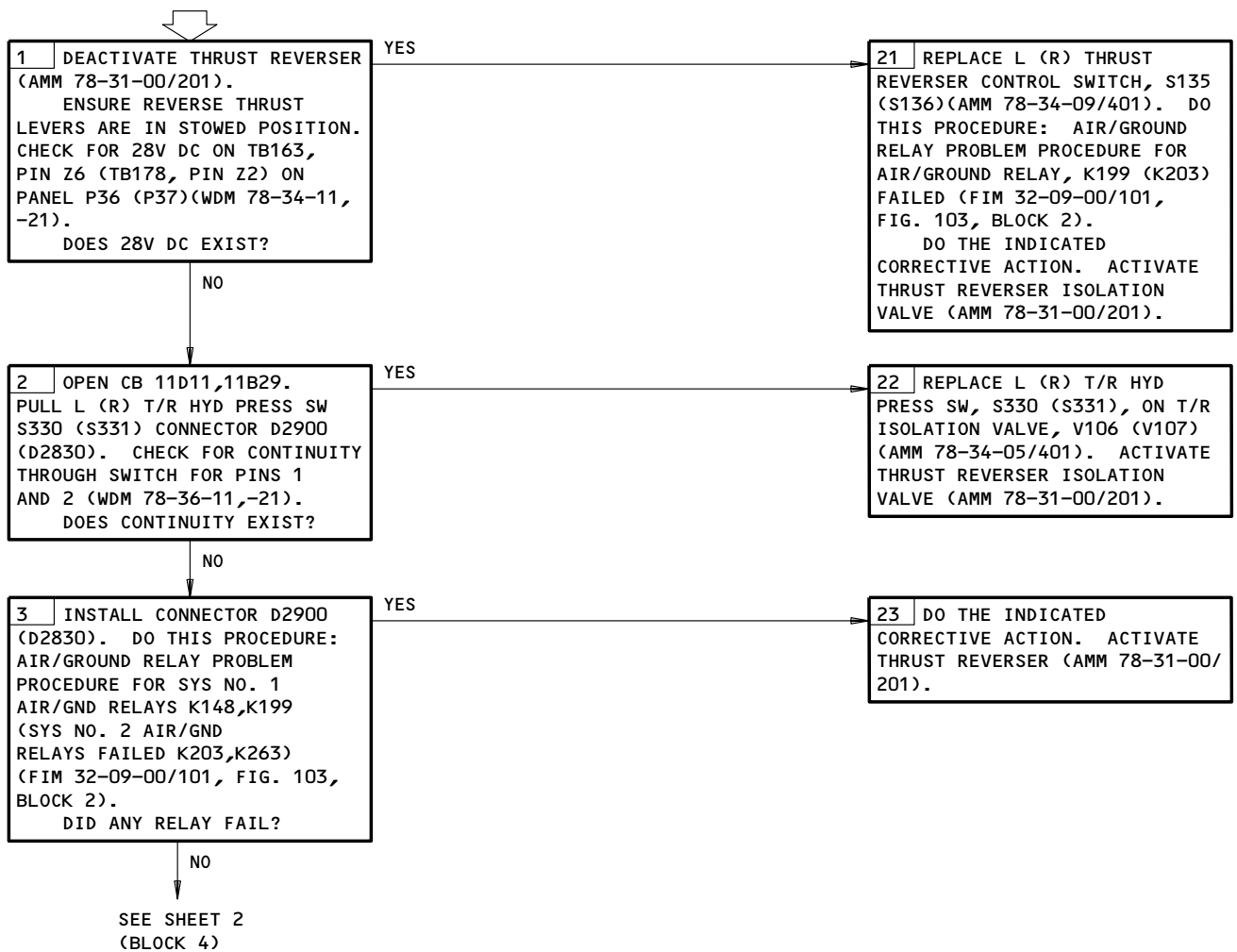
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
HYDRAULIC POWER (AMM 29-11-00/201)
THRUST REVERSER STOWED

WARNING: FAILURE TO DEACTIVATE THRUST REVERSER FOR GROUND MAINTENANCE COULD RESULT IN INADVERTENT THRUST REVERSER OPERATION WITH POSSIBLE INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT.

"REV ISLN" LGT/"REV ISLN VAL" EICAS MSG DISPLAYED AFTER T.O.



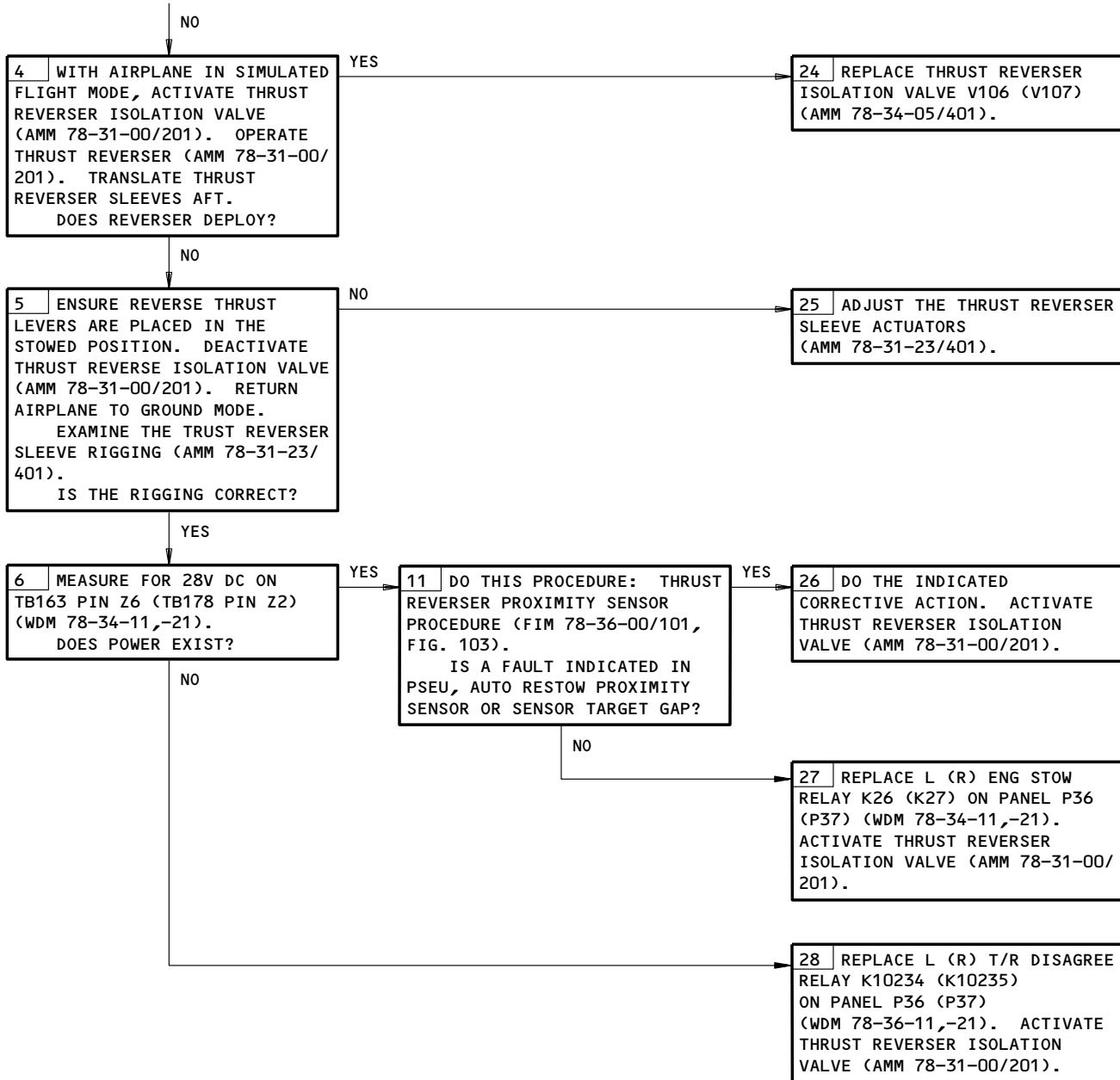
REV ISLN Lgt/REV ISLN VAL EICAS Msg Displayed After T.O.
Figure 110 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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FROM SHEET 1
(BLOCK 3)



REV ISLN Lgt/REV ISLN VAL EICAS Msg Displayed After T.O.
Figure 110 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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R03

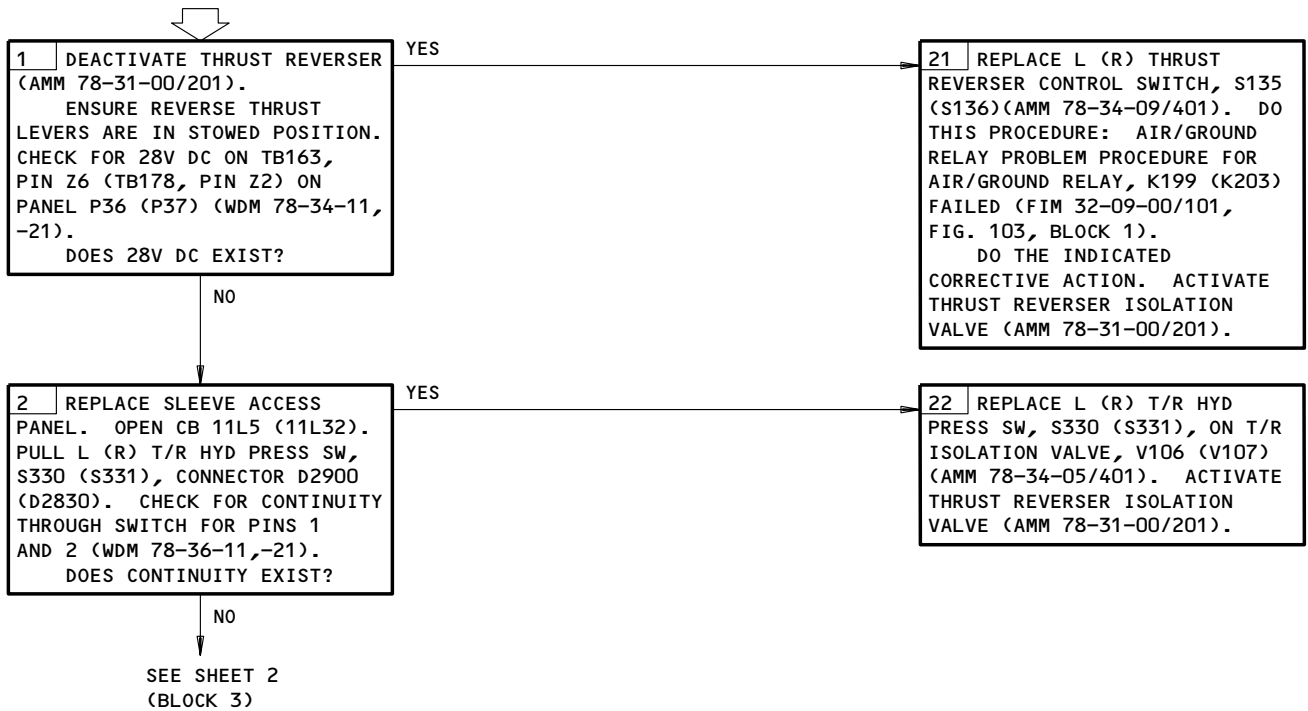
"REV ISLN" LIGHT ON AND EICAS "REV ISLN VAL" MESSAGE DISPLAYED AFTER T.O. AND AFTER LANDING OR AFTER T.O. AND AFTER ENG SHUTDOWN WITH HYD. PUMPS OFF

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
HYDRAULIC POWER (AMM 29-11-00/201)
THRUST REVERSER STOWED

WARNING: FAILURE TO DEACTIVATE THRUST REVERSER FOR GROUND MAINTENANCE COULD RESULT IN INADVERTENT THRUST REVERSER OPERATION WITH POSSIBLE INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT.



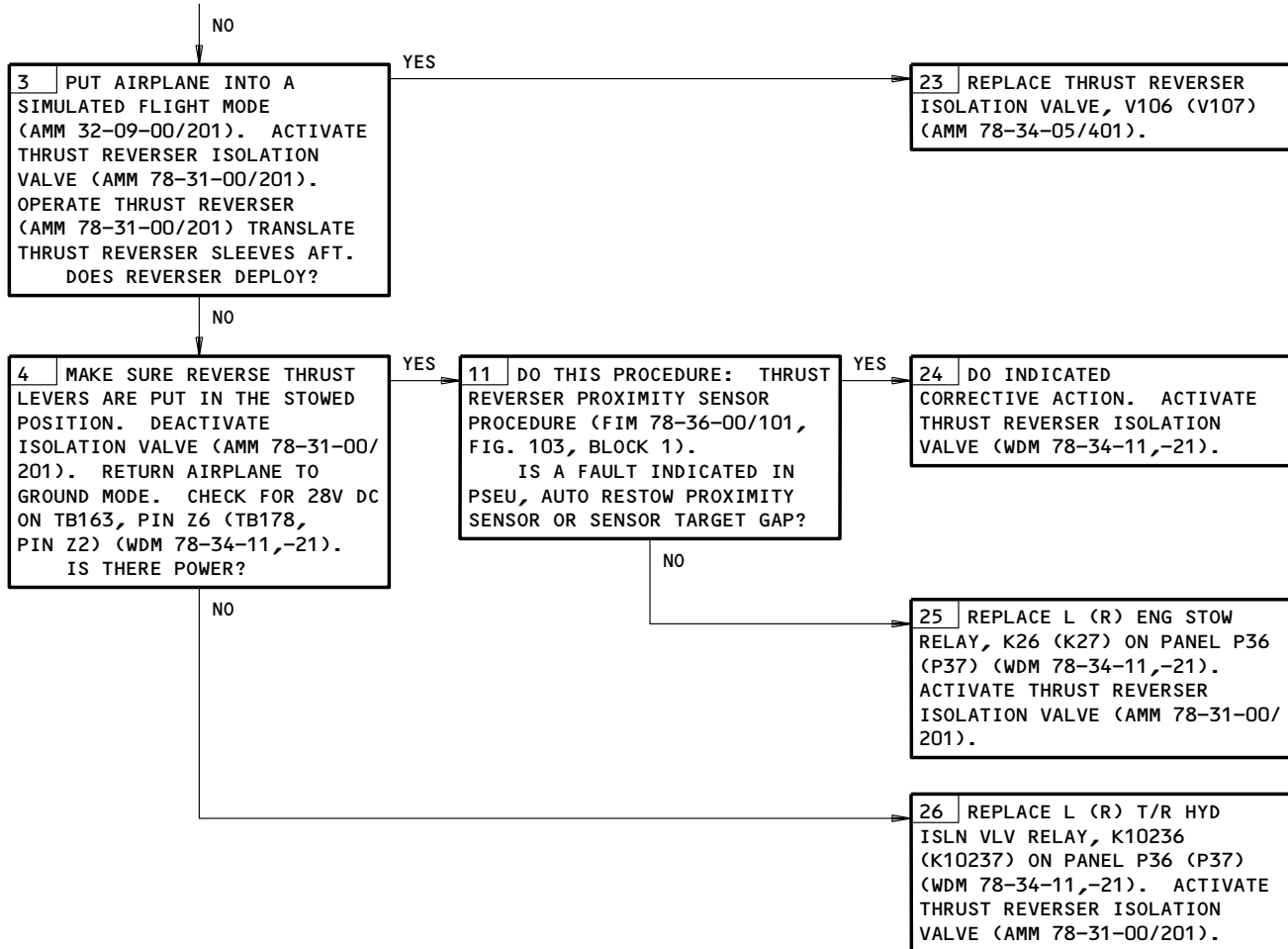
REV ISLN Light On and EICAS REV ISLN VAL Message Displayed After T.O. and After Landing or After T.O. and After Eng Shutdown With Hyd. Pumps Off
Figure 111 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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FROM SHEET 1
(BLOCK 2)



REV ISLN Lgt/REV ISLN VAL EICAS Msg Displayed After T.O. and After Landing.
Figure 111 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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R03

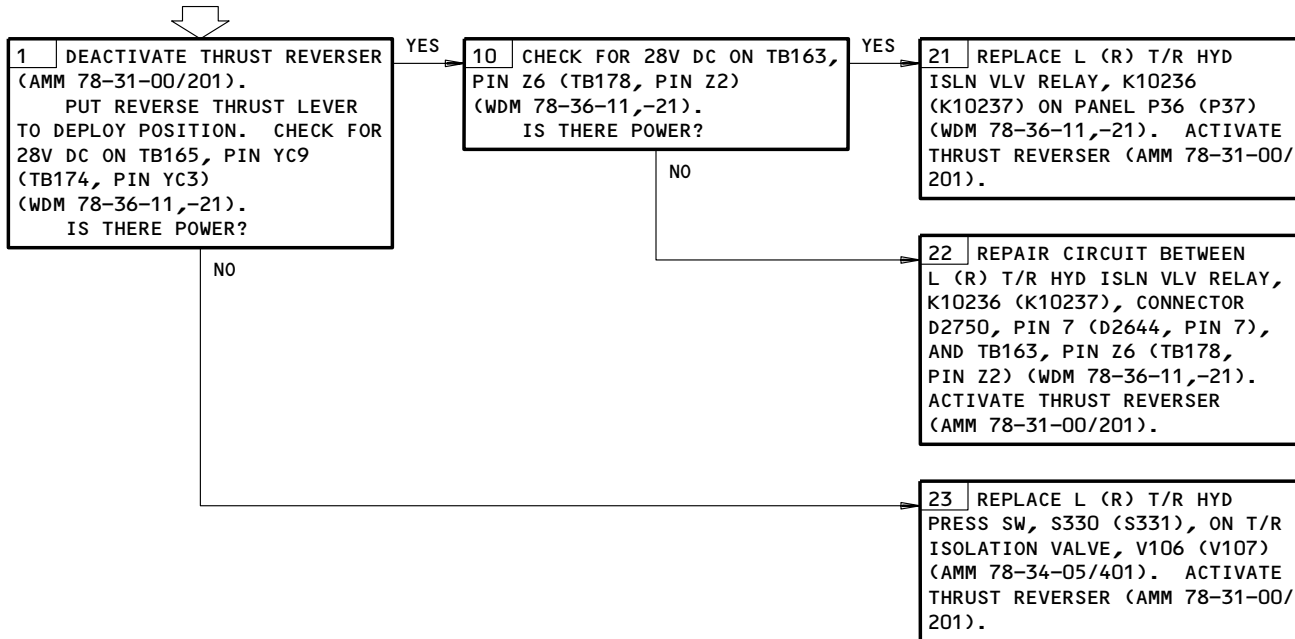
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

"REV ISLN" LGT/"REV ISLN VAL" EICAS MSG DISPLAYED DURING REV THRUST

WARNING: FAILURE TO DEACTIVATE THRUST REVERSER FOR GROUND MAINTENANCE COULD RESULT IN INADVERTENT THRUST REVERSER OPERATION WITH POSSIBLE INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT.



REV ISLN Lgt/REV ISLN VAL EICAS Msg Displayed During Rev Thrust
Figure 112

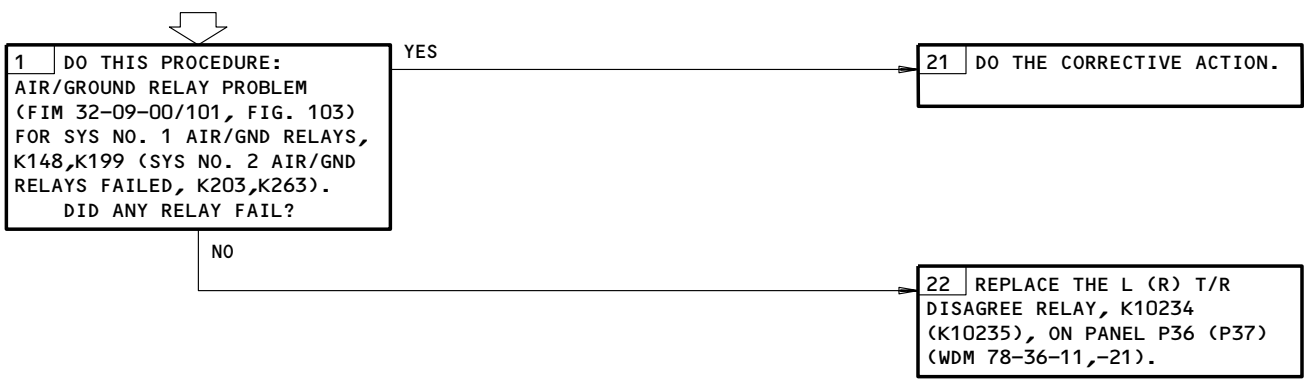
EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00
CONFIG 1
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R07

"REV ISLN" LIGHT ON
AND EICAS "REV ISLN
VAL" MESSAGE DIS-
PLAYED DURING REV
THRUST AND ON THE
GROUND

PREREQUISITES
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



REV ISLN Light On and EICAS REV ISLN VAL Message Displayed
during Rev Thrust and on the Ground
Figure 113

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00
CONFIG 1
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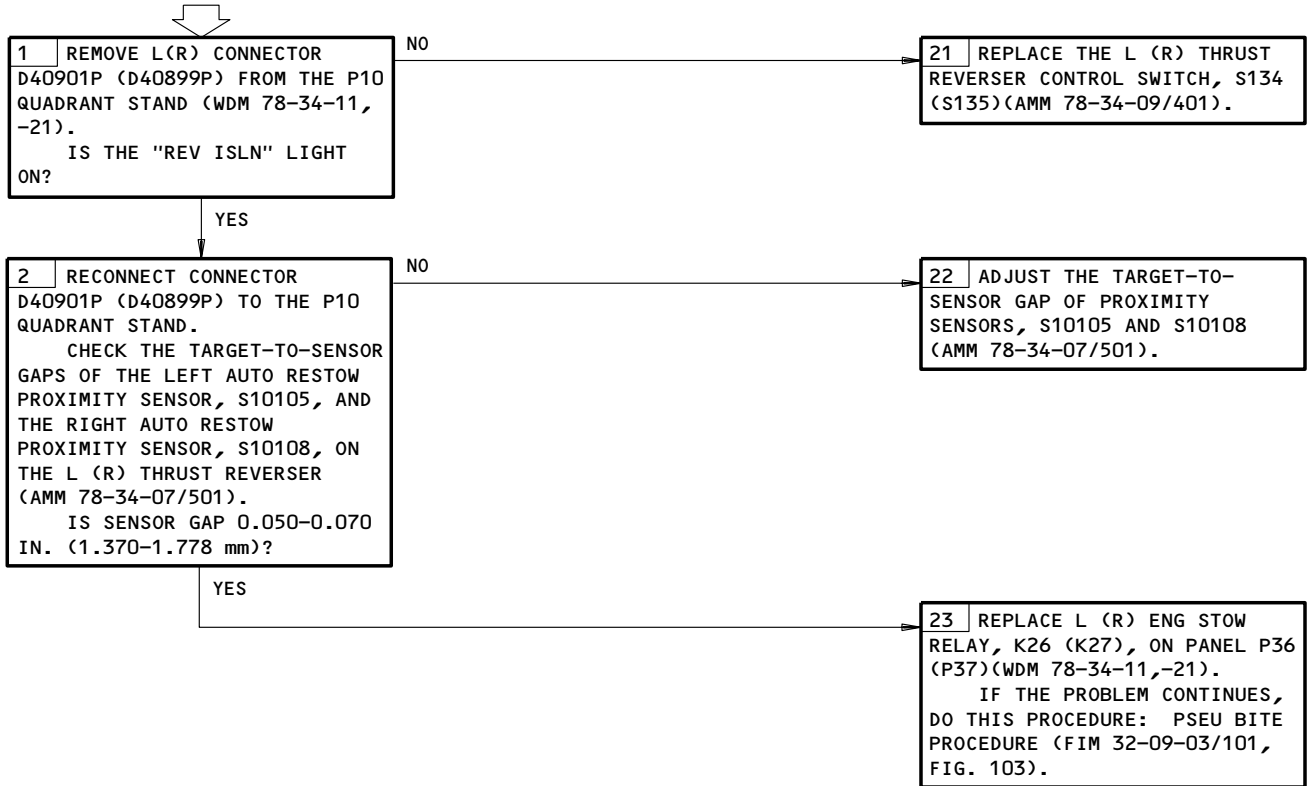
R07

"REV ISLN" LIGHT
AND "REV ISLN VAL"
EICAS MESSAGE
DISPLAYED ONLY
WHEN ENG(S) ARE
SHUT DOWN AND HYD
PUMPS ARE OFF.
REVERSERS ARE
STOWED.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER STOWED



REV ISLN Light and REV ISLN VAL EICAS Message Displayed only when Eng(s) are Shut Down and Hyd Pumps are off. Reversers are Stowed.

Figure 114

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-34-00

CONFIG 1

R07

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THRUST REVERSER CONTROL SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
ACTUATOR - L ENGINE, THRUST REVERSER FEEDBACK	3	2	415AL,416AR, AT THRUST REVERSER LOCKING ACTUATOR	78-34-06
ACTUATOR - R ENGINE, THRUST REVERSER FEEDBACK	3	2	425AL,426AR, AT THRUST REVERSER LOCKING ACTUATOR	78-34-06
CABLE - L ENGINE THRUST REVERSER FEEDBACK	4	2	433AL, STRUT CONTROL DRUM ACCESS, 415AL,416AR, FAN C-DUCT AND THRUST REVERSER	78-34-03
CABLE - R ENGINE THRUST REVERSER FEEDBACK	4	2	STRUT CONTROL DRUM ACCESS, 443AL, STRUT CONTROL DRUM ACCESS, 425AL, 426AR, STRUT CONTROL DRUM ACCESS	78-34-03
CIRCUIT BREAKER - L ENG SYNC-LOCK, C4472	5	1	FLT COMPT, P6 6C12	*
R ENG SYNC-LOCK ALTN, C4474		1	6D12	*
CIRCUIT BREAKER - R ENG SYNC-LOCK, C4470		1	FLT COMPT, P11 11K32	*
T/R CONT ALTN R, C1483		1	11D12	*
T/R CONT L, C1482		1	11K33	*
T/R CONT R, C4471		1	11B30	*
DIODE (FIM 31-01-36/101) SUPPR, R10398				*
DIODE (FIM 31-01-37/101) SUPPR, R10399				*
LEVER - (FIM 76-11-00/101) THRUST, M985				
MODULE - (FIM 31-01-36/101) TIME DELAY, M10004		1		*
MODULE - (FIM 31-01-37/101) TIME DELAY, M10010		1		*
RELAY - (FIM 31-01-36/101) L ENG T/R STOW, K26		1		*
SYNC-LOCK, K10725		1		*
SYS NO. 1 AIR/GND, K167		1		*
SYS NO. 1 AIR/GND, K199				
RELAY - (FIM 31-01-37/101) HIV PWR SENSE, K10724		1		*
R ENG T/R STOW, K27		1		*
SYNC-LOCK, K10726		1		*
SYNC-LOCK PWR SENSE, K10723		1		*
SYS NO. 1 AIR/GND, K10201		1		*
SYS NO. 2 AIR/GND, K203				

* SEE THE WDM EQUIPMENT LIST

 Thrust Reverser Control System - Component Index
 Figure 101 (Sheet 1)

 EFFECTIVITY
 AIRPLANES WITH SYNC-LOCKS

78-34-00

CONFIG 2

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COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
SENSOR - (FIM 78-36-00/101) L ENGINE, LH SLEEVE DEPLOY PROX, S166 L ENGINE, RH SLEEVE DEPLOY PROX, S167 R ENGINE, LH SLEEVE DEPLOY PROX, S166 R ENGINE, RH SLEEVE DEPLOY PROX, S167				
SENSOR - L ENGINE, L T/R AUTO RESTOW PROXIMITY, S10105	1	1	415AL, LEFT FORWARD BULKHEAD, AT LH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - L ENGINE, R T/R AUTO RESTOW PROXIMITY, S10108	1	1	416AR, RIGHT FORWARD BULKHEAD, AT RH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - R ENGINE, L T/R AUTO RESTOW PROXIMITY, S10105	1	1	425AL, LEFT FORWARD BULKHEAD, AT LH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SENSOR - R ENGINE, R T/R AUTO RESTOW PROXIMITY, S10108	1	1	426AR, RIGHT FORWARD BULKHEAD, AT RH THRUST REVERSER LOCKING ACTUATOR	78-34-07
SOLENOID - L ENG T/R ISOLATION VALVE	2	1	434AL, ISOLATION VALVE V106	*
SOLENOID - R ENG T/R ISOLATION VALVE	2	1	444AL, ISOLATION VALVE V107	*
SWITCH - L T/R CONT, S134 (SYNC-LOCK)	5	1	FLT COMPT, P10, THRUST LEVER ASSY, M985	
SWITCH - R T/R CONT, S135 (SYNC-LOCK)	5	1	FLT COMPT, P10, THRUST LEVER ASSY, M985	
SWITCHES - (FIM 22-32-00/101) L T/R CONT, S21 (ISOLATION VALVE) R T/R CONT, S22 (ISOLATION VALVE)				
SWITCHES - (FIM 26-21-00/101) L ENGINE FIRE, S37 R ENGINE FIRE, S38				
SWITCHES - (FIM 78-36-00/101) L T/R HYD PRESS, S330 R T/R HYD PRESS, S331				
SYNC-LOCK, L ENGINE THRUST REVERSER	6	1	416AR	78-31-26
SYNC-LOCK, R ENGINE THRUST REVERSER	6	1	426AR	78-31-26
UNIT 1 - (FIM 32-09-00/101) PROXIMITY SWITCH ELECTRONICS, M162				
VALVE - L ENGINE, THRUST REVERSER DIRECTIONAL CONTROL	3	1	432AL	78-34-01
VALVE - R ENGINE, THRUST REVERSER DIRECTIONAL CONTROL	3	1	442AL	78-34-01
VALVE - L ENGINE, T/R ISOLATION, V106	2	1	434AL	78-34-05
VALVE - R ENGINE, T/R ISOLATION, V107	2	1	444AL	78-34-05

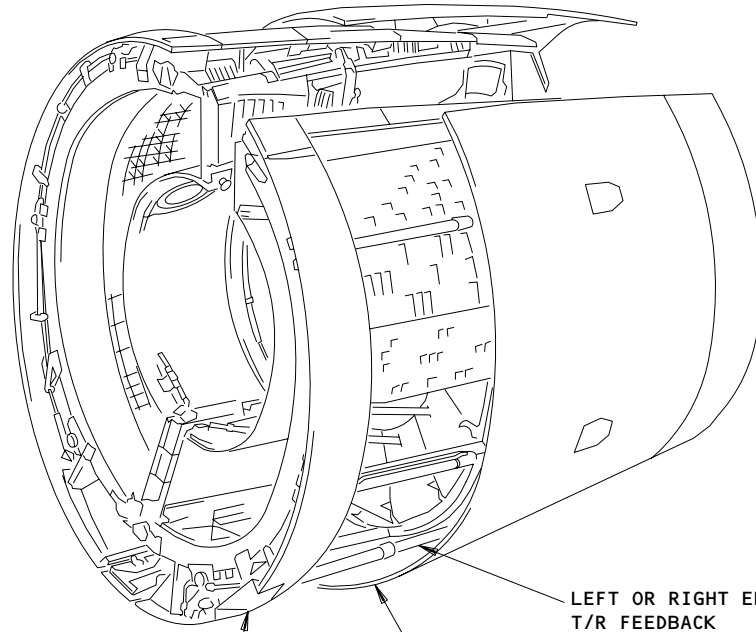
* SEE THE WDM EQUIPMENT LIST

Thrust Reverser Control System - Component Index
Figure 101 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-34-00
CONFIG 2
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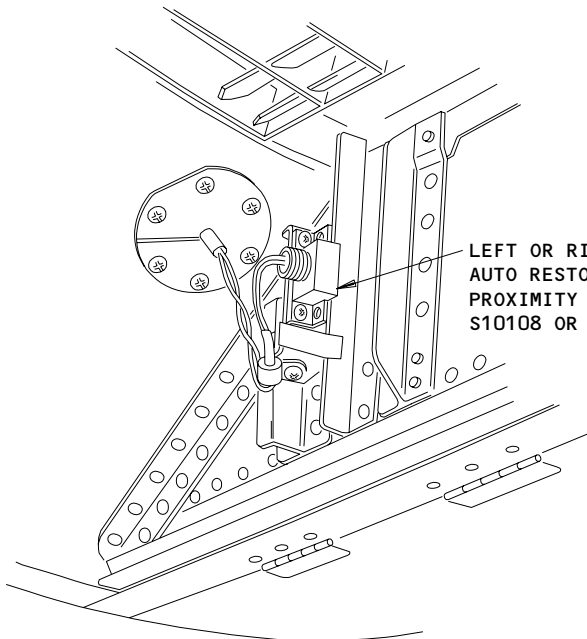
R01



FAN C-DUCT AND THRUST REVERSER
415,416AR (LEFT ENGINE)
425AL,426AR (RIGHT ENGINE)
SEE (A)

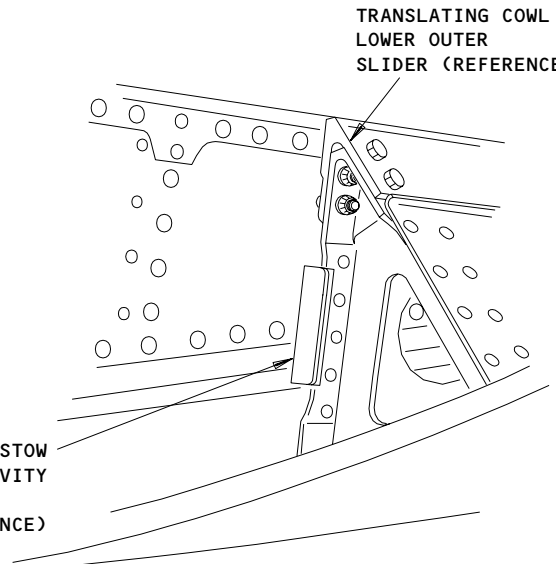
TRANSLATING COWL (REFERENCE)
SEE (B)

LEFT OR RIGHT ENGINE T/R FEEDBACK ACTUATOR
SEE (E) SHEET 3



FAN C-DUCT AND THRUST REVERSER

(A)



TRANSLATING COWL (REFERENCE)

(B)

Component Location
Figure 102 (Sheet 1)

51945

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

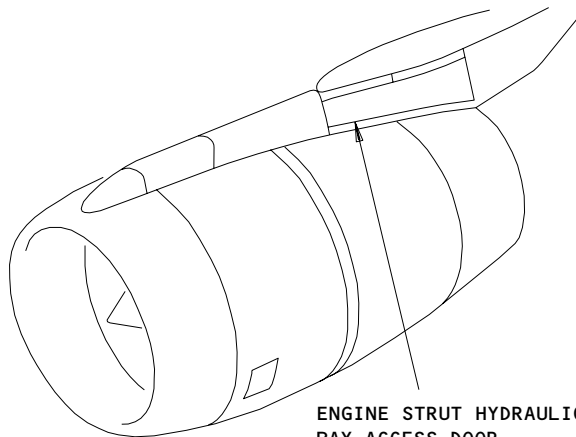
78-34-00

CONFIG 2

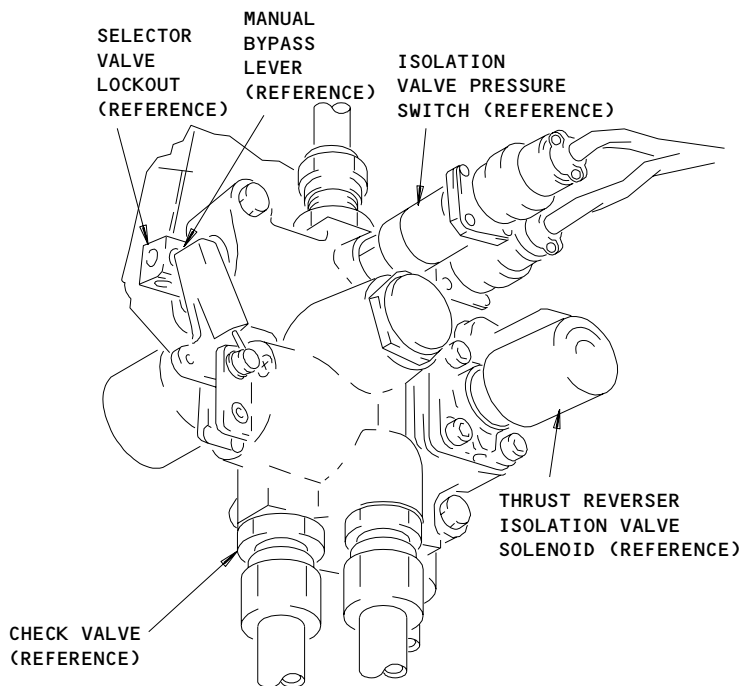
R01

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ENGINE STRUT HYDRAULIC
BAY ACCESS DOOR,
434AL (LEFT ENGINE),
444AL (RIGHT ENGINE)
SEE (D)



NOT USED

(C)

LEFT OR RIGHT ENGINE T/R ISOLATION VALVE

(D)

Thrust Reverser Control System - Component Location
Figure 102 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

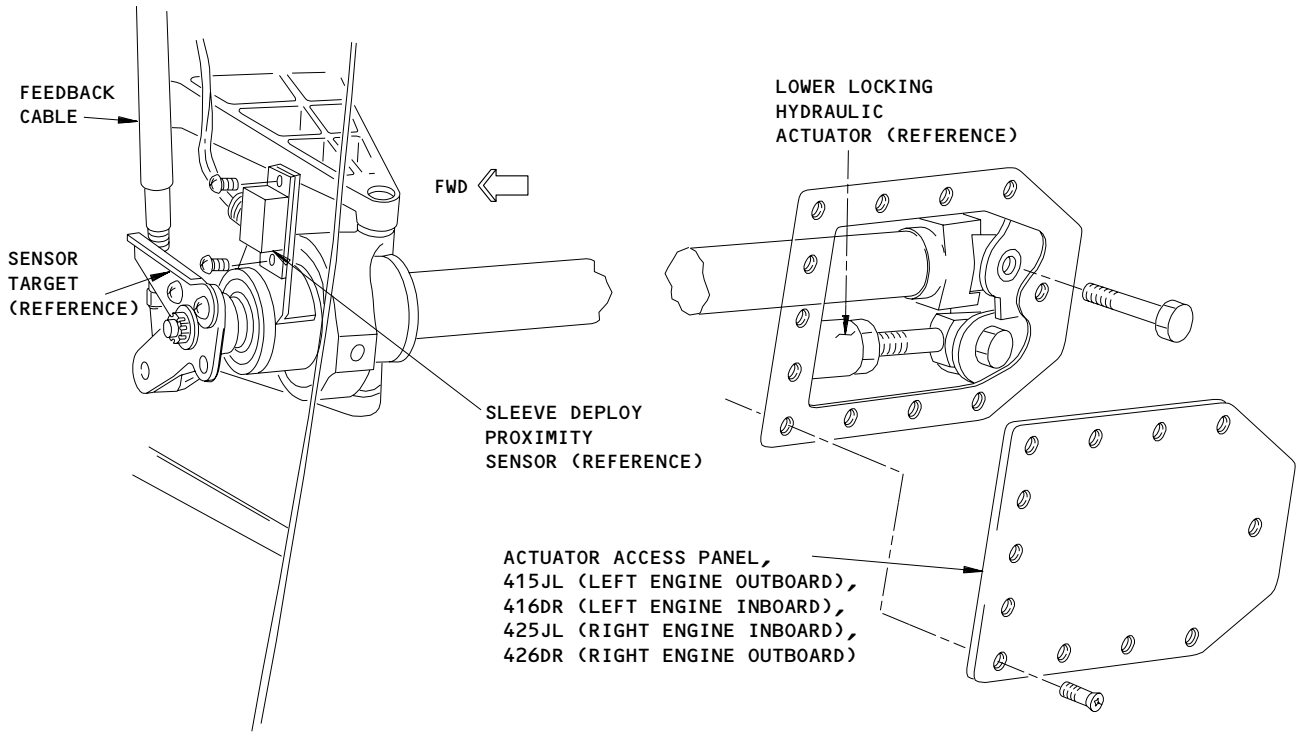
78-34-00

CONFIG 2

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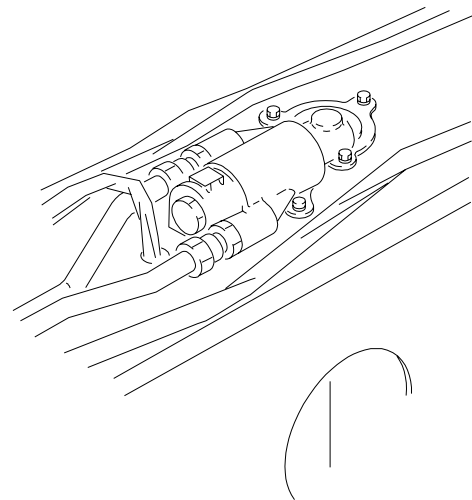
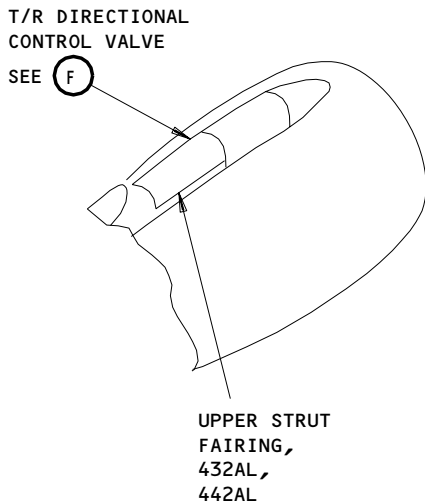
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LEFT OR RIGHT ENGINE T/R FEEDBACK ACTUATOR HYDRAULIC

(E) FROM SHT 1



LEFT OR RIGHT ENGINE T/R DIRECTIONAL CONTROL VALVE

(F)

Thrust Reverser Control System - Component Location
Figure 102 (Sheet 3)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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CONFIG 2

R01

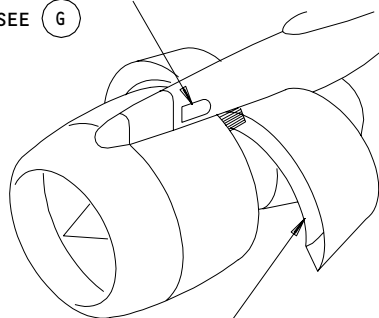
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ENGINE CONTROL STRUT
DRUM AND FEEDBACK
CABLE INTERFACE

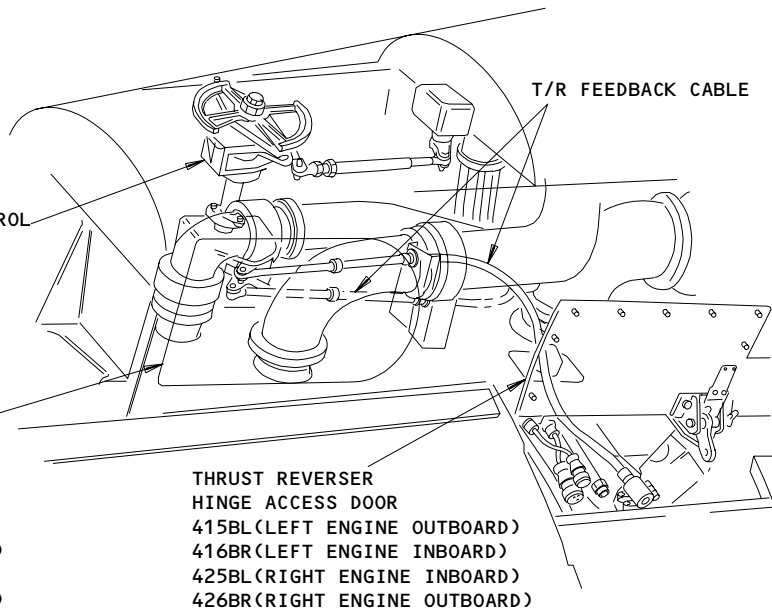
SEE (G)



FAN C-DUCT AND
THRUST REVERSER
415AL (LEFT ENGINE OUTBOARD)
416AR (LEFT ENGINE INBOARD)
425AL (RIGHT ENGINE INBOARD)
426AR (RIGHT ENGINE OUTBOARD)

SEE (H)

STRUT DRUM
ACCESS PANEL
433AL (LEFT ENGINE OUTBOARD)
433GL (LEFT ENGINE INBOARD)
443GL (RIGHT ENGINE INBOARD)
443AL (RIGHT ENGINE OUTBOARD)



ENGINE CONTROL
STRUT DRUM
(REFERENCE)

T/R FEEDBACK CABLE

THRUST REVERSER
HINGE ACCESS DOOR
415BL (LEFT ENGINE OUTBOARD)
416BR (LEFT ENGINE INBOARD)
425BL (RIGHT ENGINE INBOARD)
426BR (RIGHT ENGINE OUTBOARD)

ENGINE CONTROL STRUT DRUM AND FEEDBACK CABLE INTERFACE

T/R
HINGE
ACCESS
DOOR
(REFERENCE)

L OR R
T/R FEEDBACK
CABLE

T/R FEEDBACK
ACTUATOR/
CABLE
INTERFACE

SEE (I)

FAN C-DUCT AND THRUST REVERSER

(H)

(G)

LOWER LOCKING
HYDRAULIC
ACTUATOR
(REFERENCE)

T/R FEEDBACK
CABLE

LEFT T/R
FEEDBACK
ACTUATOR

T/R FEEDBACK ACTUATOR/CABLE INTERFACE

(I)

Component Location
Figure 102 (Sheet 4)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

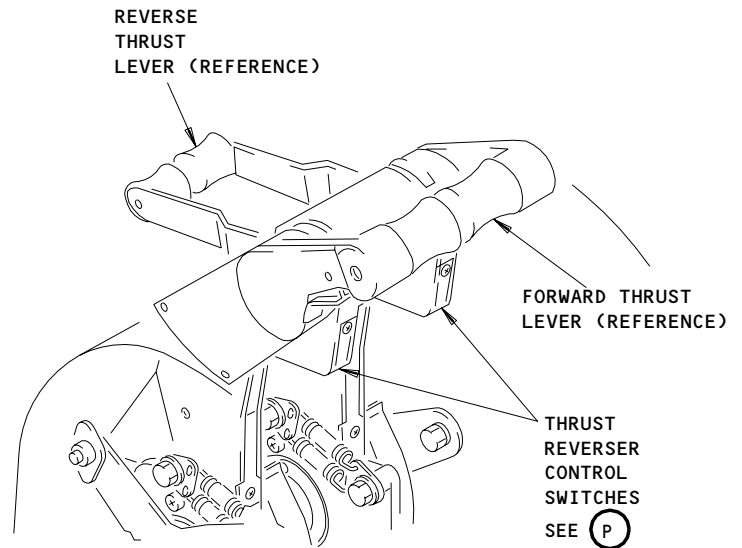
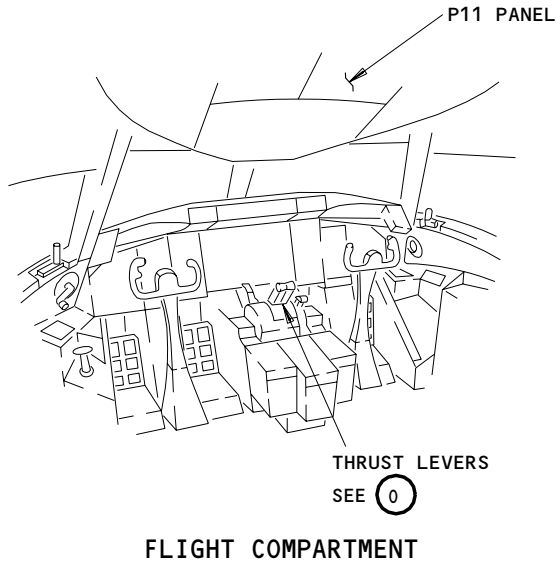
78-34-00

CONFIG 2

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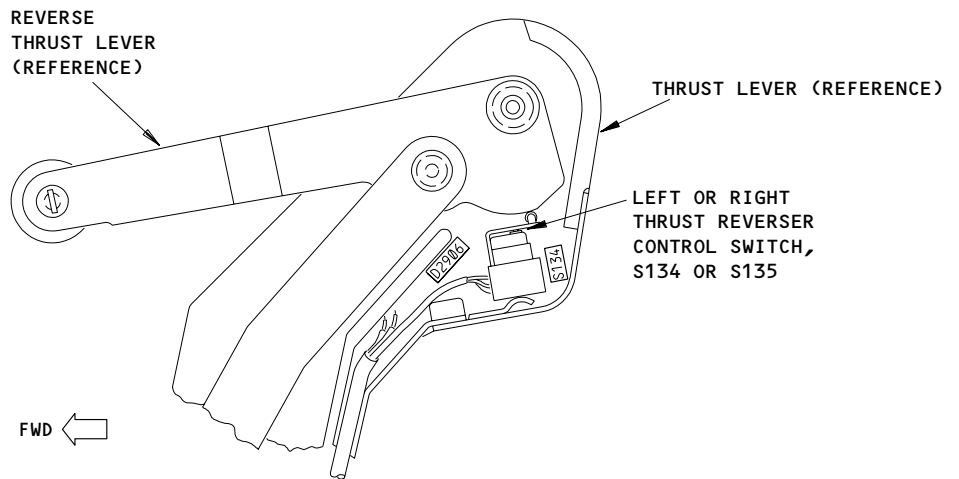
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THRUST LEVERS

0



AIRPLANES WITH TITANIUM THRUST LEVERS

P

Component Location
Figure 102 (Sheet 5)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-34-00

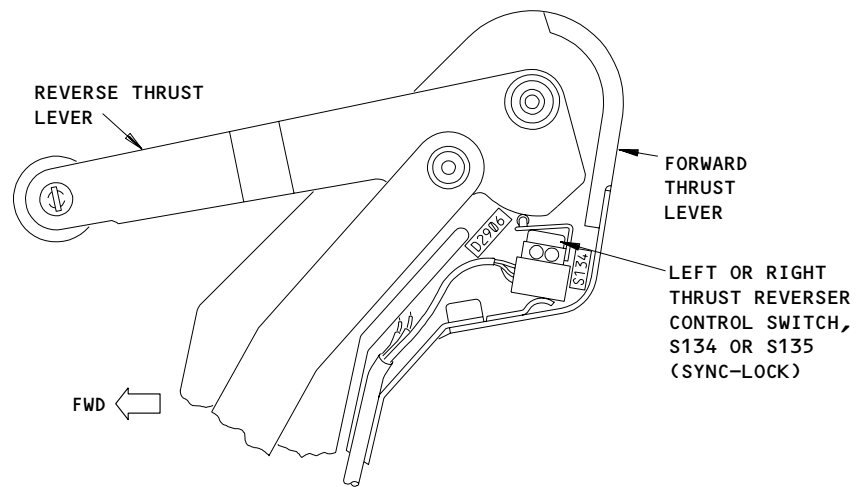
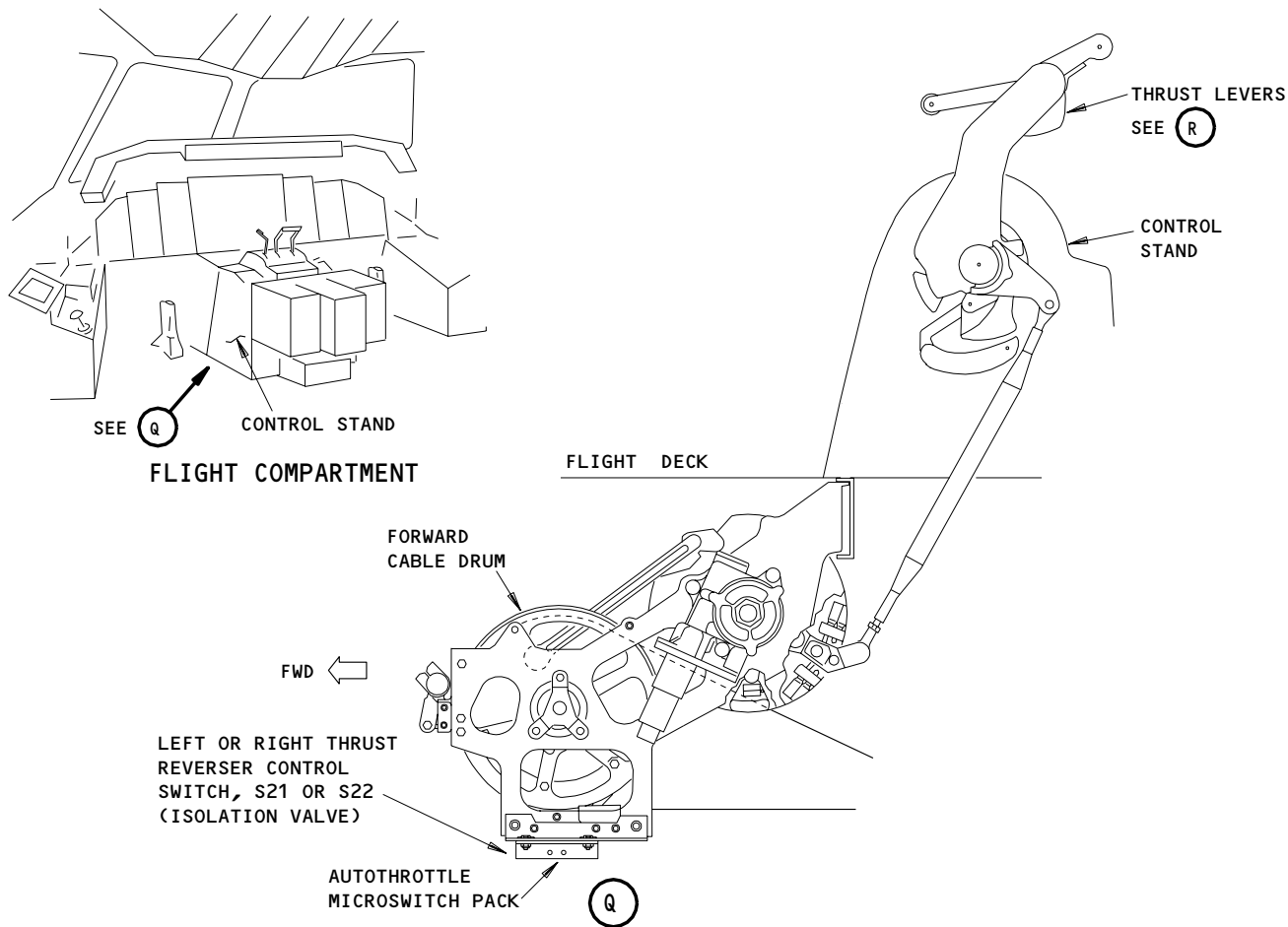
CONFIG 2

R01

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AIRPLANES WITH TITANIUM THRUST LEVERS

(R)

Component Location
Figure 102 (Sheet 6)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

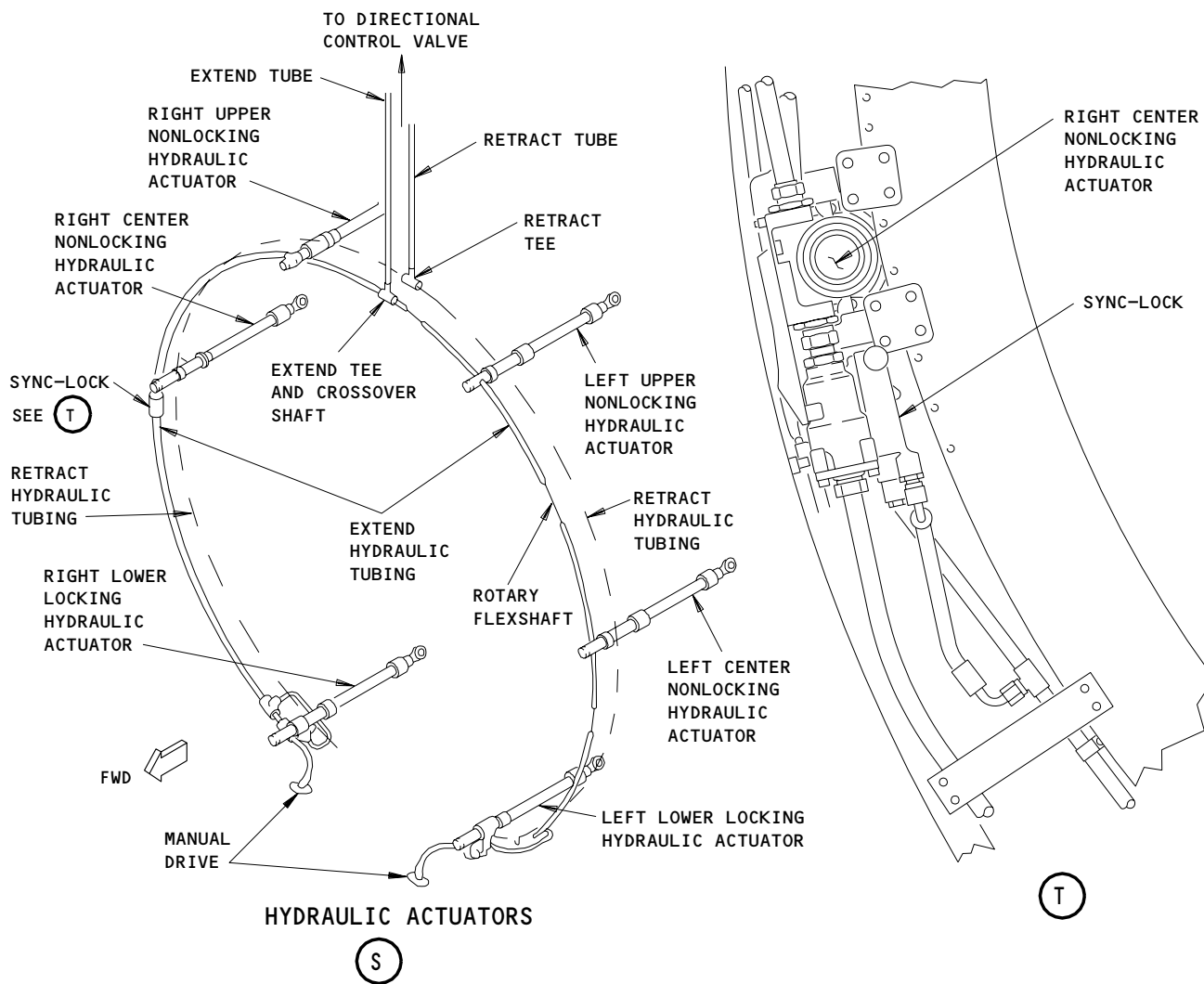
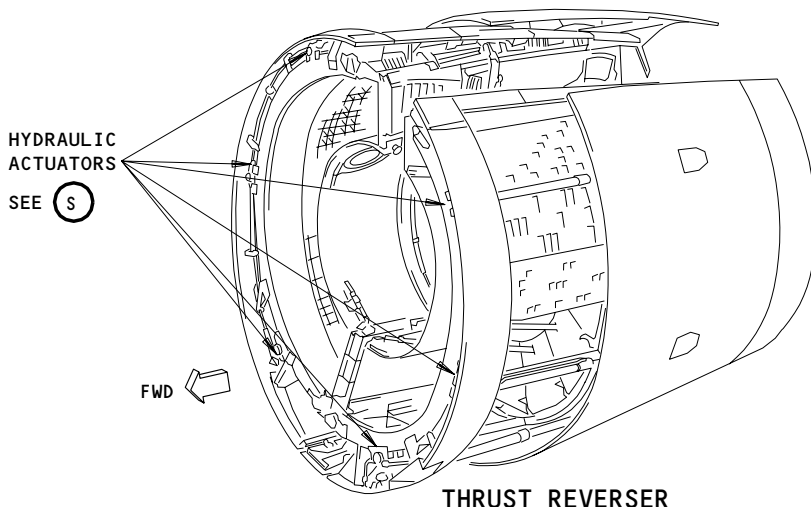
78-34-00

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Thrust Reverser Control System - Component Location
Figure 102 (Sheet 7)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-34-00

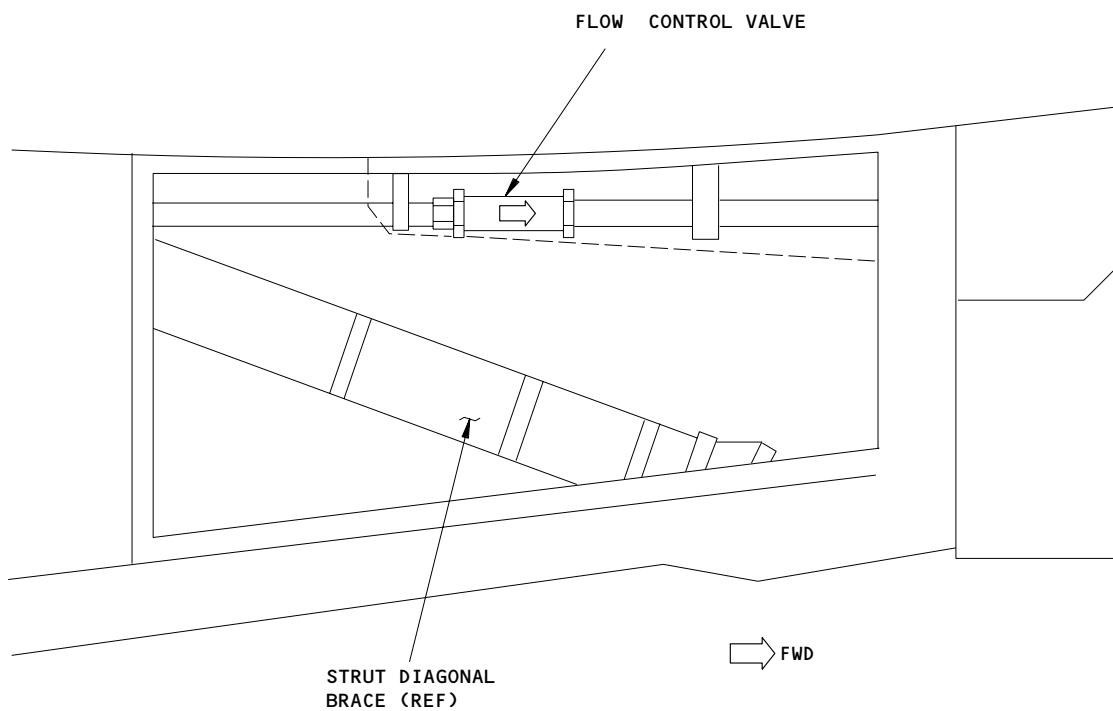
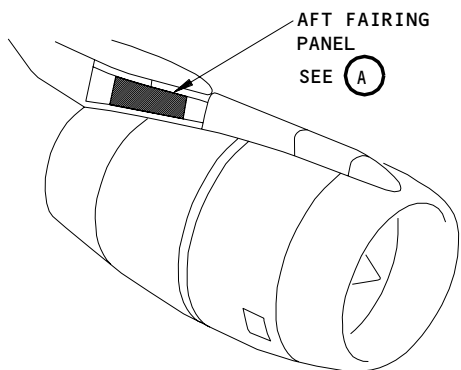
CONFIG 2

R01

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H60102



FLOW CONTROL VALVE LOCATION

(A)

Flow Control Valve Location
Figure 102 (Sheet 8)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

H97606

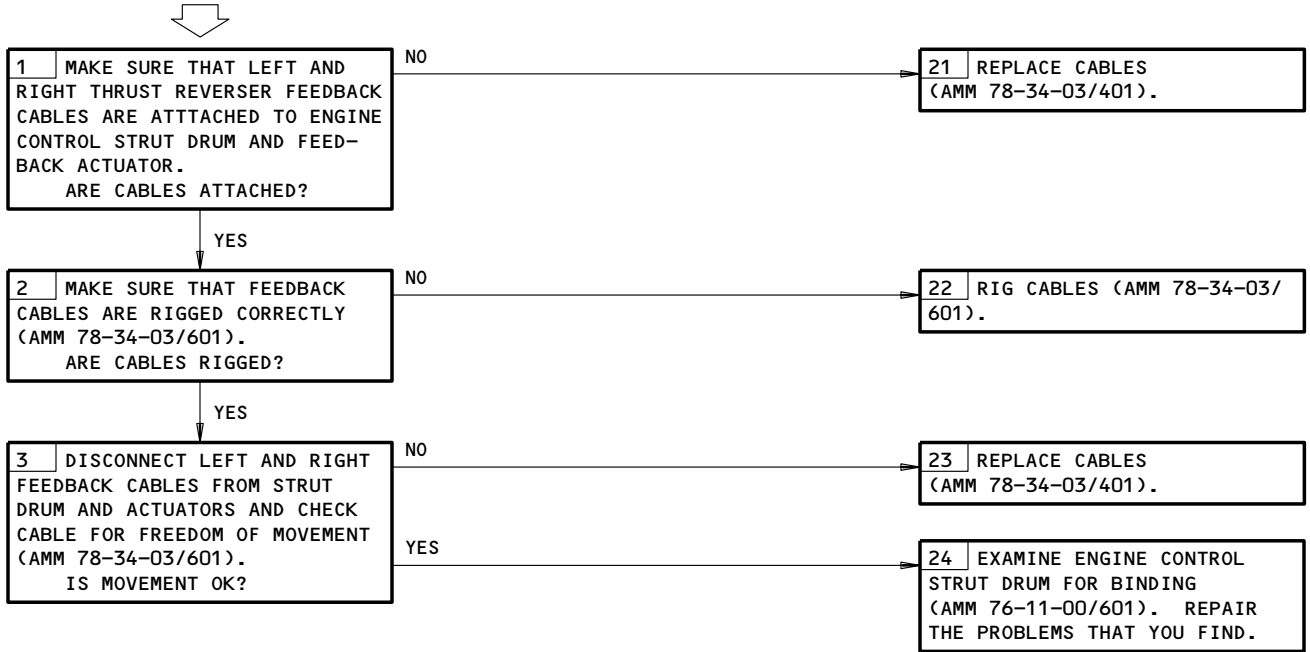
78-34-00

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T/R DEPLOYED, REVERSE THRUST COULD NOT BE ADVANCED BEYOND IDLE

PREREQUISITES
NONE



T/R Deployed, Reverse Thrust Could Not Be Advanced Beyond Idle
Figure 103

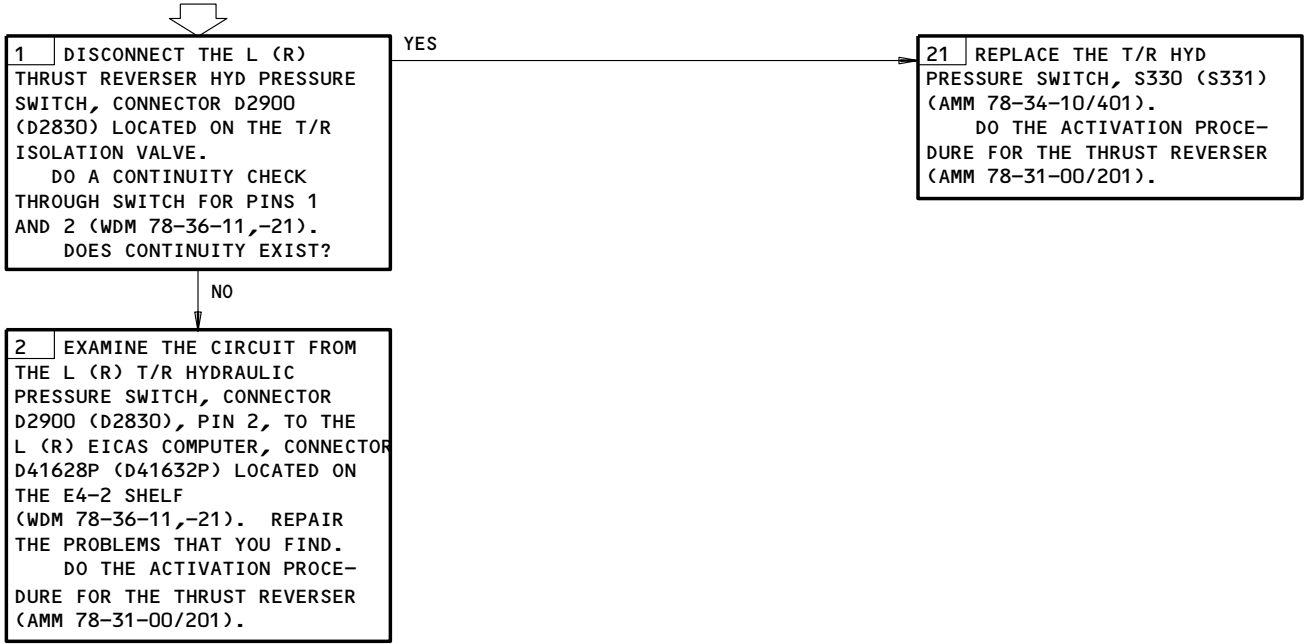
EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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"(L,R) REV ISLN VAL" EICAS MESSAGE DISPLAYED ONLY WHEN ENG(S) ARE SHUT DOWN, HYD PUMPS ARE OFF AND REVERSERS ARE STOWED

PREREQUISITES
MAKE SURE THESE CIRCUIT BREAKERS ARE OPEN:
11B29, 11D11
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IS DEACTIVATED (AMM 78-31-00/201)



(L,R) REV ISLN VAL EICAS Message Displayed Only When Eng(s) Are Shut Down and Hyd Pumps Are Off. Reversers Are Stowed.
Figure 104

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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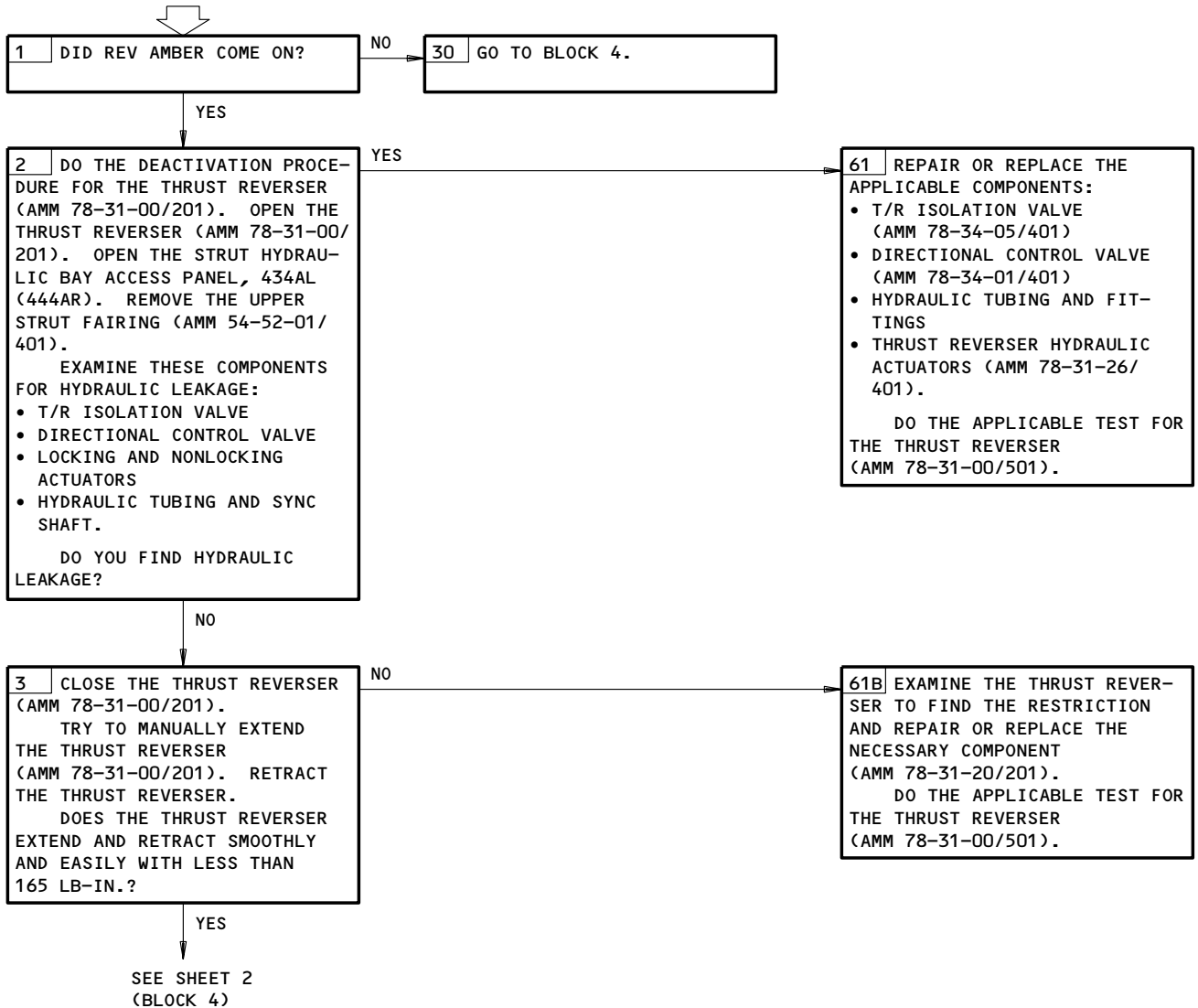
R03

REV SELECTED. REV AMBER OR NO REV AMBER. NO REV GREEN. REV THRUST LEVER COULD NOT MOVE TO FULL REV.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6C12,6D12,11B29,11B30,11D11,11D12,11K32,11K33

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IS RETRACTED



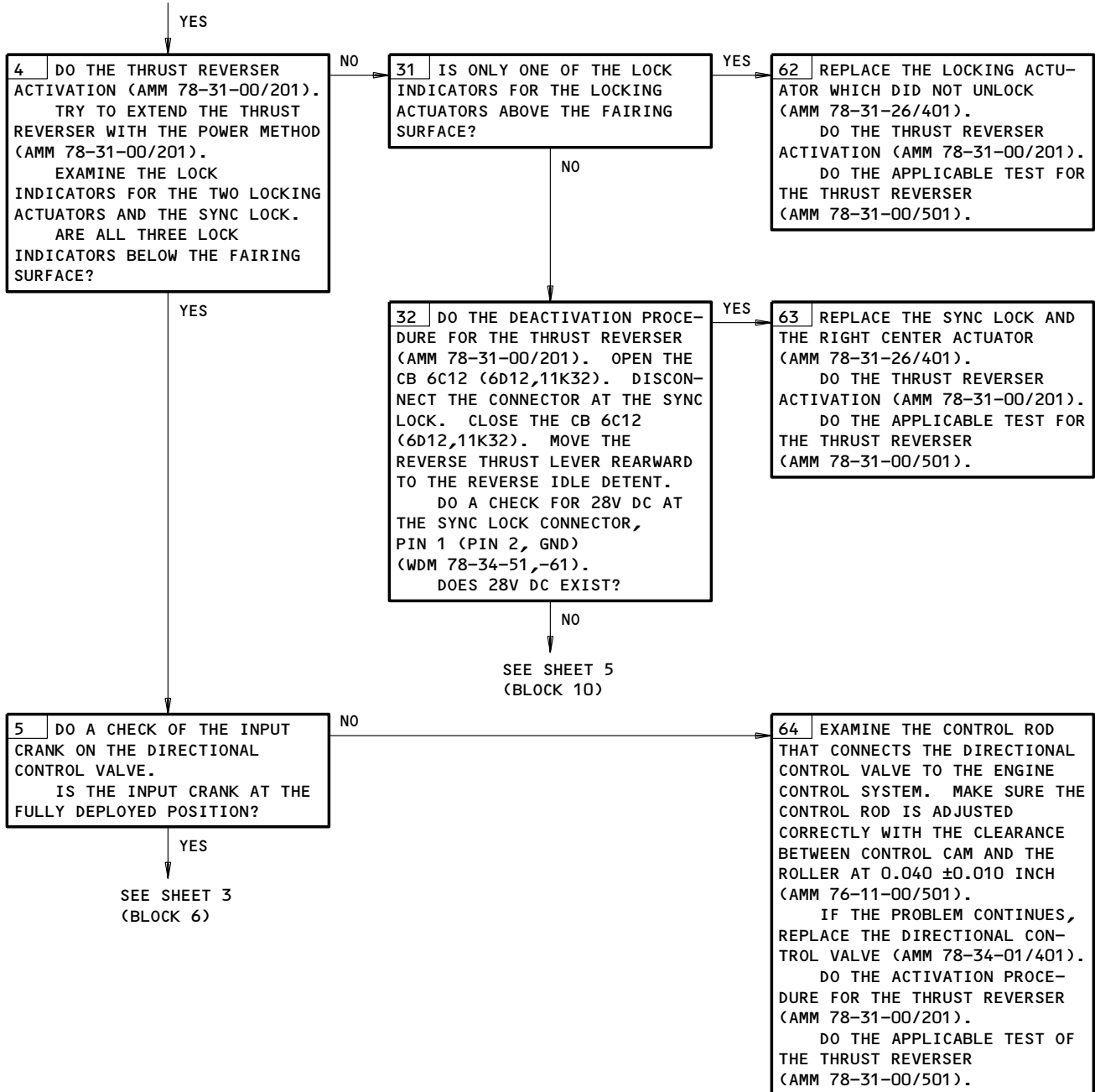
REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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FROM SHEET 1
(BLOCK 3)

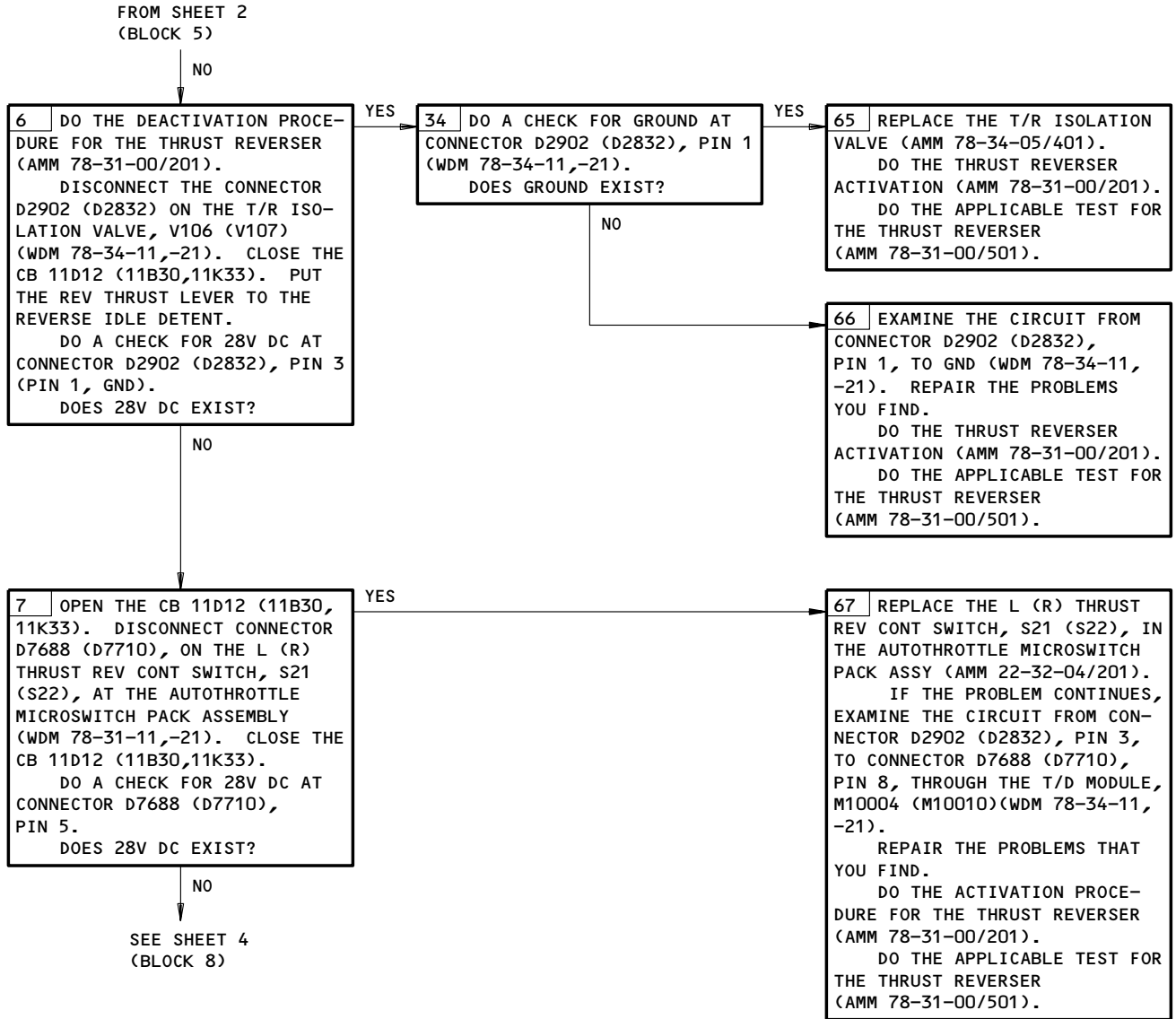


REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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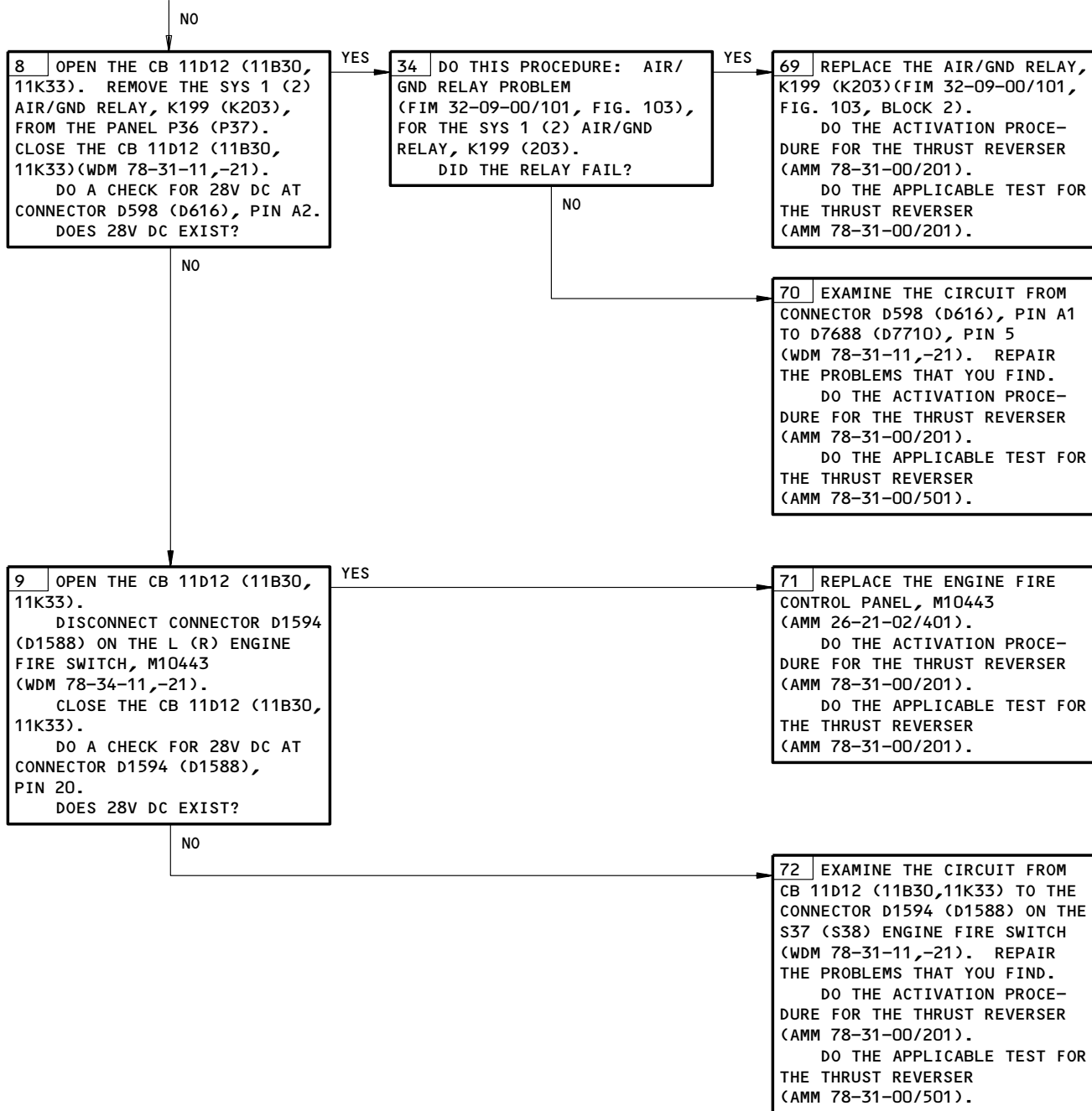
REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 3)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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FROM SHEET 3
(BLOCK 7)

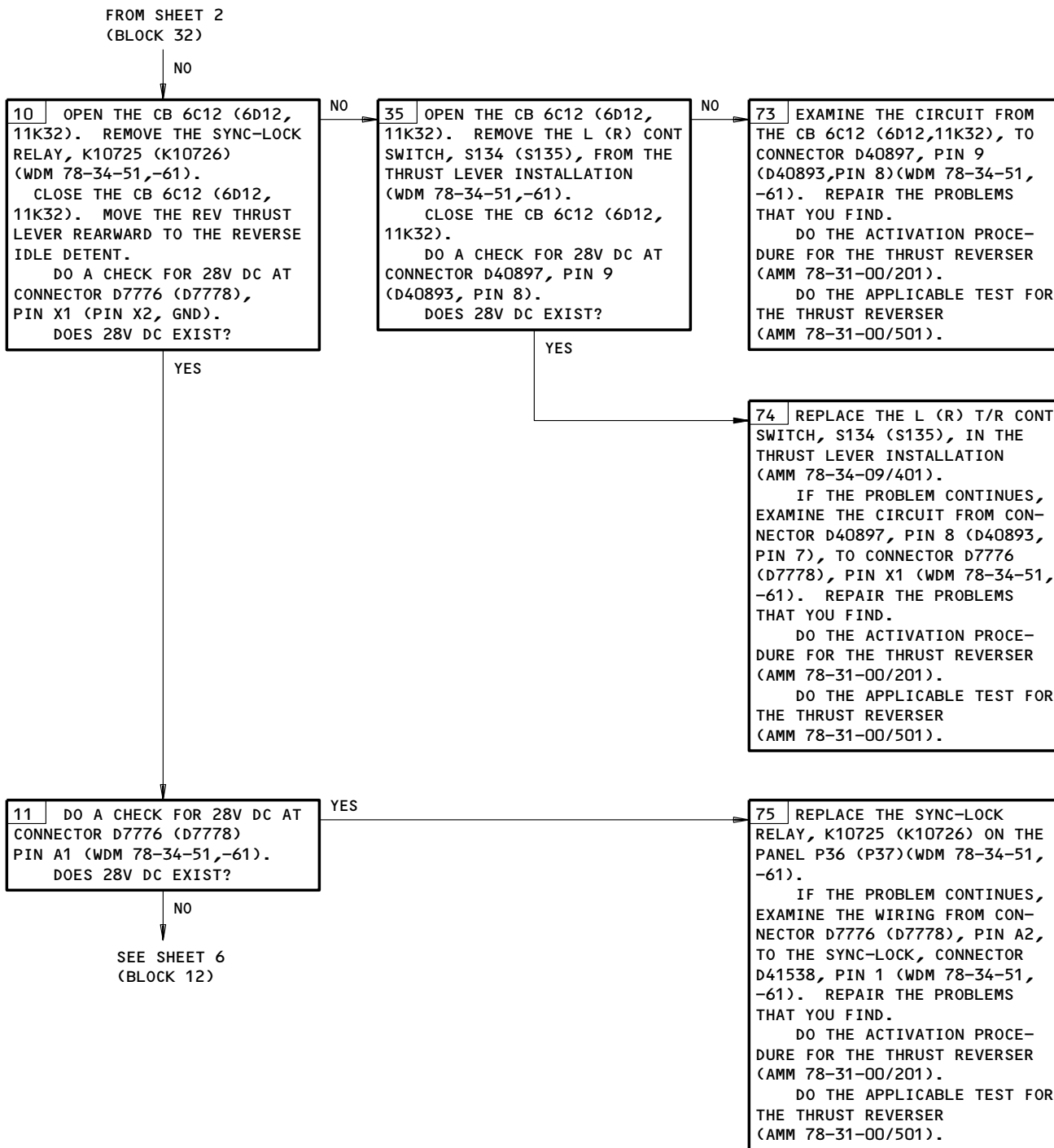


REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 4)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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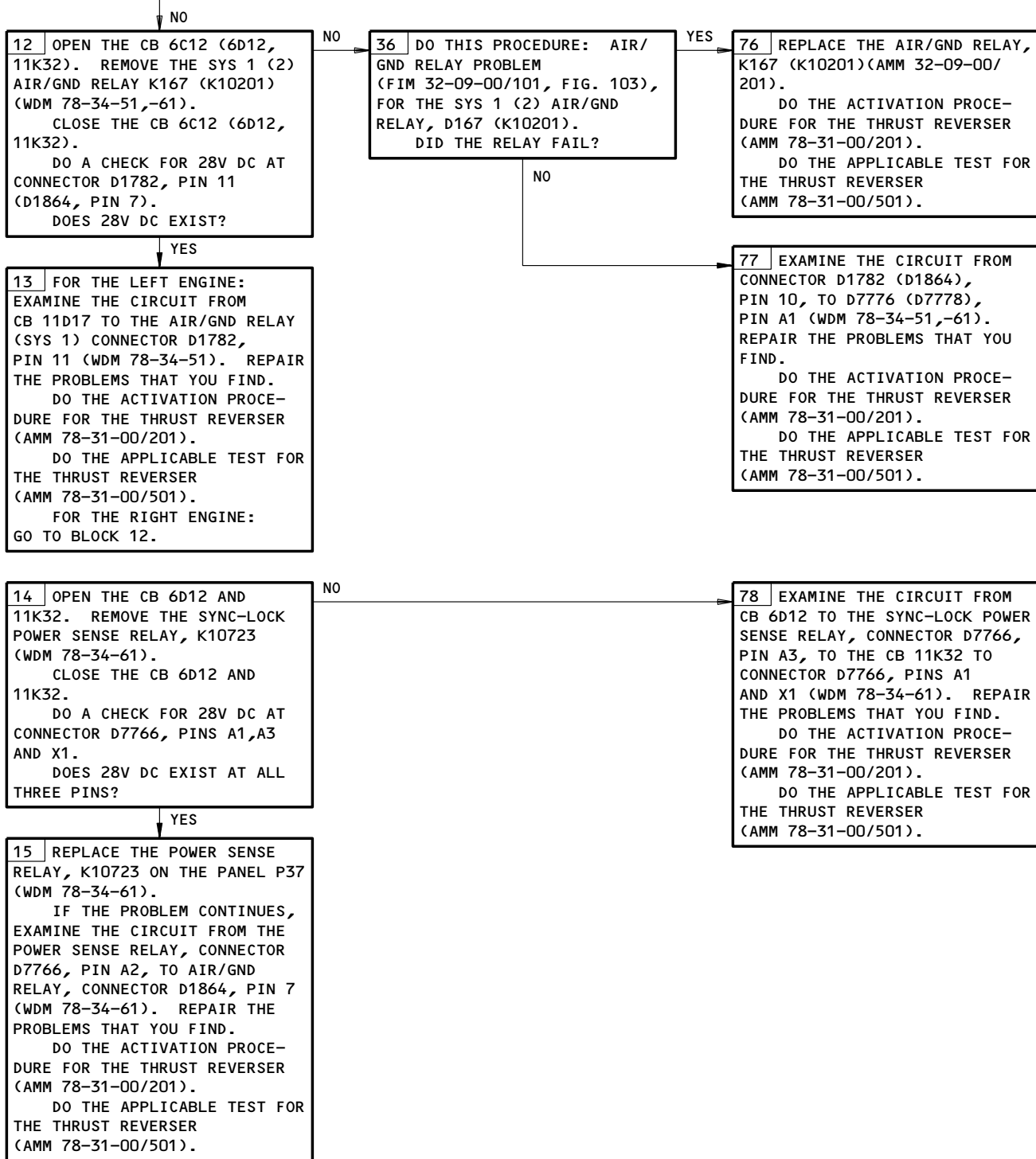
REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 5)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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FROM SHEET 5
(BLOCK 11)



REV Selected. REV Amber or No REV Amber. No REV Green.
REV Thrust Lever Could Not Move to Full REV.
Figure 105 (Sheet 6)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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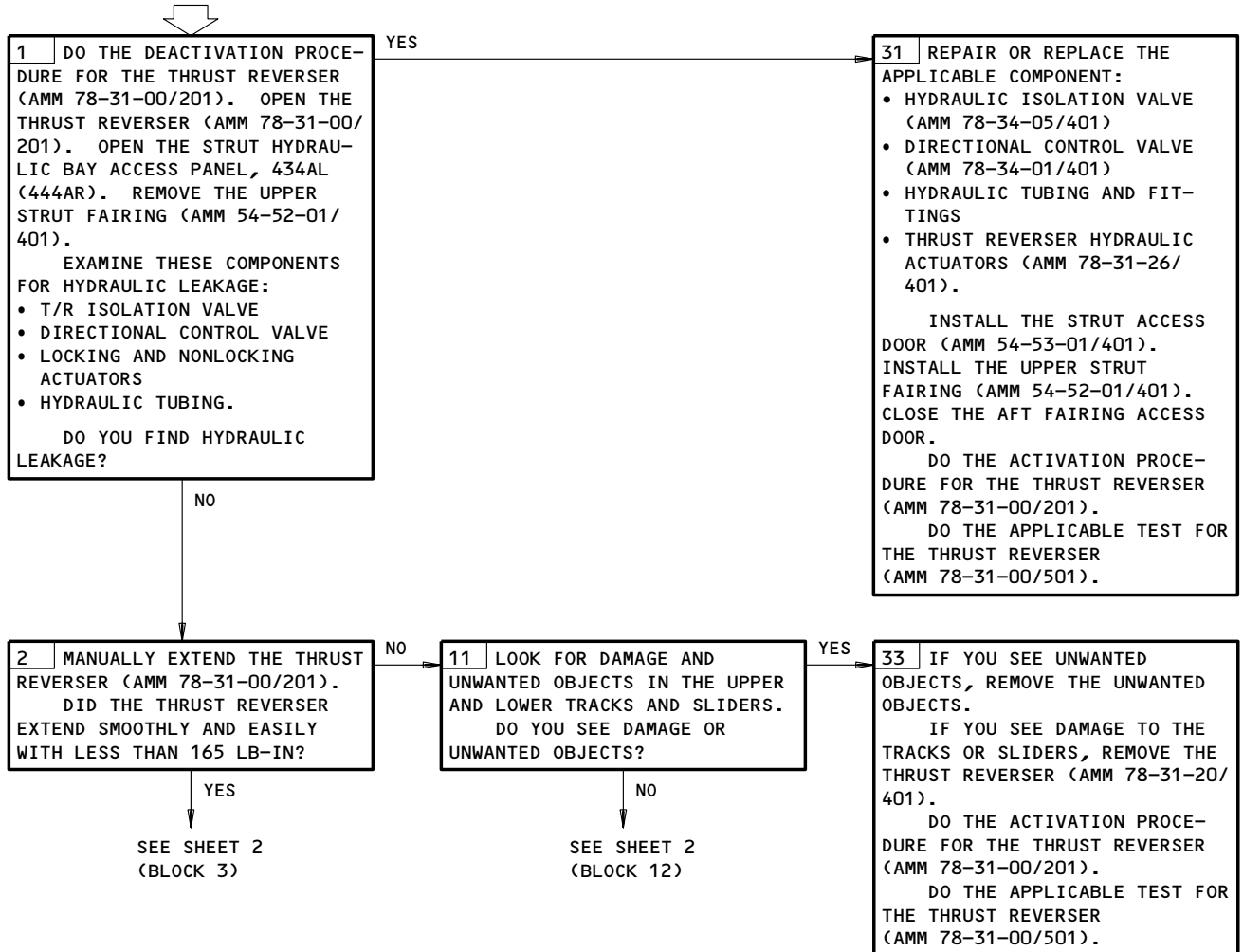
R01

FWD THRUST SELECTED.
NO REV AMBER
NO REV GREEN
FWD THRUST LEVER
COULD MOVE FWD.
TIME TO FWD THRUST
TOO SLOW.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,6C12,6D12,11D11,11D12,11K32,11K33

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
FWD THRUST LEVER FULLY AFT
REV THRUST LEVER FULLY FWD AND DOWN
THRUST REVERSER IS RETRACTED



FWD Thrust Selected. No REV Amber. No REV Green. FWD Thrust Lever Could Move FWD.
Time to FWD Thrust Too Slow.
Figure 106 (Sheet 1)

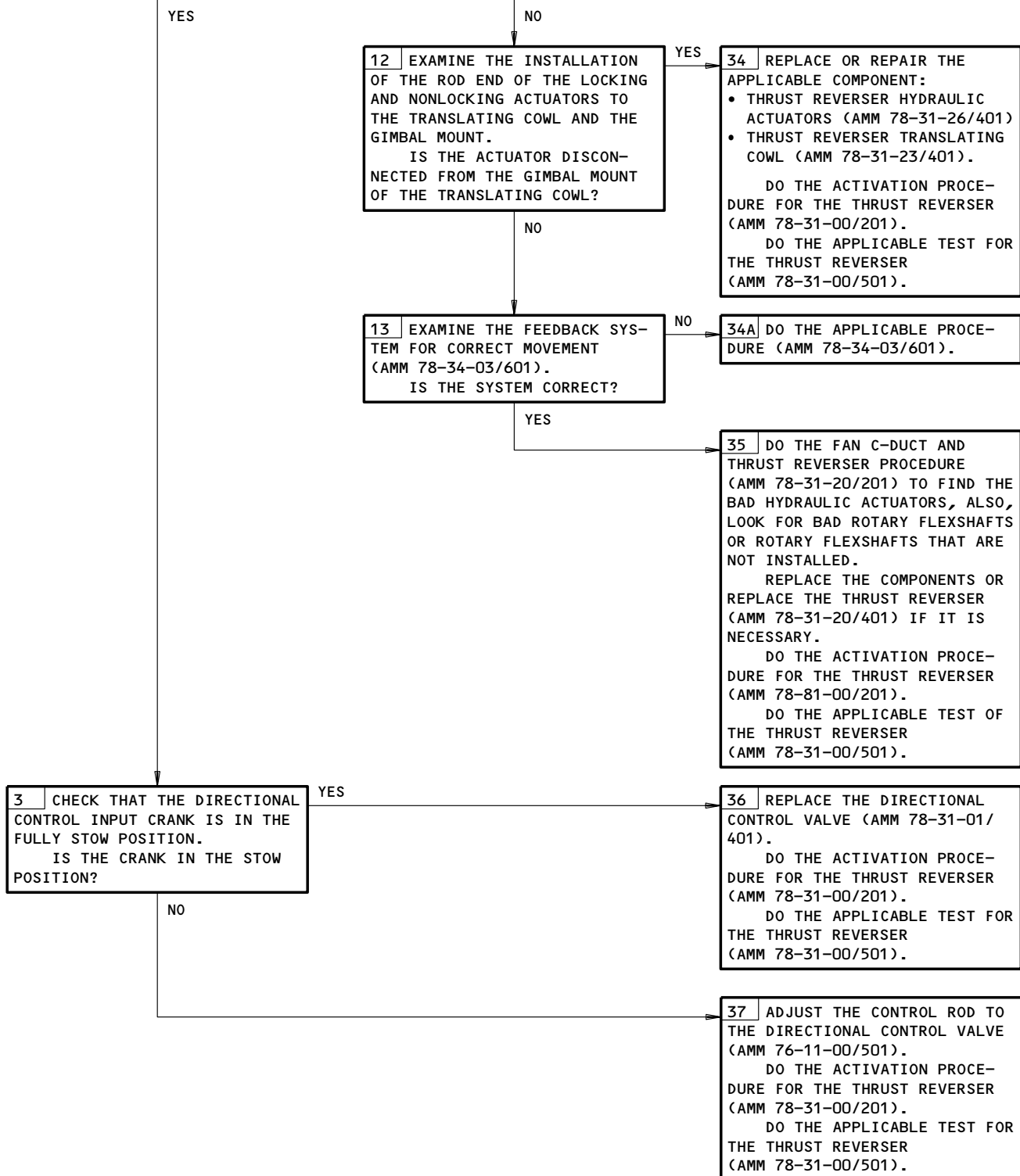
EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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FROM SHEET 1
(BLOCK 2)

FROM SHEET 1
(BLOCK 11)



FWD Thrust Selected. No REV Amber. No REV Green. FWD Thrust Lever Could Move FWD.
Time to FWD Thrust Too Slow.
Figure 106 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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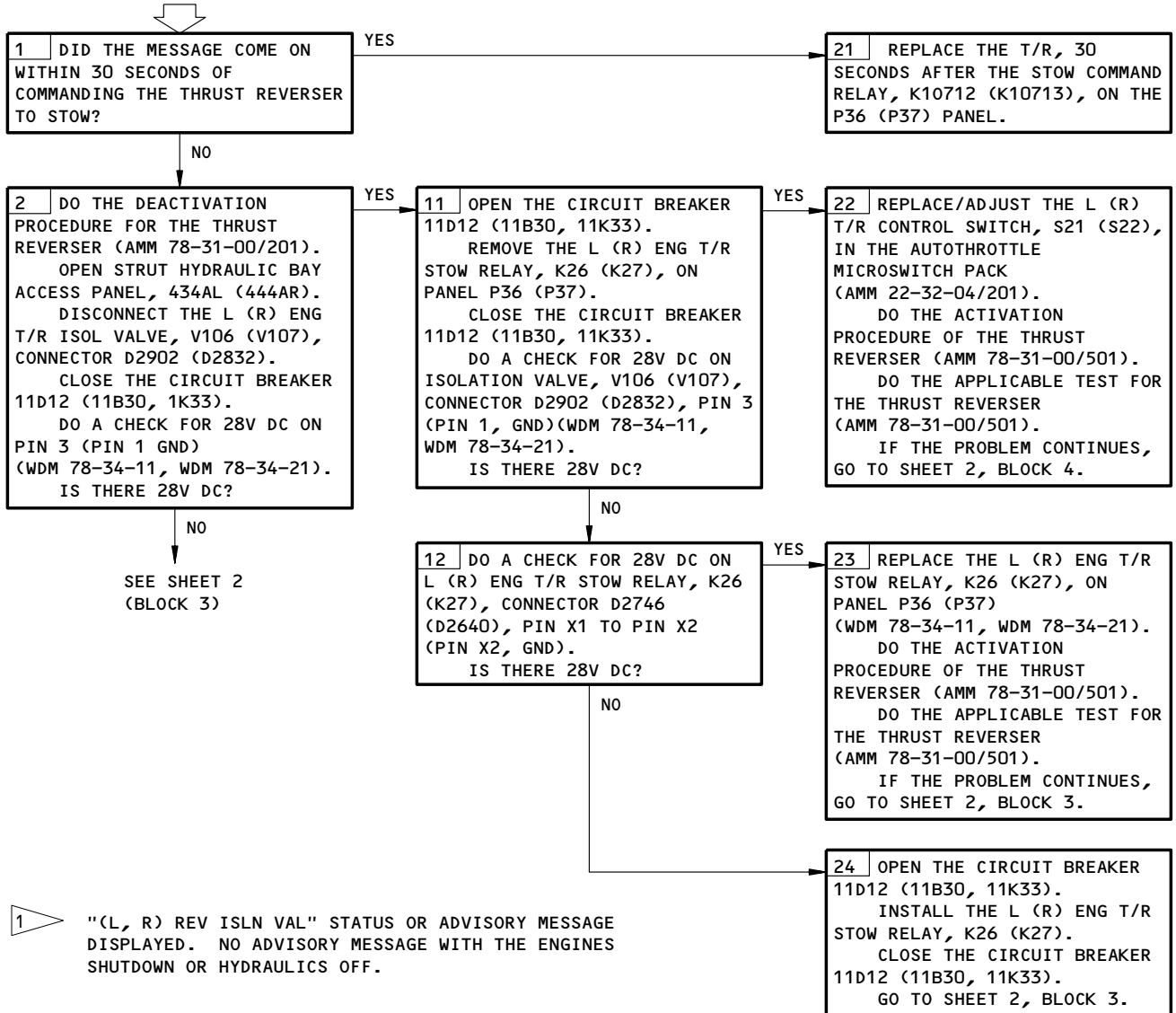
R01

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
6C12, 6D12, 11B29, 11B30, 11D11, 11D12,
11K32, 11K33

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
HYDRAULIC POWER IS OFF (AMM 29-11-00/201)
ENG FIRE SWITCH IS IN THE NORMAL POSITION
REVERSE THRUST LEVER IS FORWARD AND DOWN

1 (L, R) REV ISLN VAL EICAS MESSAGE DISPLAYED.



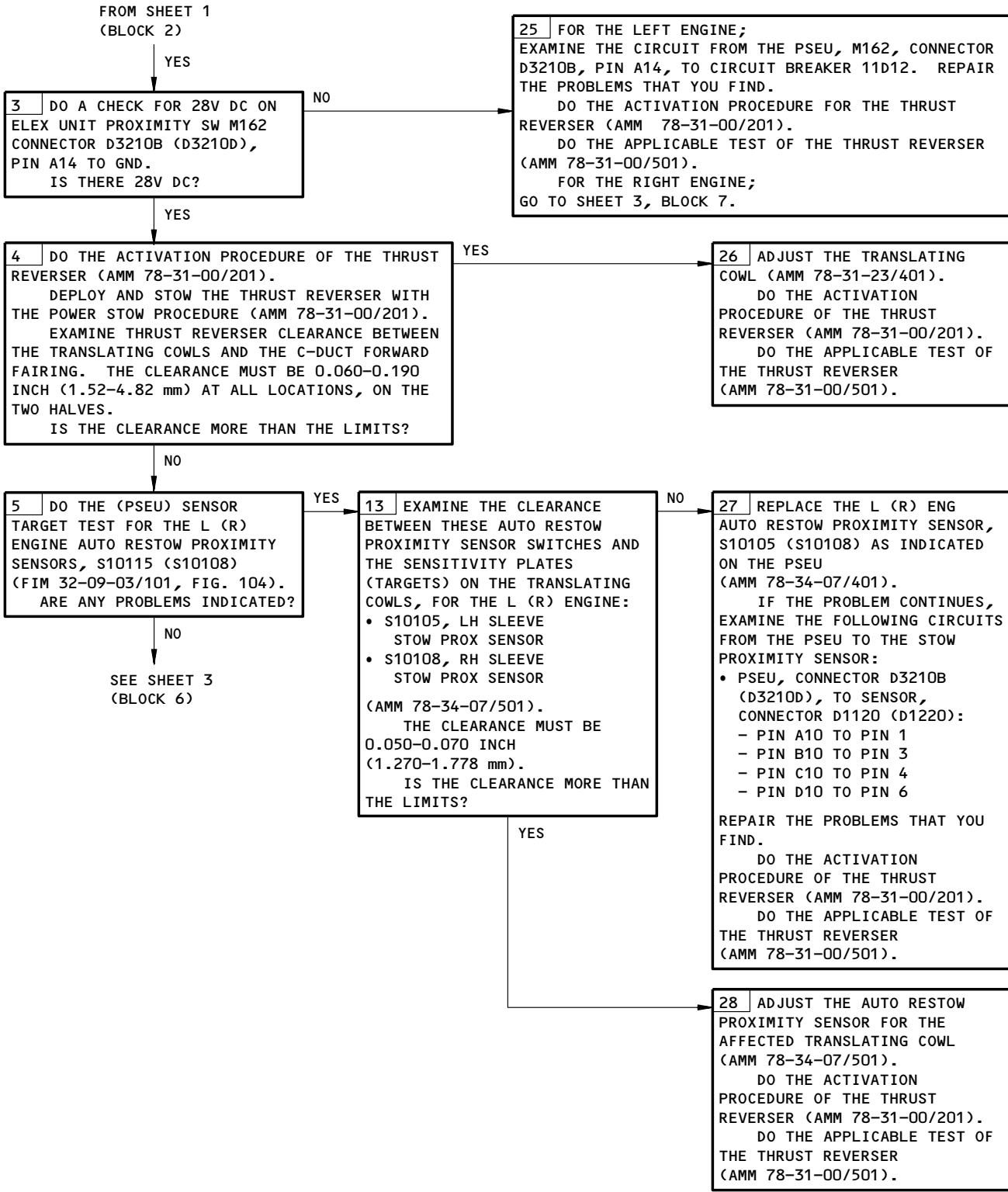
1 "(L, R) REV ISLN VAL" STATUS OR ADVISORY MESSAGE DISPLAYED. NO ADVISORY MESSAGE WITH THE ENGINES SHUTDOWN OR HYDRAULICS OFF.

(L, R) REV ISLN VAL EICAS Message Displayed.
Figure 107 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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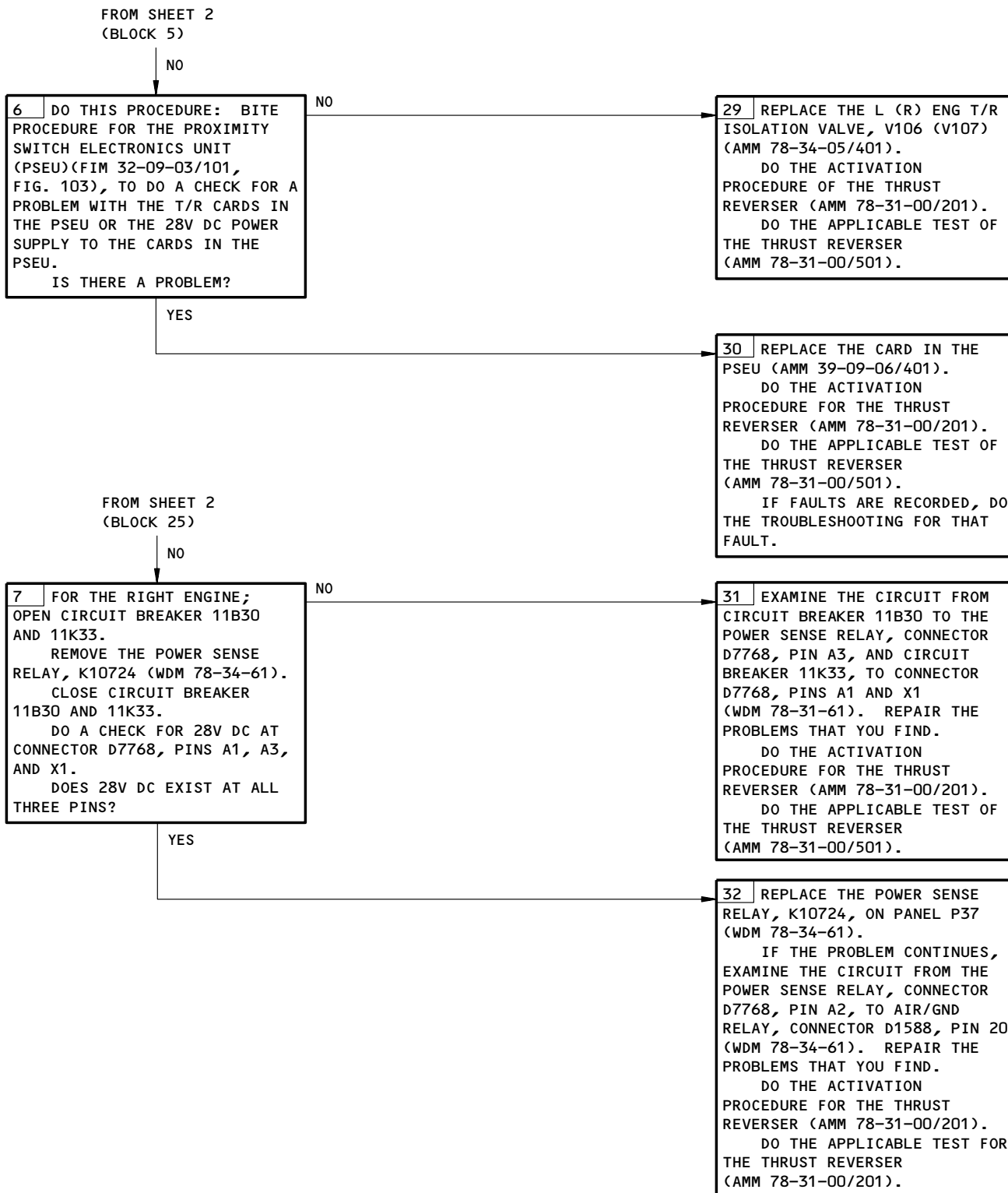


(L, R) REV ISLN VAL EICAS Message Displayed.
Figure 107 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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(L, R) REV ISLN VAL EICAS Message Displayed.
Figure 107 (Sheet 3)

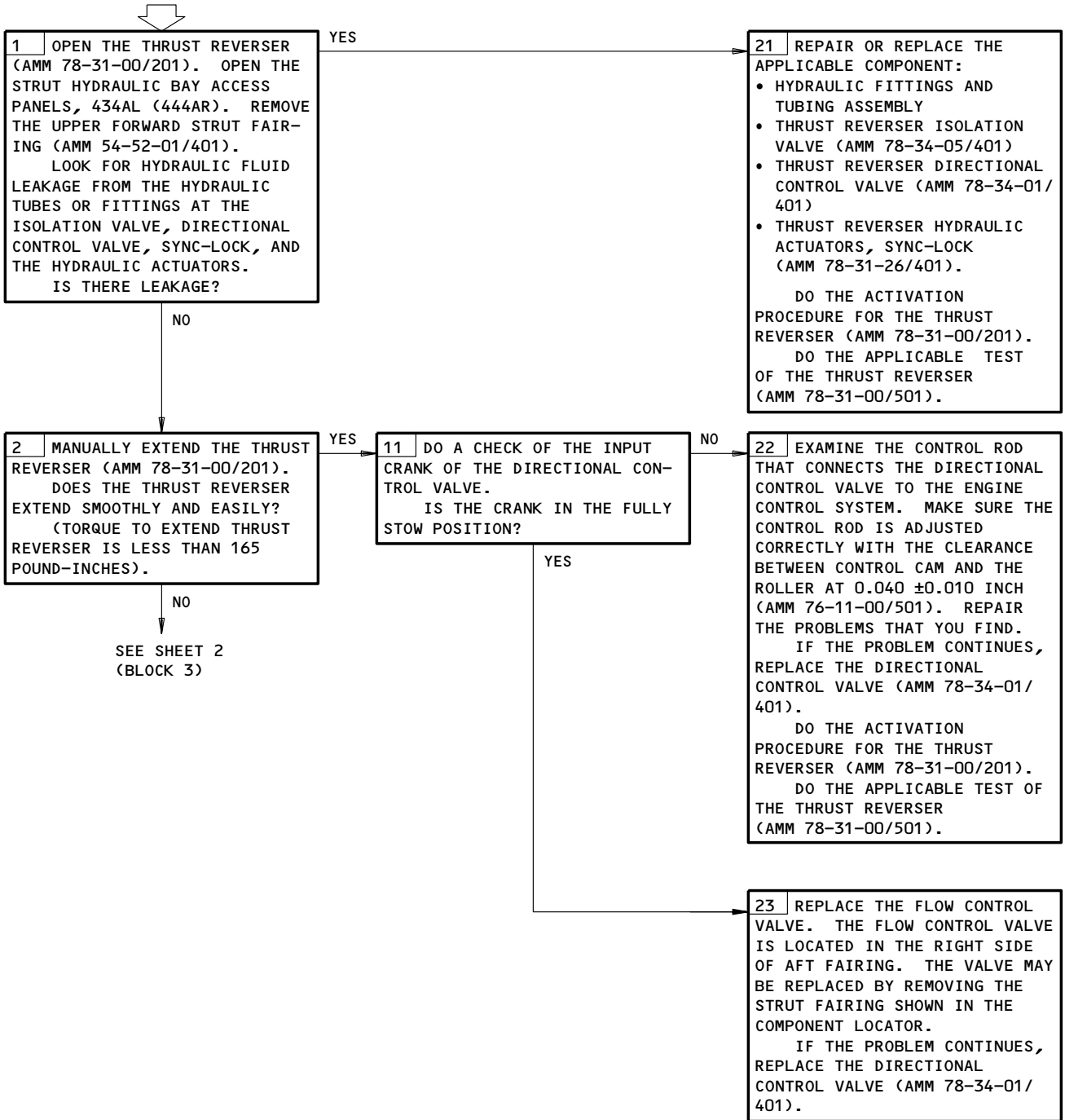
EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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R01

PREREQUISITES
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
THRUST REVERSER IS DEACTIVATED (AMM 78-31-00/201)

TIME TO "REV" THRUST
TOO SLOW.

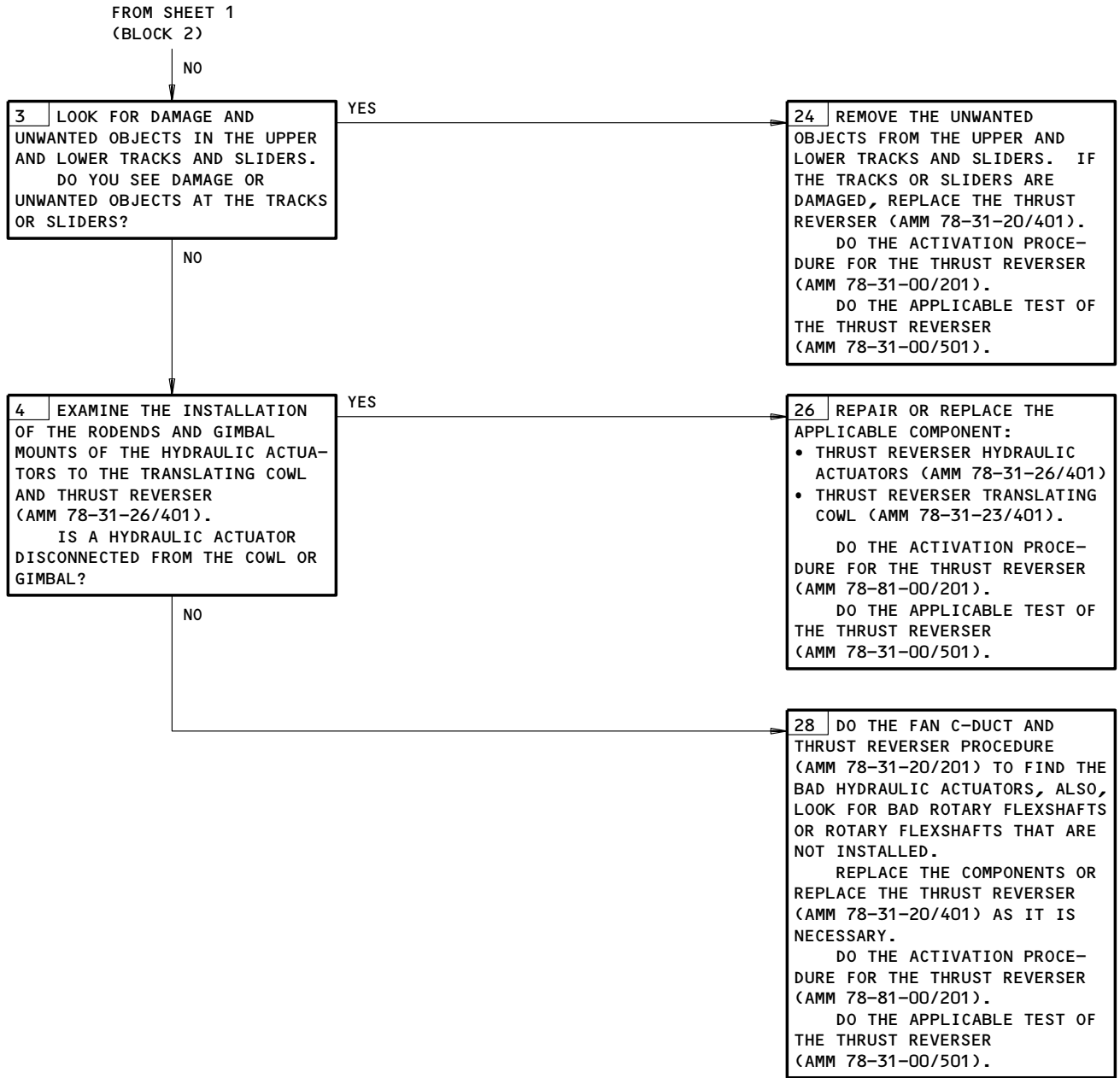


Time to REV Thrust Too Slow.
Figure 108 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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Time to REV Thrust Too Slow.
Figure 108 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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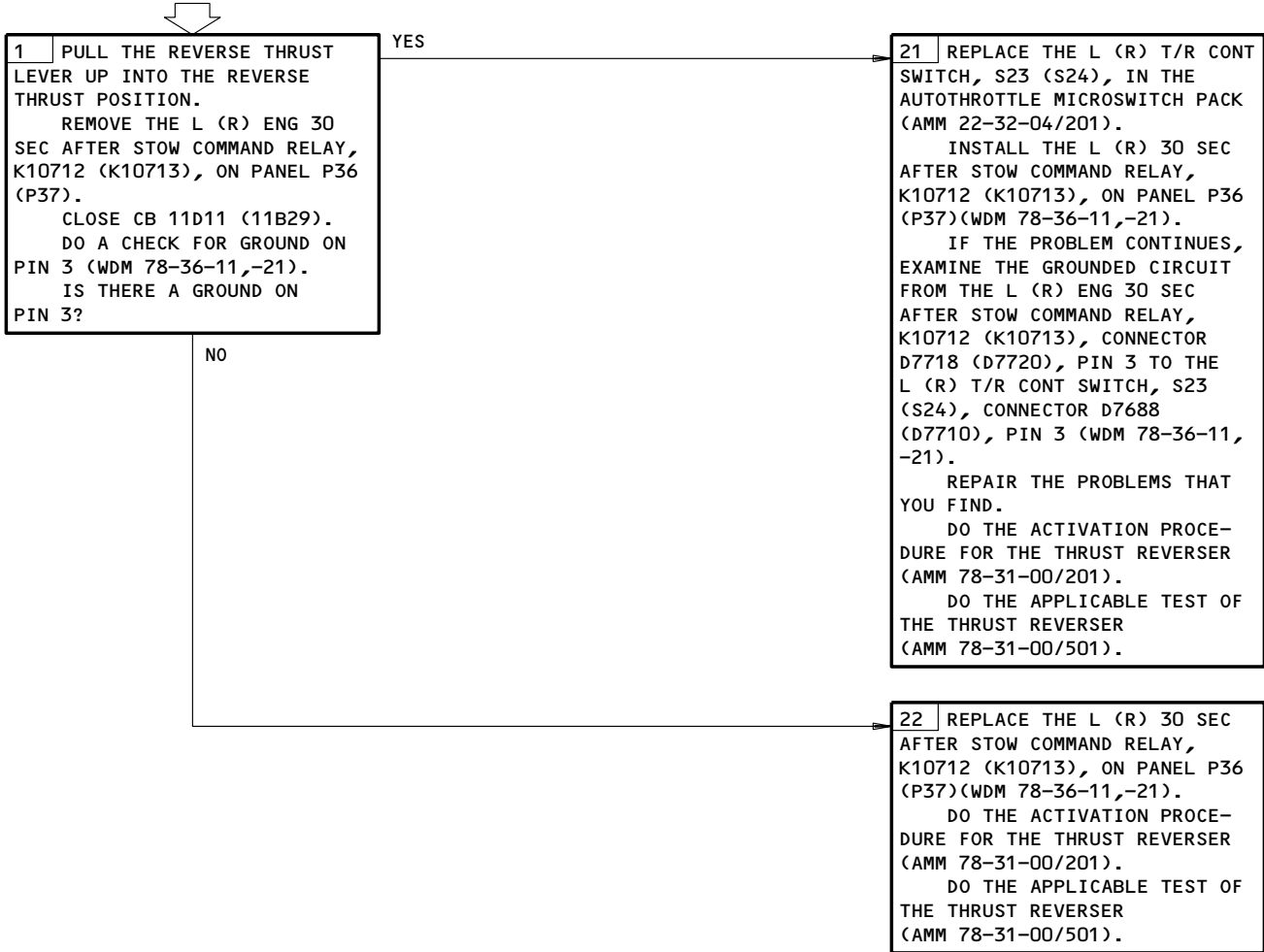
R01

(L,R) REV ISLN VAL
EICAS MSG DURING
REVERSE THRUST

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE OPEN:
11B29,11D11

MAKE SURE THAT THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IS DEACTIVATED (AMM 78-31-00/201)
REVERSE THRUST LEVER IS FORWARD AND DOWN



(L,R) REV ISLN VAL EICAS MSG DURING REVERSE THRUST
Figure 109

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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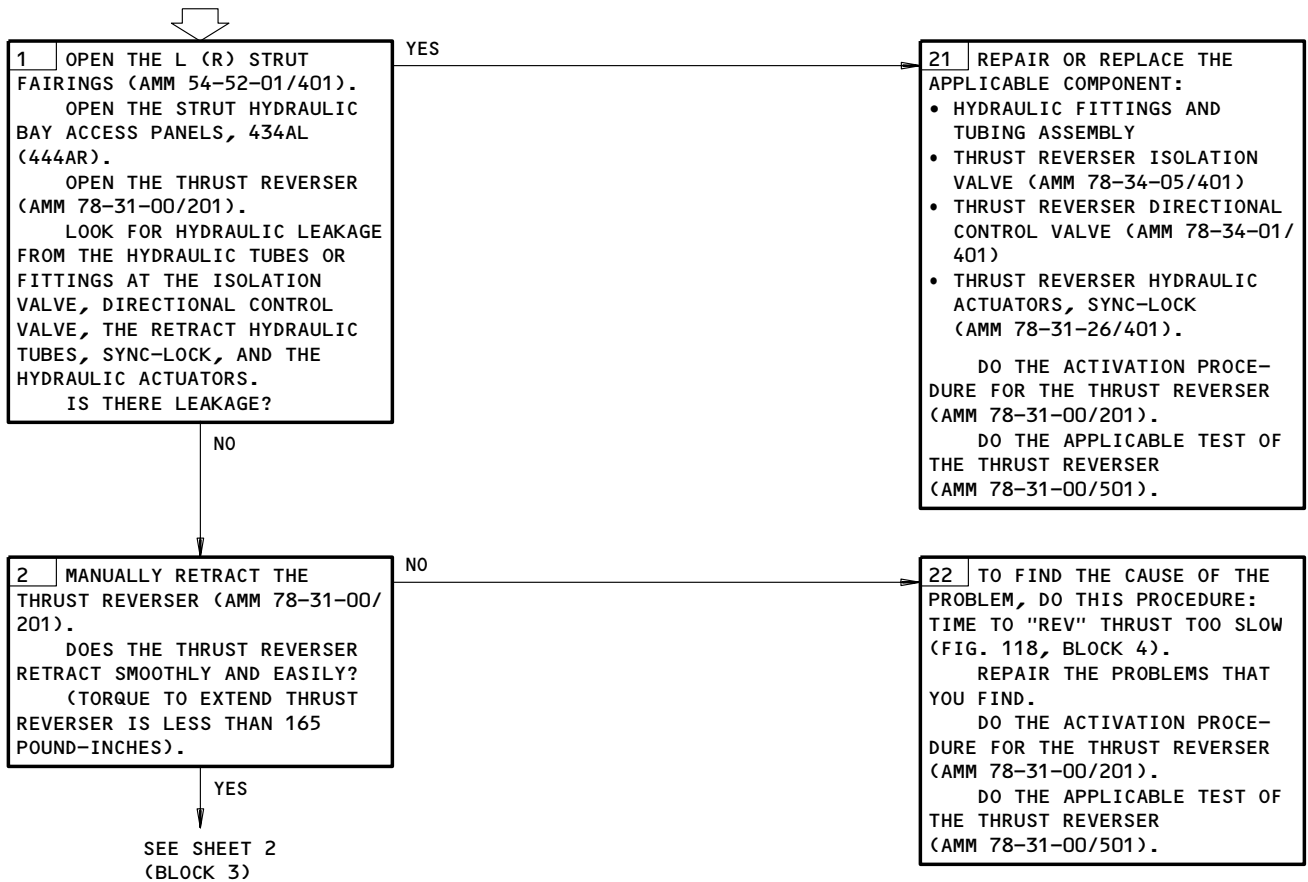
R01

FWD THRUST SELECTED.
REV GREEN OR REV
AMBER SHOWN. FWD
THRUST LEVERS COULD
NOT MOVE FWD.

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE OPEN AND ATTACH
DO-NOT-CLOSE TAGS:
11B30,11D12,11K33

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IS DEACTIVATED (AMM 78-31-00/201)
THRUST REVERSER IS EXTENDED
REV THRUST LEVERS FORWARD AND DOWN
FIRE SWITCH AT NORMAL POSITION



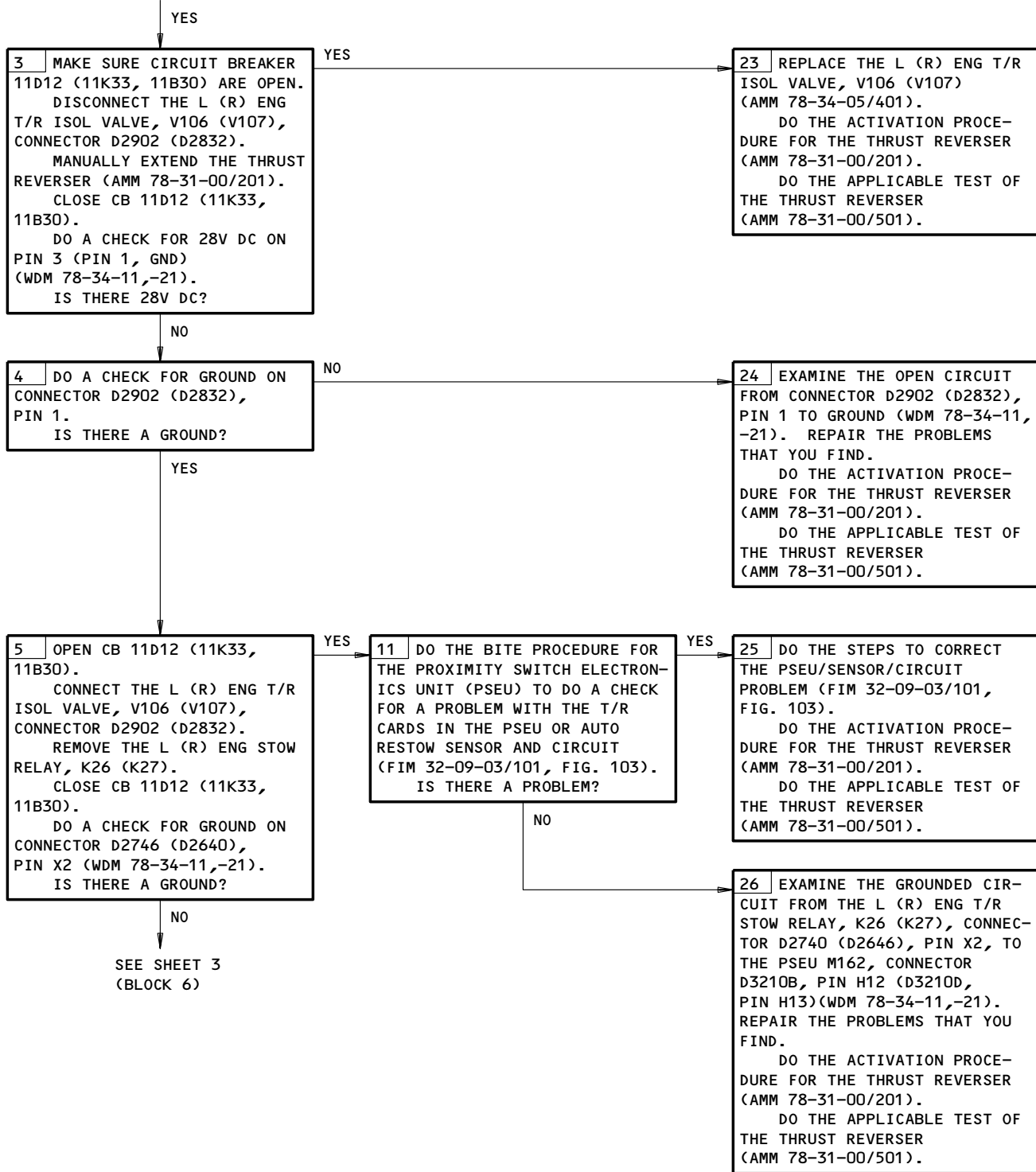
Fwd Thrust Selected. REV Green or REV Amber Shown.
Fwd Thrust Levers Could Not Move Fwd.
Figure 110 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-34-00
CONFIG 2
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Jan 28/03

R01

FROM SHEET 1
(BLOCK 2)

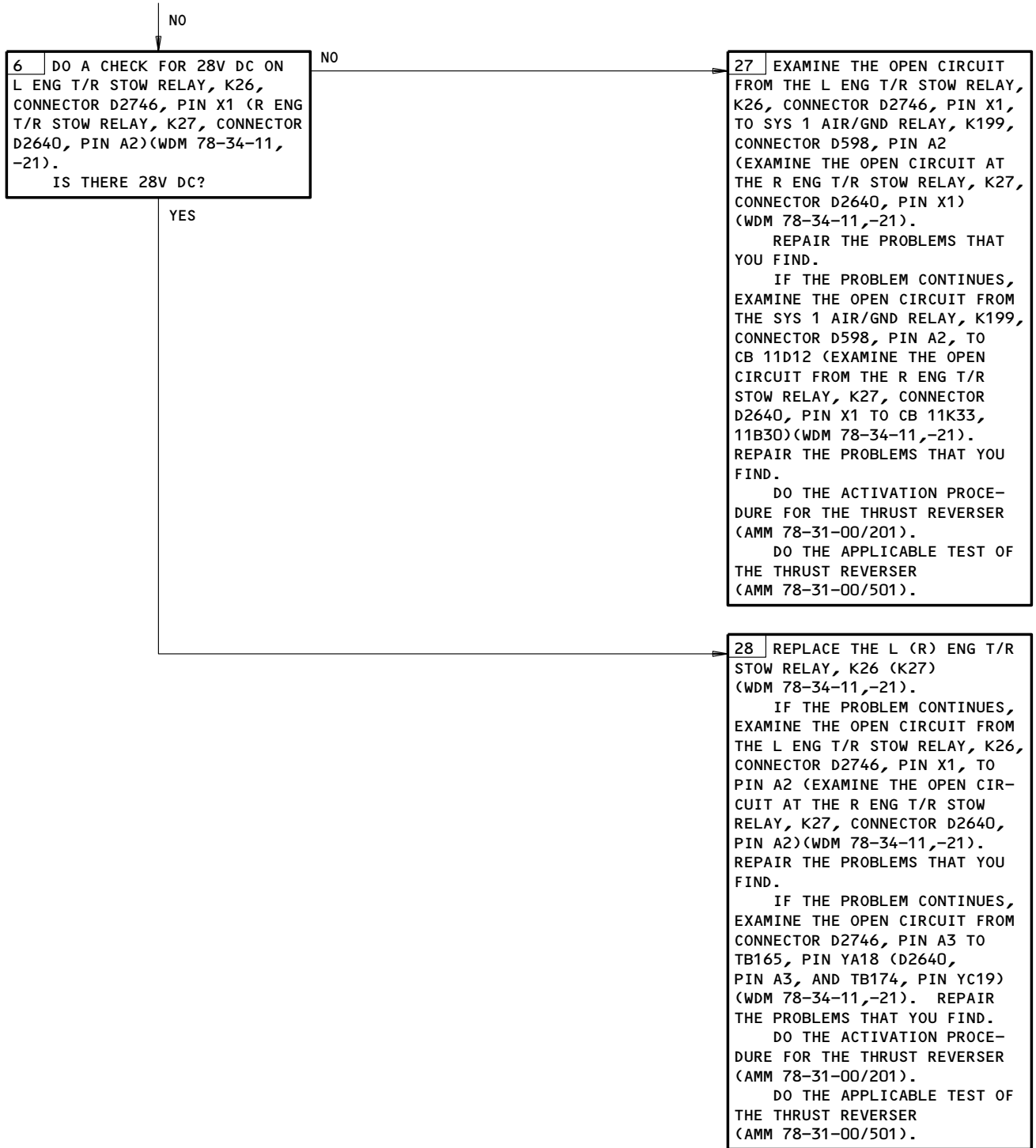


Fwd Thrust Selected. REV Green or REV Amber Shown.
Fwd Thrust Levers Could Not Move Fwd.
Figure 110 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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CONFIG 2
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FROM SHEET 2
(BLOCK 5)



Fwd Thrust Selected. REV Green or REV Amber Shown.
Fwd Thrust Levers Could Not Move Fwd.
Figure 110 (Sheet 3)

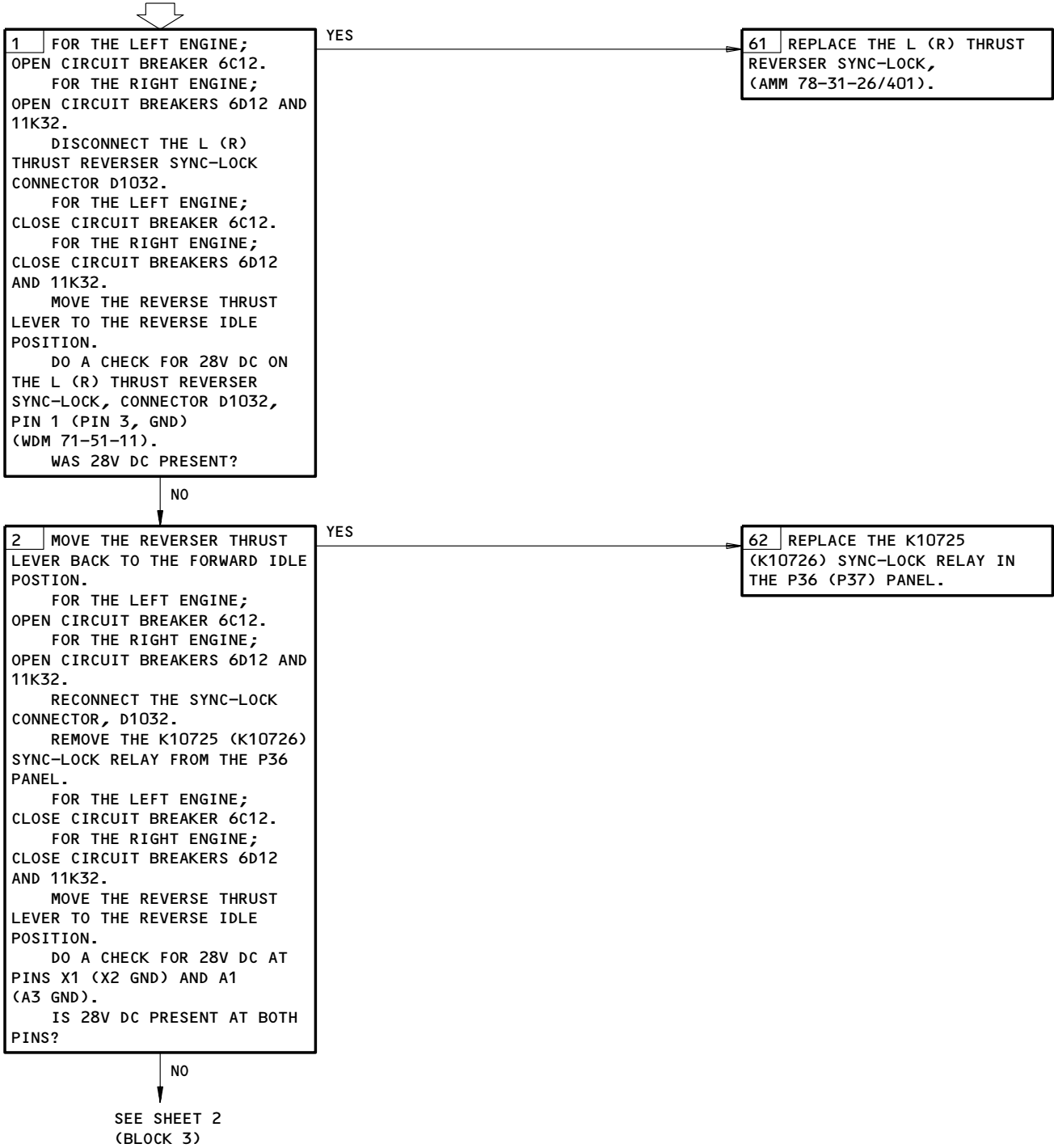
EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-34-00
CONFIG 2
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T/R SYNC-LOCK DOES NOT UNLOCK

PREREQUISITES
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

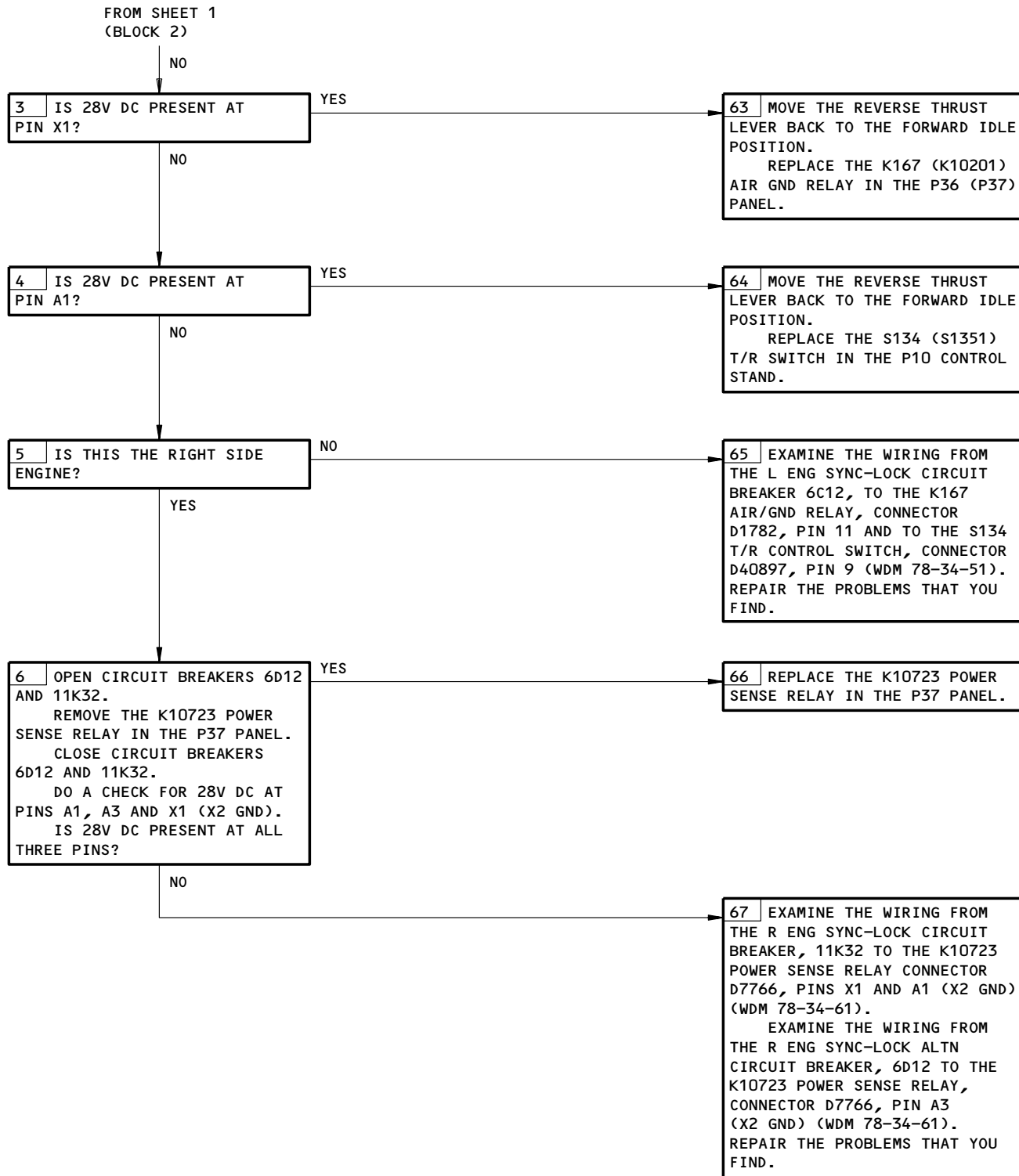


T/R Sync Lock Does Not Unlock
Figure 111 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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CONFIG 2
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T/R Sync Lock Does Not Unlock
Figure 111 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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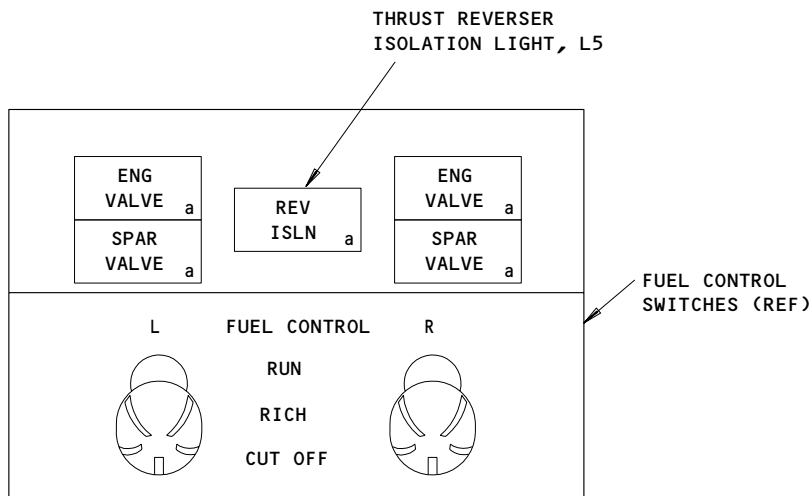
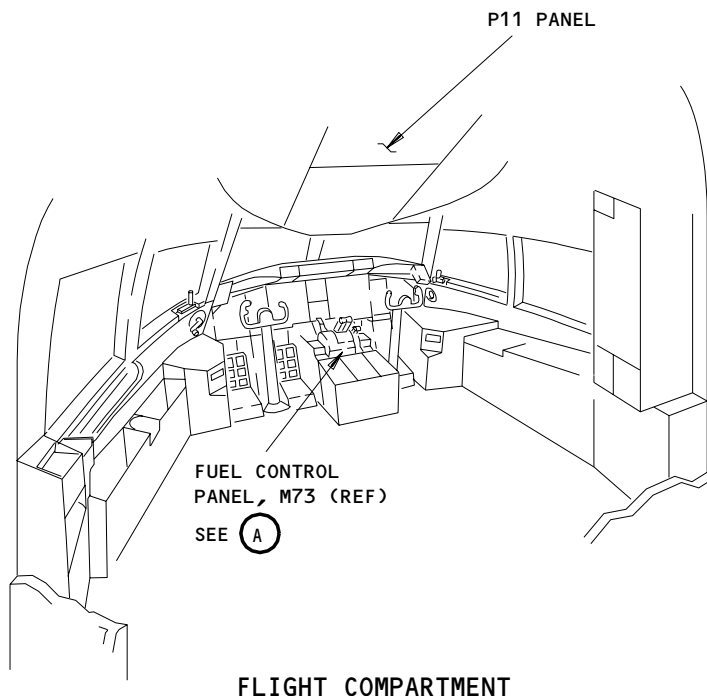
CONFIG 2

R02

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L02639



FUEL CONTROL PANEL, M73 (REF)

(A)

Component Location
Figure 102 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

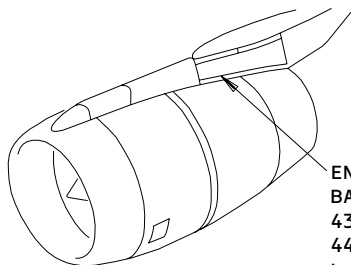
78-36-00

CONFIG 1

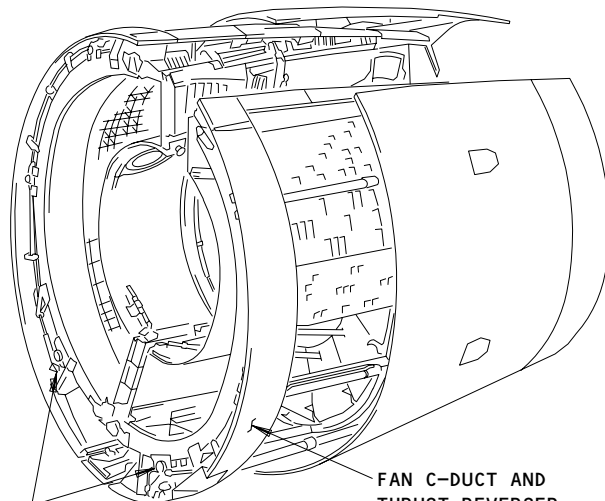
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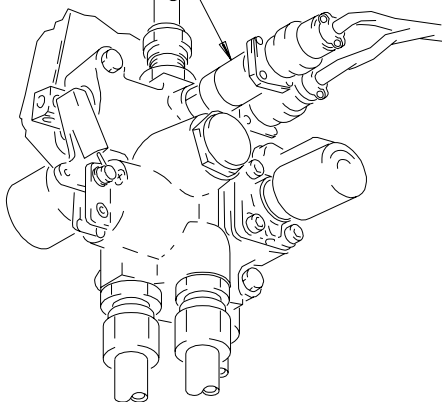


ENGINE STRUT HYDRAULIC
BAY ACCESS DOOR
434AL (L ENG)
444AL (R ENG)
L OR R T/R ISOLATION
VALVE (REF)
SEE (B)



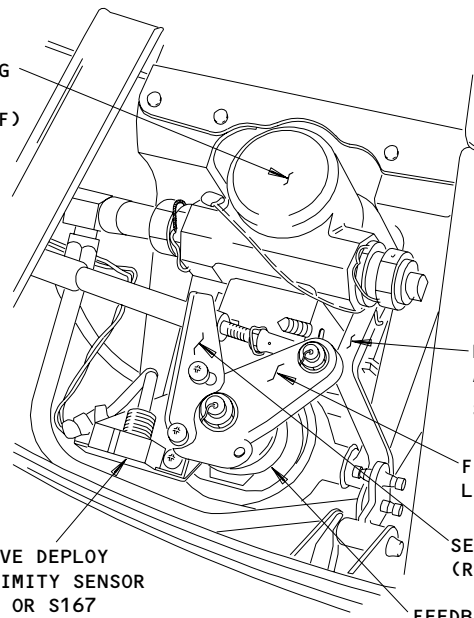
FAN C-DUCT AND
THRUST REVERSER
415AL (L ENG OUTBD)
416AR (L ENG INBD)
425AL (R ENG INBD)
426AR (R ENG OUTBD)

L OR R ISOLATION
VALVE PRESSURE SWITCH
S330 OR S331



LOWER LOCKING
HYDRAULIC ACTUATOR
SEE (C)

LOWER LOCKING
HYDRAULIC
ACTUATOR (REF)



SLEEVE DEPLOY
PROXIMITY SENSOR
S166 OR S167

LOCK LEVER
ARM (REF)
SEE (D)

FEEDBACK
LEVER (REF)

SENSOR TARGET
(REF)

FEEDBACK
ACTUATOR (REF)

LH LOWER LOCKING HYDRAULIC
ACTUATOR (RH SIMILAR)

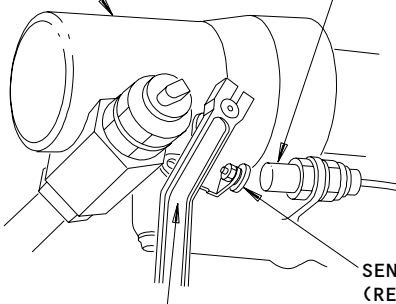
(C)

L OR R T/R ISOLATION VALVE (REF)

(B)

LOWER LOCKING
HYDRAULIC
ACTUATOR (REF)

SLEEVE ACTUATOR
UNLOCKED PROXIMITY
SENSOR S164 OR S165



SENSOR TARGET
(REF)

LOCK LEVER
ARM (REF)

LOCK LEVER ARM

(D)

56066

Component Location
Figure 102 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-36-00

CONFIG 1

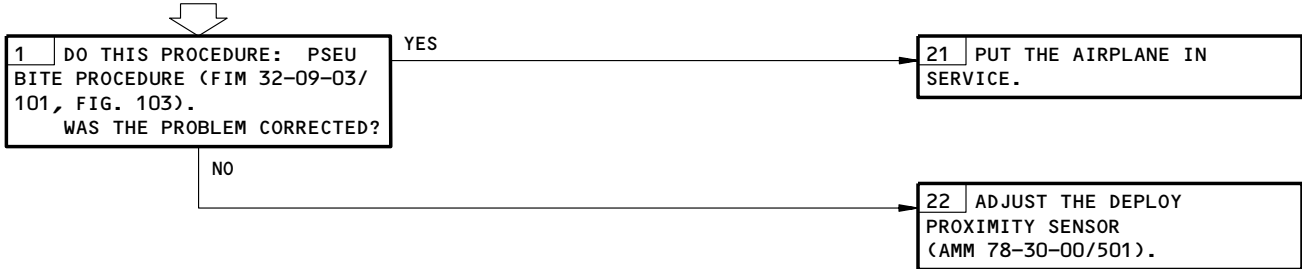
Page 103

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AMBER REV REMAINED
DISPLAYED AFTER FULL
REVERSE WAS REACHED

PREREQUISITES
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29, 11B30, 11D11, 11D12
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Amber REV Remained Displayed After Full Reverse Was Reached
Figure 103

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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AMBER REV DID NOT
DISPLAY, GREEN
REV DID WITH T/R
FULLY DEPLOYED



PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D11,11D12,11B29,11B30

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)

1 DO THIS PROCEDURE: PSEU
BITE PROCEDURE (FIM 32-09-03/
101, FIG. 103, BLOCK 1).
WAS THE PROBLEM CORRECTED?

YES

21 PUT THE AIRPLANE IN
SERVICE.

NO

22 REMOVE PSEU M162
(AMM 32-09-04). REMOVE L (R)
EICAS COMPUTER M10181 (M10182)
(AMM 31-41-02).
EXAMINE THE CIRCUIT FROM
CONNECTOR D3210E (D3210A)
PIN 12A TO CONNECTORS D321B
PIN F3 AND D321D PIN F12 OR
D319D PIN F12 AND D319B PIN F3
(WDM 78-36-11,-21). REPAIR
THE PROBLEMS THAT YOU FIND.
INSTALL EICAS COMPUTER AND
PSEU.

Amber REV Did Not Display, Green REV Did with T/R Fully Deployed
Figure 104

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-36-00

CONFIG 1

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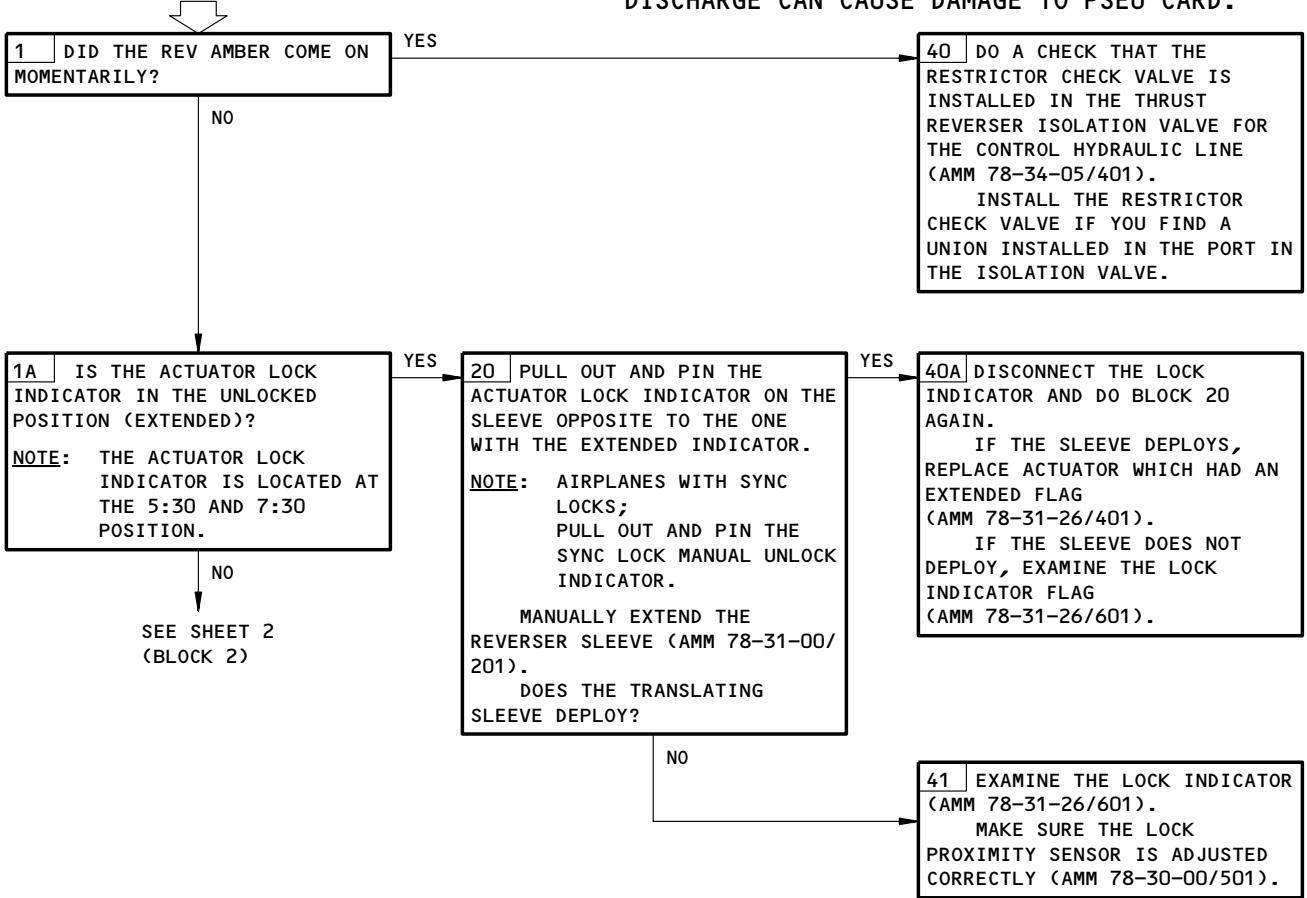
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 1 > 11K6, 11K33; 2 > 11B30, 11K12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

CAUTION: DO NOT TOUCH THE PSEU CARD BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO PSEU CARD.

T/R STOWED, AMBER REV REMAINED DISPLAYED



- 1 > AIRPLANES WITHOUT ETOPS
- 2 > AIRPLANES WITH ETOPS

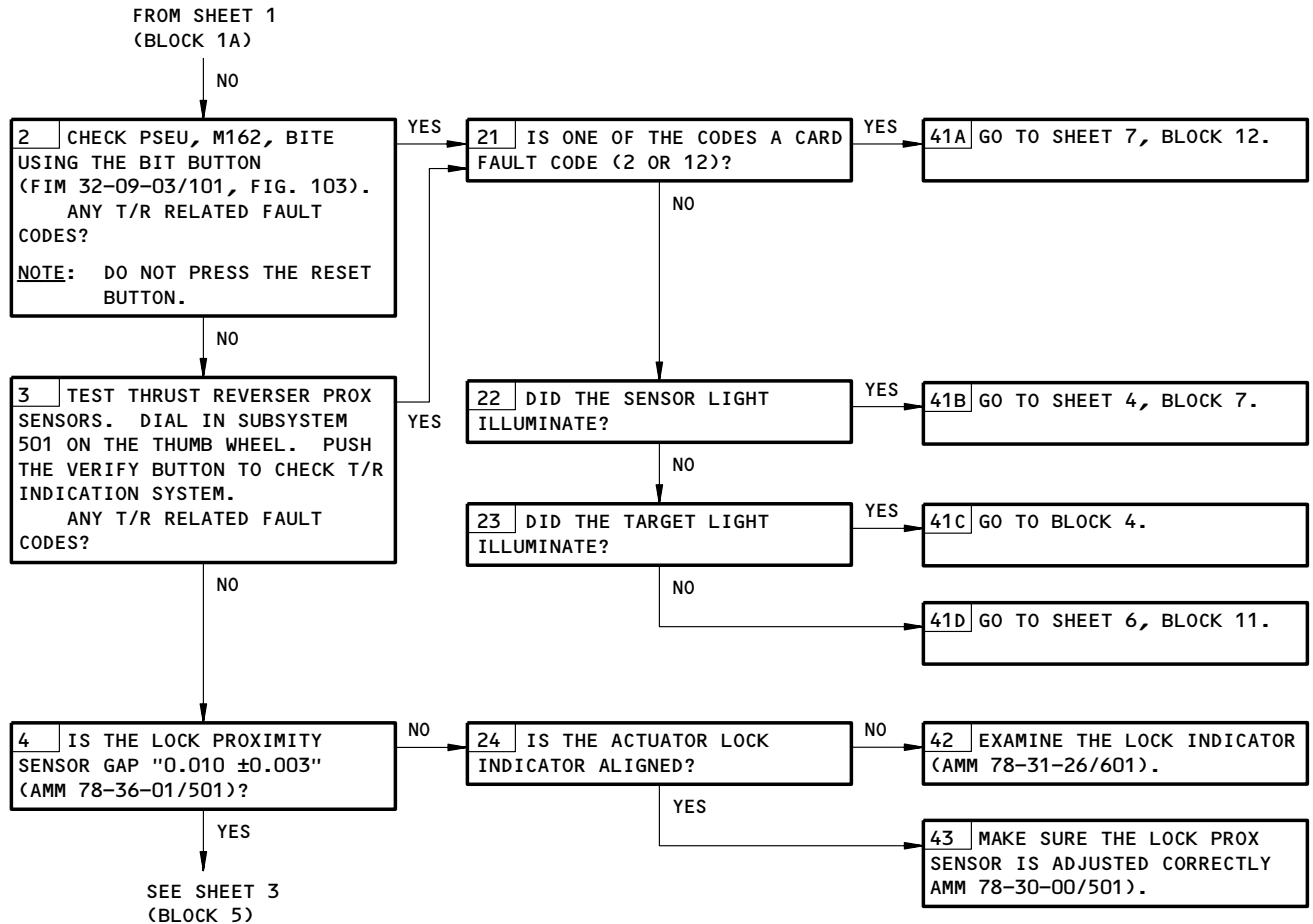
T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 1)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

78-36-00
CONFIG 1
Page 106
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H67675



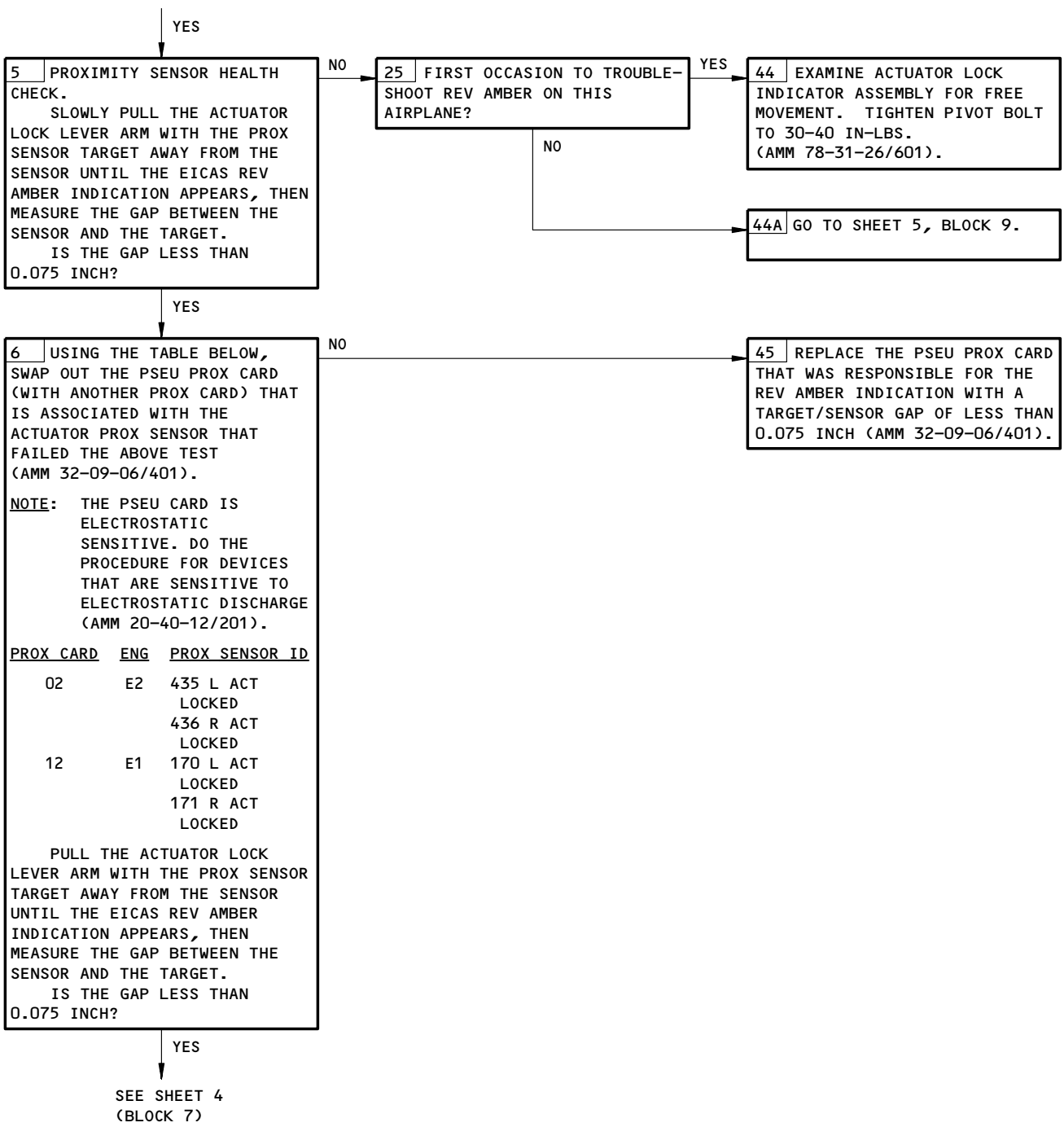
T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 2)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1
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FROM SHEET 2
(BLOCK 4)



T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 3)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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FROM SHEET 2
(BLOCK 22)

FROM SHEET 3
(BLOCK 6)

YES

YES

7 IS THE COMBINED CIRCUIT AND SENSOR RESISTANCE FOR THE ACTUATOR LOCK PROX SENSOR CIRCUIT LESS THAN 16 OHMS PIN TO PIN, AS MEASURED FROM THESE PSEU CONNECTORS AND PINS: (TEST THE CIRCUIT BY PLACING OHMMETER PROBE ON ONE PIN AND THE OTHER OHMMETER PROBE ON THE OTHER PIN).

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

NO

46 USING AN OHMMETER, ISOLATE THE HIGH RESISTANCE PORTION OF THE ACTUATOR LOCK PROX SENSOR CIRCUIT:

1. VERIFY THAT THE RESISTANCE OF THE ACTUATOR LOCK PROX SENSOR AS MEASURED FROM CONNECTOR D41520P (LEFT) OR D41522P (RIGHT), BETWEEN PINS 1 AND 3 IS 8 TO 11 OHMS (TYPICAL) (WDM 71-51-11, SHEET 4)
2. THE RESISTANCE OF THE PROX SENSOR LINES LESS THE PROX SENSOR (THE DIFFERENCE BETWEEN THE PROX SENSOR CIRCUIT RESISTANCE AS MEASURED IN BLOCK 10 AND THE PROX SENSOR RESISTANCE AS MEASURED ABOVE) IS 2 TO 5 OHMS.

REPLACE THE NECESSARY PARTS TO REDUCE THE COMBINED LINE AND SENSOR RESISTANCE TO LESS THAN 16 OHMS.

YES

8 IS THE CIRCUIT RESISTANCE ON THE SENSOR LINE MORE THAN 20 MEGOHMS OF RESISTANCE TO GROUND? TEST THE CIRCUIT BY PLACING AN OHMMETER PROBE ON THESE PINS AND THE OTHER PROBE ON A GROUND:

NOTE: DISCONNECT THE PROXIMITY SENSOR FROM THE SENSOR LINE PRIOR TO TEST.

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

YES

47 REPLACE PROX SENSOR (AMM 78-36-01/401).

NO

48 EXAMINE THE SENSOR LINE CIRCUIT. REPAIR THE PROBLEMS THAT YOU FIND (WDM 78-36-11, -21).

T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 4)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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CONFIG 1

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FROM SHEET 3
(BLOCK 25)

NO

9 IS THE COMBINED CIRCUIT AND SENSOR RESISTANCE FOR THE ACTUATOR LOCK PROX SENSOR CIRCUIT LESS THAN 16 OHMS PIN TO PIN, AS MEASURED FROM THESE PSEU CONNECTORS AND PINS: (TEST THE CIRCUIT BY PLACING OHMMETER PROBE ON ONE PIN AND THE OTHER OHMMETER PROBE ON THE OTHER PIN.)

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

NO

49 USING AN OHMMETER, ISOLATE THE HIGH RESISTANCE PORTION OF THE ACTUATOR UNLOCK PROX SENSOR CIRCUIT:

1. VERIFY THAT THE RESISTANCE OF THE ACTUATOR LOCK PROX SENSOR AS MEASURED FROM CONNECTOR D41520P (LEFT) OR D41522P (RIGHT), BETWEEN PINS 1 AND 3 IS 8 TO 11 OHMS (TYPICAL) (WDM 71-51-11, SHEET 4)
2. THE RESISTANCE OF THE PROX SENSOR LINES LESS THE PROX SENSOR (THE DIFFERENCE BETWEEN THE PROX SENSOR CIRCUIT RESISTANCE AS MEASURED IN BLOCK 10 AND THE PROX SENSOR RESISTANCE AS MEASURED ABOVE) IS 2 TO 5 OHMS.

REPLACE THE NECESSARY PARTS TO REDUCE THE COMBINED LINE AND SENSOR RESISTANCE TO LESS THAN 16 OHMS

YES

10 IS THE CIRCUIT RESISTANCE ON THE SENSOR LINE MORE THAN 20 MEGOHMS OF RESISTANCE TO GROUND? TEST THE CIRCUIT BY PLACING AN OHMMETER PROBE ON THESE PINS AND THE OTHER PROBE ON A GROUND:

NOTE: DISCONNECT THE PROXIMITY SENSOR FROM THE SENSOR LINE PRIOR TO TEST.

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

NO

50 EXAMINE THE SENSOR LINE CIRCUIT. REPAIR THE PROBLEMS THAT YOU FIND (WDM 78-36-11, -21).

YES

SEE SHEET 6
(BLOCK 11)

T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 5)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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FROM SHEET 5 (BLOCK 10) FROM SHEET 2 (BLOCK 23)

YES NO

11 IS THE CIRCUIT RESISTANCE ON THE PSEU TO EICAS CIRCUIT MORE THAN 20 MEGOHMS OF RESISTANCE TO GROUND? TEST THE CIRCUIT BY PLACING AN OHM-METER PROBE ON THESE PINS AND THE OTHER PROBE ON A GROUND:

NOTE: TURN EICAS OFF. DISCONNECT THE LINE TO BE TESTED FROM EICAS AND THE PSEU.

LEFT ENGINE (WDM 78-36-11, SHT 1)

<u>PSEU CONNECTOR</u>	<u>PSEU PINS</u>
D3210E	A12 E12
<u>LEFT EICAS CONNECTOR</u>	<u>LEFT EICAS PIN</u>
D319B	F3 G3
<u>RIGHT EICAS CONNECTOR</u>	<u>RIGHT EICAS PIN</u>
D321B	F3 G3

RIGHT ENGINE (WDM 78-36-21, SHT 2)

<u>PSEU CONNECTOR</u>	<u>PSEU PINS</u>
D3210A	A12 E12
<u>LEFT EICAS CONNECTOR</u>	<u>LEFT EICAS PIN</u>
D319D	F12 F14
<u>RIGHT EICAS CONNECTOR</u>	<u>RIGHT EICAS PIN</u>
D321D	F12 F14

NO

51 LOCATE AND CORRECT THE UNSERVICEABLE INSULATION ON THE PSEU TO EICAS REV AMBER INDICATION WIRE (WDM 78-36-11, WDM 78-36-21).

YES

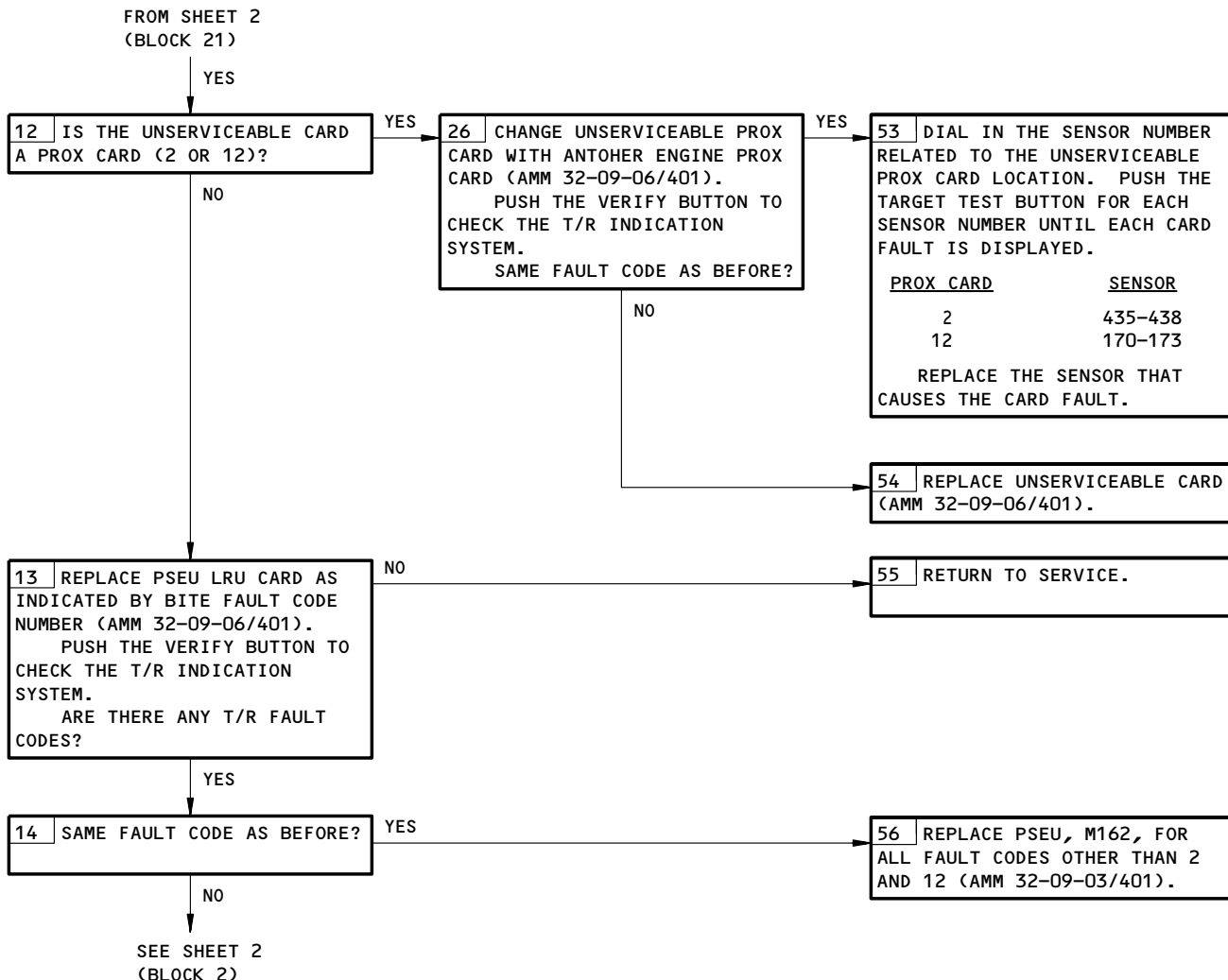
52 REPLACE THE PSEU, M162 (AMM 32-09-03/401).

T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 6)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 7)

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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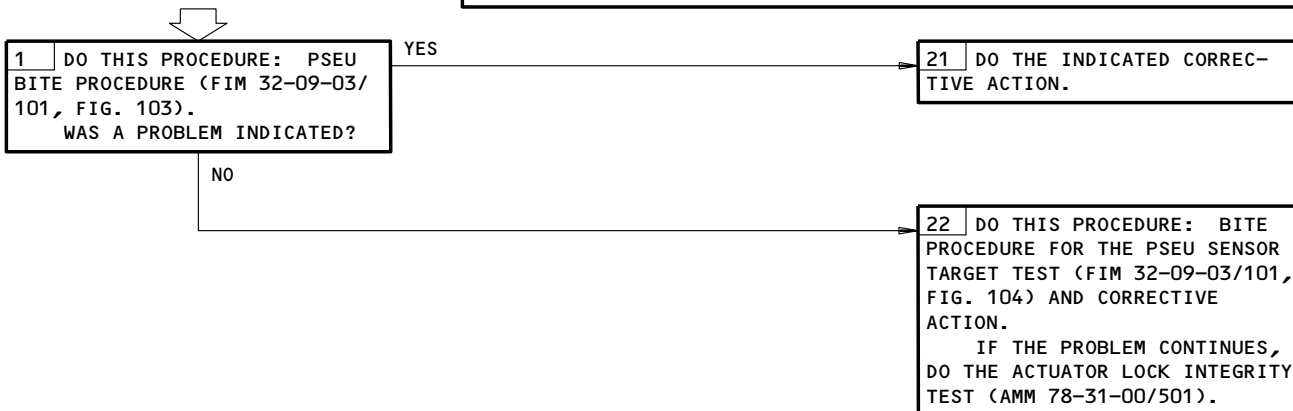
R01

**THRUST REVERSER
POSITION INDICATION
SYSTEM PROBLEM**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IN STOWED POSITION (AMM 78-31-00/
201)



Thrust Reverser Position Indication System Problem
Figure 106

EFFECTIVITY
AIRPLANES WITHOUT SYNC-LOCKS

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THRUST REVERSER CONTROL SYSTEM

COMPONENT	FIG. 102 SHT	QTY	ACCESS/AREA	AMM REFERENCE
CIRCUIT BREAKER - L ENG T/R IND, C1480 R ENG T/R IND, C1481	1	1 1	FLT COMPT, P11 11D11 11B29	* *
COMPUTER - (FIM 31-41-00/101) L EICAS, M10181 R EICAS, M10182				
RELAY - (FIM 31-01-36/101) L 30 SEC AFTER STOW COMMAND, K10712				
RELAY - (FIM 31-01-37/101) R 30 SEC AFTER STOW COMMAND, K10713				
SENSOR - L ENGINE, LH SLEEVE ACTUATOR LOCK PROXIMITY, S164	2	1	415AL, LH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - L ENGINE, LH SLEEVE DEPLOY PROX, S166	2	1	415AL, LH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - L ENGINE, RH SLEEVE ACTUATOR LOCK PROXIMITY, S165	2	1	416AR, RH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - L ENGINE, RH SLEEVE DEPLOY PROX, S167	2	1	416AR, RH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - R ENGINE, LH SLEEVE ACTUATOR LOCK PROXIMITY, S164	2	1	425AL, LH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - R ENGINE, LH SLEEVE DEPLOY PROX, S166	2	1	425AL, LH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - R ENGINE, RH SLEEVE ACTUATOR LOCK PROXIMITY, S165	2	1	426AR, RH THRUST REVERSER LOCKING ACTUATOR	*
SENSOR - R ENGINE, RH SLEEVE DEPLOY PROX, S167	2	1	426AR, RH THRUST REVERSER LOCKING ACTUATOR	*
SWITCH - (FIM 22-32-00/101) L T/R CONT, S23 (INDICATION) R T/R CONT, S24 (INDICATION)				
SWITCH - L T/R HYD PRESS, S330	2	1	434AL, L T/R ISOLATION VALVE	*
SWITCH - R T/R HYD PRESS, S331	2	1	444AL, R T/R ISOLATION VALVE	*
TIME DELAY - (FIM 31-01-36/101) L T/R ISLN VLV, M10440				
TIME DELAY - (FIM 31-01-37/101) R T/R ISLN VLV, M10439				
UNIT - (FIM 32-09-00/101) PROX SW ELEX, M162				

* SEE THE WDM EQUIPMENT LIST

 Thrust Reverser Position Indicating System - Component Index
 Figure 101

 EFFECTIVITY
 AIRPLANES WITH SYNC-LOCKS

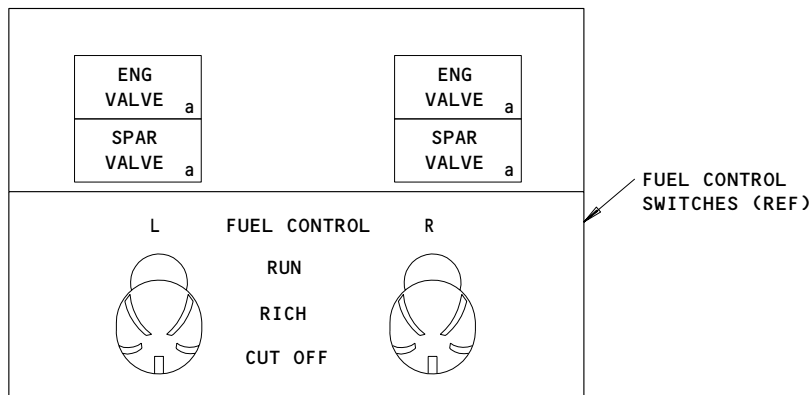
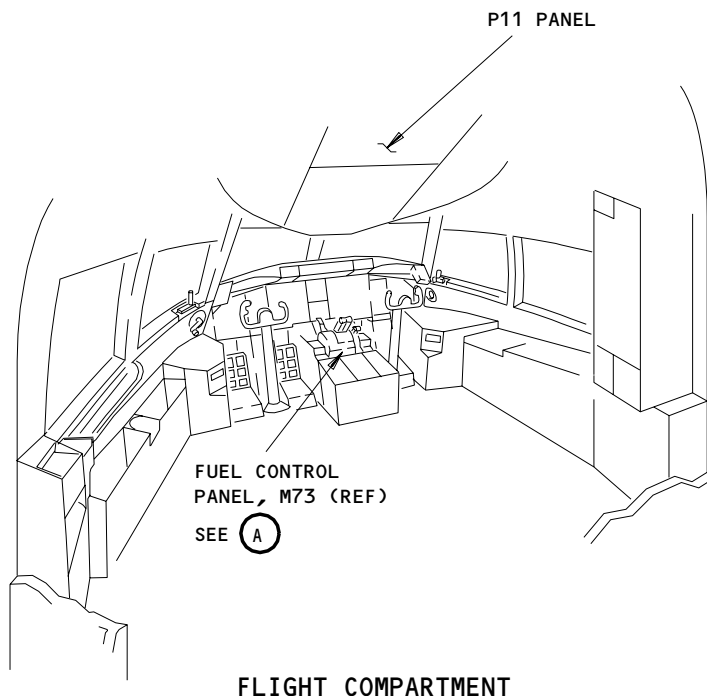
78-36-00

CONFIG 2

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FUEL CONTROL PANEL, M73 (REF)

(A)

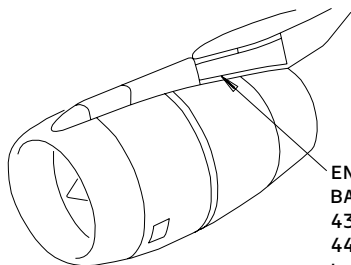
Component Location
Figure 102 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

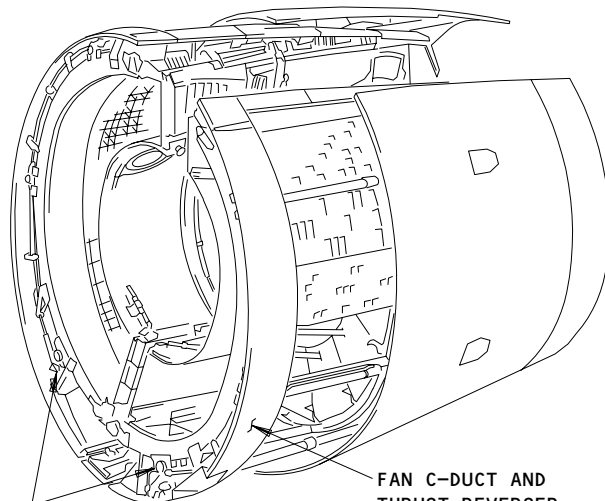
78-36-00

CONFIG 2
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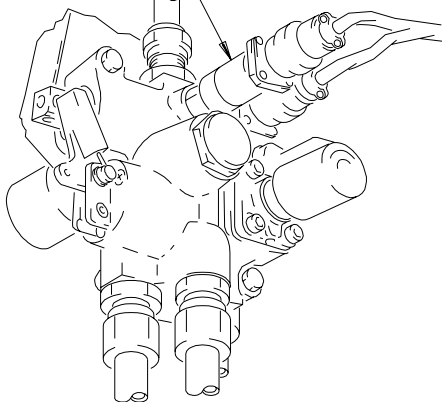


ENGINE STRUT HYDRAULIC
BAY ACCESS DOOR
434AL (L ENG)
444AL (R ENG)
L OR R T/R ISOLATION
VALVE (REF)
SEE (B)



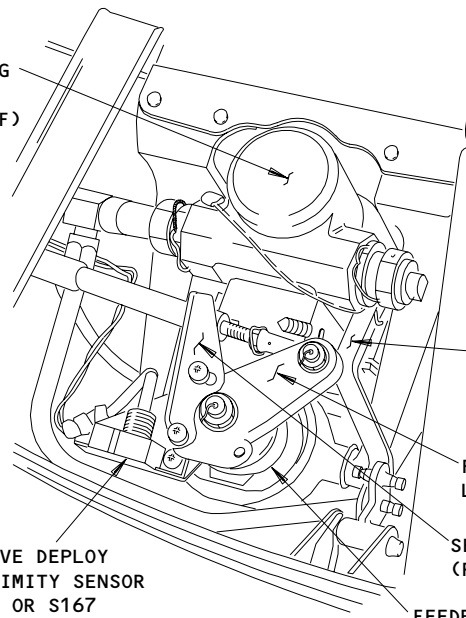
FAN C-DUCT AND
THRUST REVERSER
415AL (L ENG OUTBD)
416AR (L ENG INBD)
425AL (R ENG INBD)
426AR (R ENG OUTBD)

L OR R ISOLATION
VALVE PRESSURE SWITCH
S330 OR S331



LOWER LOCKING
HYDRAULIC ACTUATOR
SEE (C)

LOWER LOCKING
HYDRAULIC
ACTUATOR (REF)



SLEEVE DEPLOY
PROXIMITY SENSOR
S166 OR S167

LOCK LEVER
ARM (REF)
SEE (D)

FEEDBACK
LEVER (REF)

SENSOR TARGET
(REF)

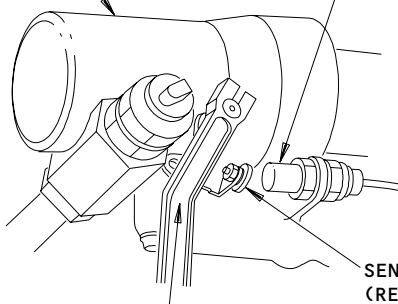
FEEDBACK
ACTUATOR (REF)

LH LOWER LOCKING HYDRAULIC
ACTUATOR (RH SIMILAR)
(C)

L OR R T/R ISOLATION VALVE (REF)
(B)

LOWER LOCKING
HYDRAULIC
ACTUATOR (REF)

SLEEVE ACTUATOR
UNLOCKED PROXIMITY
SENSOR S164 OR S165



SENSOR TARGET
(REF)

LOCK LEVER
ARM (REF)

LOCK LEVER ARM
(D)

56066

Component Location
Figure 102 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00

CONFIG 2

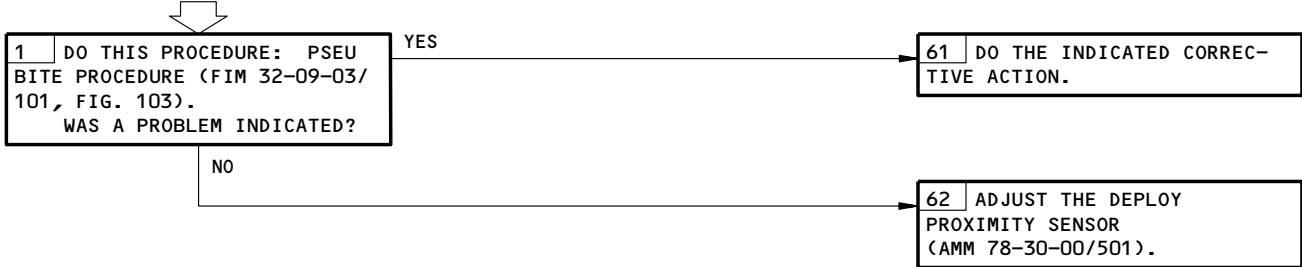
R01

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Sep 20/98

AMBER REV REMAINED
DISPLAYED AFTER FULL
REVERSE WAS REACHED

PREREQUISITES
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29, 11B30, 11D11, 11D12
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Amber REV Remained Displayed After Full Reverse Was Reached
Figure 103

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
CONFIG 2
Page 104
May 28/03

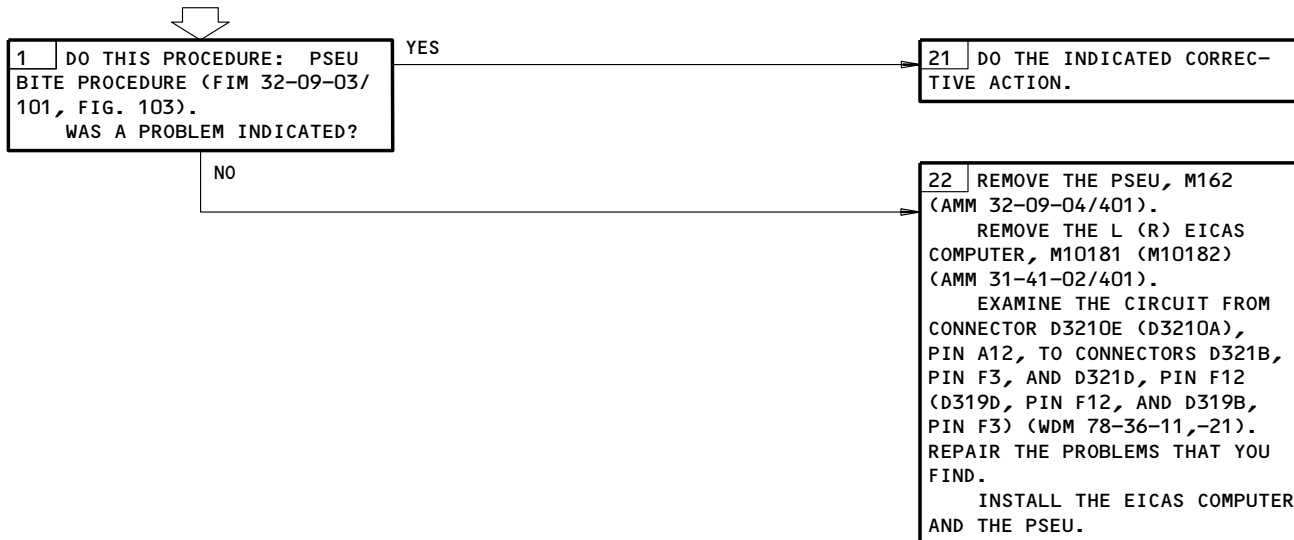
R01

AMBER REV DID NOT
DISPLAY, GREEN
REV DID WITH T/R
FULLY DEPLOYED

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D11,11D12,11B29,11B30

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Amber REV Did Not Display, Green REV Did with T/R Fully Deployed
Figure 104 (Sheet 1)

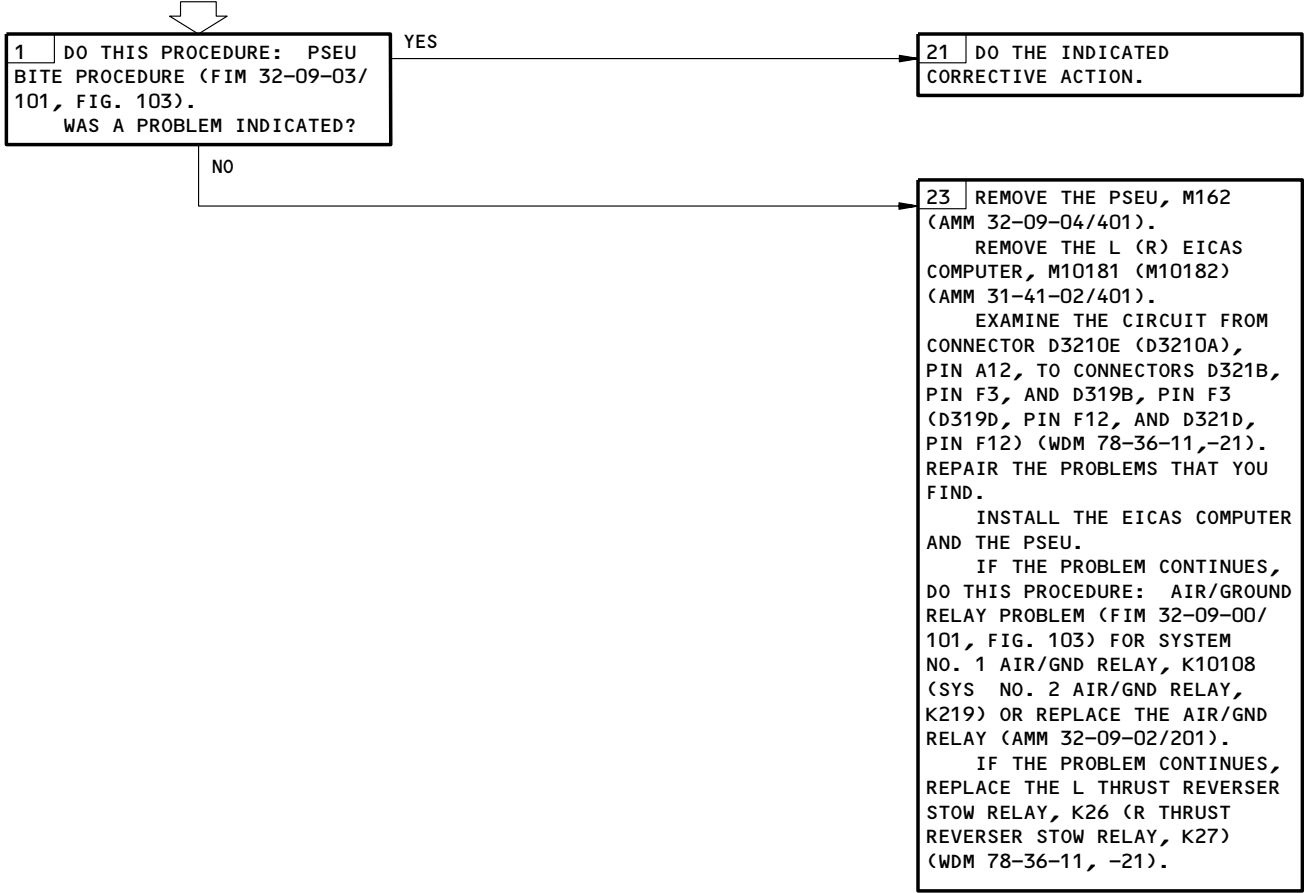
EFFECTIVITY
AIRPLANES WITH THRUST REVERSER
INDICATION CIRCUIT PRE-SB 78-039

78-36-00
CONFIG 2
Page 105
May 28/06

R02

AMBER REV DID NOT
DISPLAY, GREEN
REV DID WITH T/R
FULLY DEPLOYED

PREREQUISITES
MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11D11, 11D12, 11B29, 11B30
MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)



Amber REV Did Not Display, Green REV Did with T/R Fully Deployed
Figure 104 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH THRUST REVERSER
INDICATION CIRCUIT POST-SB 78-039

78-36-00
CONFIG 2
Page 106
May 28/06

R02

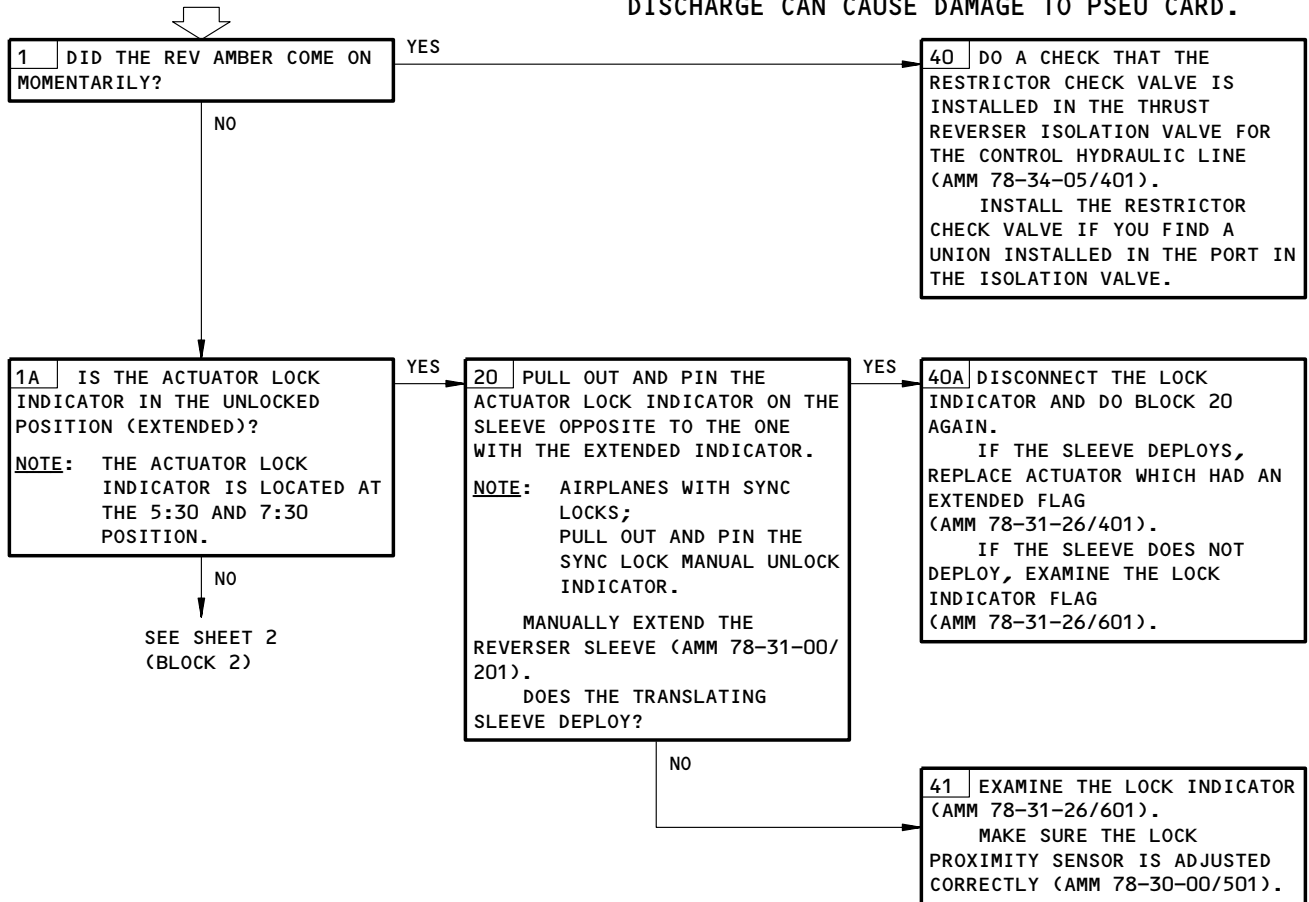
PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
 1 ▷ 11K6, 11K33; 2 ▷ 11B30, 11K12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
 ELECTRICAL POWER IS ON (AMM 24-22-00/201)

CAUTION: DO NOT TOUCH THE PSEU CARD BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO PSEU CARD.

T/R STOWED, AMBER REV REMAINED DISPLAYED



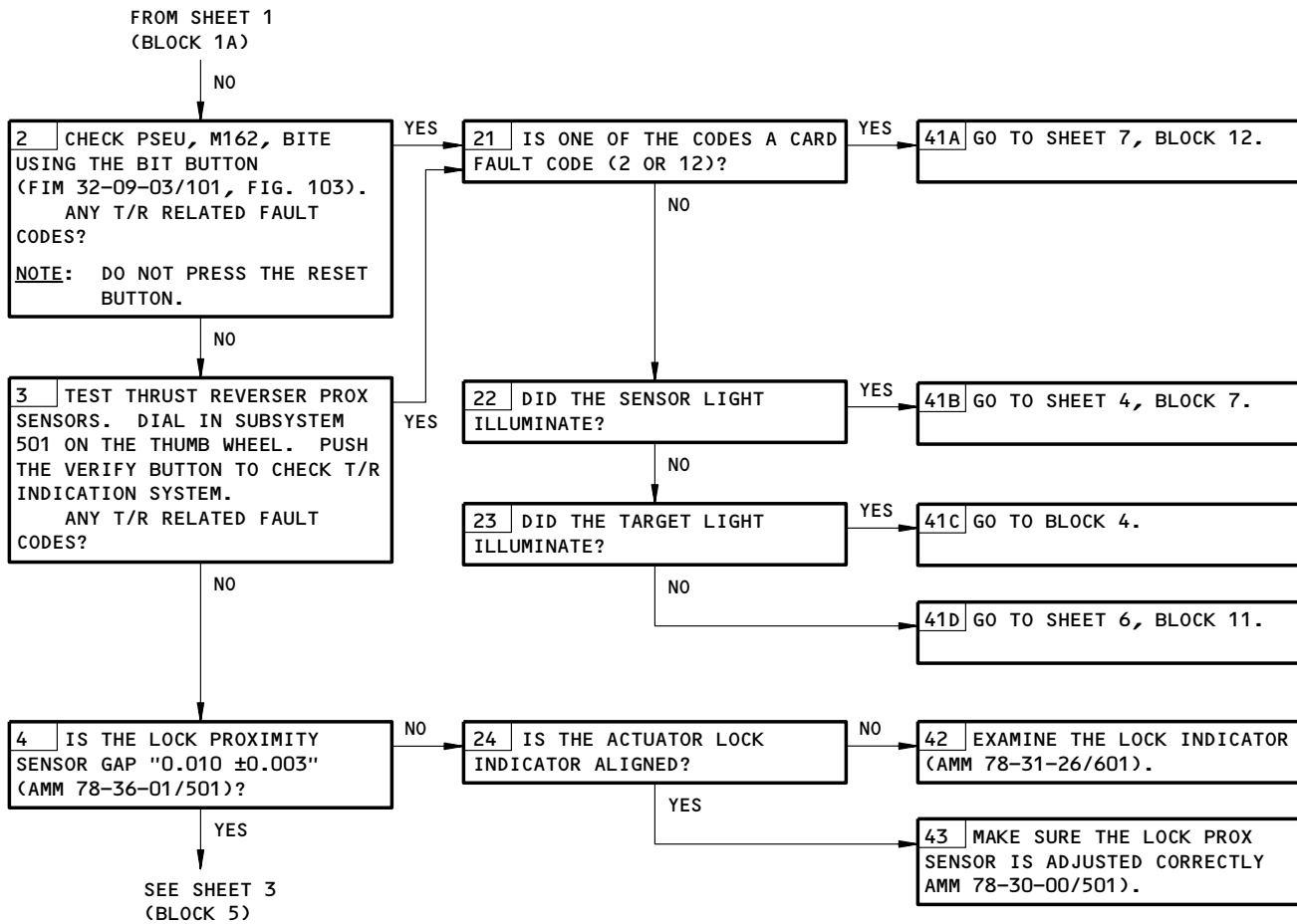
- 1 ▷ AIRPLANES WITHOUT ETOPS
- 2 ▷ AIRPLANES WITH ETOPS

T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 1)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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CONFIG 2
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Jan 28/05

R02

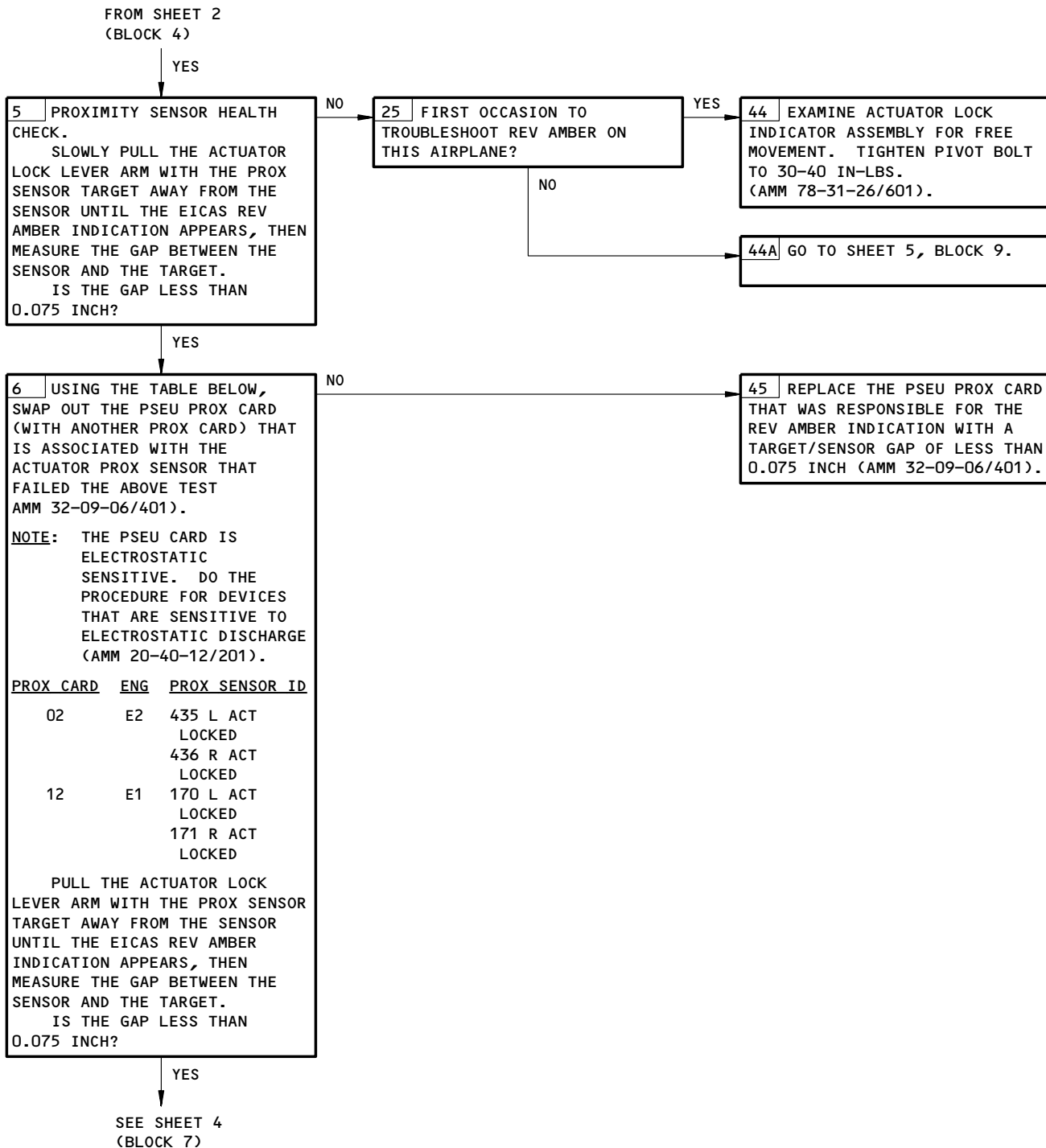


T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 2)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
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T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 3)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

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R02

FROM SHEET 2 (BLOCK 22) FROM SHEET 3 (BLOCK 6)

YES YES

7 IS THE COMBINED CIRCUIT AND SENSOR RESISTANCE FOR THE ACTUATOR LOCK PROX SENSOR CIRCUIT LESS THAN 16 OHMS PIN TO PIN, AS MEASURED FROM THESE PSEU CONNECTORS AND PINS: (TEST THE CIRCUIT BY PLACING OHMMETER PROBE ON ONE PIN AND THE OTHER OHMMETER PROBE ON THE OTHER PIN).

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 TO B9 LEFT SLEEVE C9 TO D9 RIGHT SLEEVE

NO

46 USING AN OHMMETER, ISOLATE THE HIGH RESISTANCE PORTION OF THE ACTUATOR LOCK PROX SENSOR CIRCUIT:

1. VERIFY THAT THE RESISTANCE OF THE ACTUATOR LOCK PROX SENSOR AS MEASURED FROM CONNECTOR D41520P (LEFT) OR D41522P (RIGHT), BETWEEN PINS 1 AND 3 IS 8 TO 11 OHMS (TYPICAL) (WDM 71-51-11, SHEET 4)
2. THE RESISTANCE OF THE PROX SENSOR LINES LESS THE PROX SENSOR (THE DIFFERENCE BETWEEN THE PROX SENSOR CIRCUIT RESISTANCE AS MEASURED IN BLOCK 10 AND THE PROX SENSOR RESISTANCE AS MEASURED ABOVE) IS 2 TO 5 OHMS.

REPLACE THE NECESSARY PARTS TO REDUCE THE COMBINED LINE AND SENSOR RESISTANCE TO LESS THAN 16 OHMS.

YES

8 IS THE CIRCUIT RESISTANCE ON THE SENSOR LINE MORE THAN 20 MEGOHMS OF RESISTANCE TO GROUND? TEST THE CIRCUIT BY PLACING AN OHMMETER PROBE ON THESE PINS AND THE OTHER PROBE ON A GROUND:

NOTE: DISCONNECT THE PROXIMITY SENSOR FROM THE SENSOR LINE PRIOR TO TEST.

LEFT ENGINE (WDM 78-36-11)

PSEU CONNECTOR	PSEU PINS
D3210E	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

RIGHT ENGINE (WDM 78-36-21)

PSEU CONNECTOR	PSEU PINS
D3210A	A9 LEFT SLEEVE B9 LEFT SLEEVE C9 RIGHT SLEEVE D9 RIGHT SLEEVE

YES

47 REPLACE PROX SENSOR (AMM 78-36-01/401).

NO

48 EXAMINE THE SENSOR LINE CIRCUIT. REPAIR THE PROBLEMS THAT YOU FIND (WDM 78-36-11, -21).

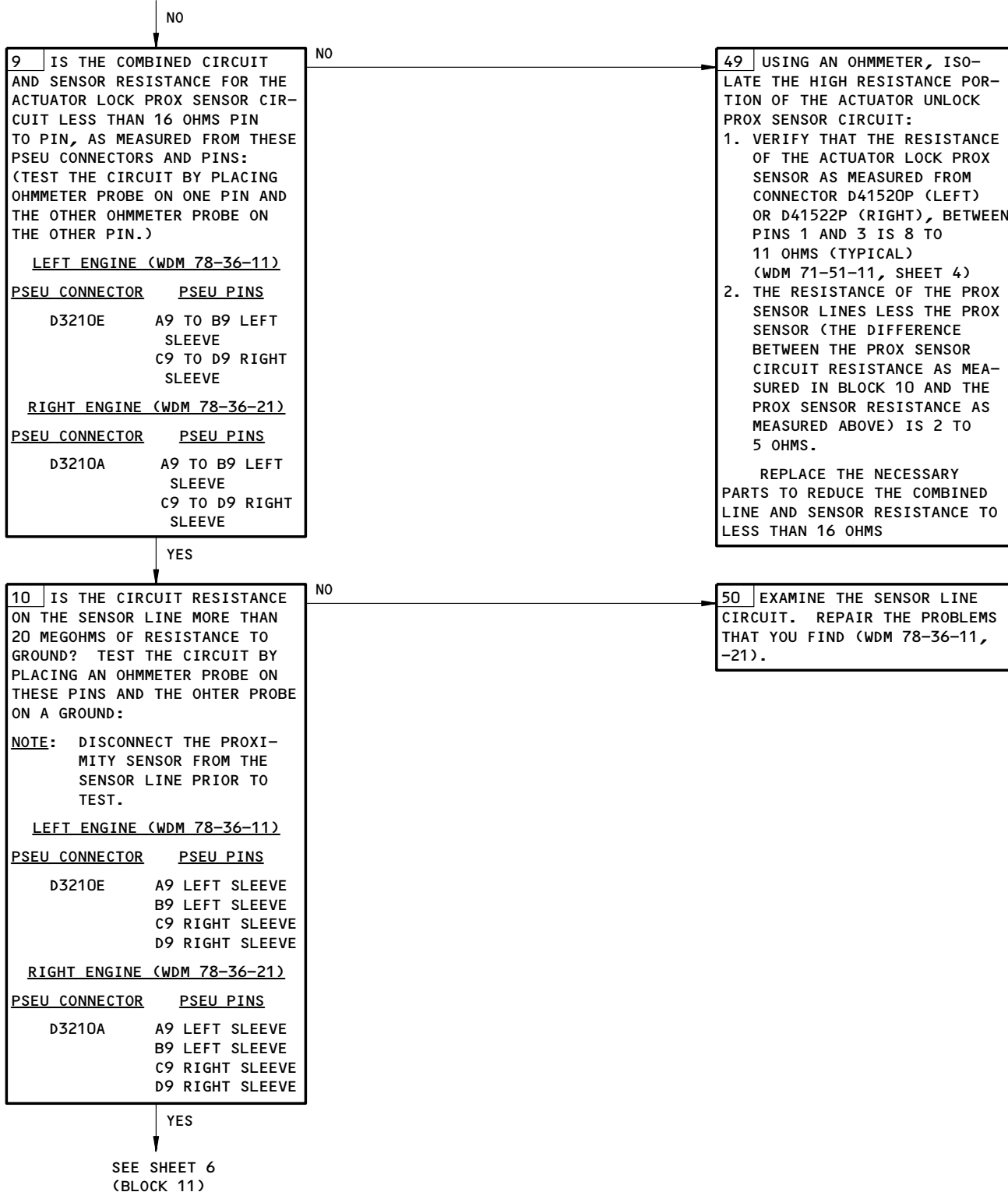
T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 4)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
CONFIG 2
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R02

FROM SHEET 3
(BLOCK 25)



T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 5)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
CONFIG 2
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FROM SHEET 5 (BLOCK 10) FROM SHEET 2 (BLOCK 23)

YES

NO

11 IS THE CIRCUIT RESISTANCE ON THE PSEU TO EICAS CIRCUIT MORE THAN 20 MEGOHMS OF RESISTANCE TO GROUND? TEST THE CIRCUIT BY PLACING AN OHM-METER PROBE ON THESE PINS AND THE OTHER PROBE ON A GROUND:

NOTE: TURN EICAS OFF. DISCONNECT THE LINE TO BE TESTED FROM EICAS AND THE PSEU.

LEFT ENGINE (WDM 78-36-11, SHT 1)

<u>PSEU CONNECTOR</u>	<u>PSEU PINS</u>
D3210E	A12 E12
<u>LEFT EICAS CONNECTOR</u>	<u>LEFT EICAS PIN</u>
D319B	F3 G3
<u>RIGHT EICAS CONNECTOR</u>	<u>RIGHT EICAS PIN</u>
D321B	F3 G3

RIGHT ENGINE (WDM 78-36-21, SHT 2)

<u>PSEU CONNECTOR</u>	<u>PSEU PINS</u>
D3210A	A12 E12
<u>LEFT EICAS CONNECTOR</u>	<u>LEFT EICAS PIN</u>
D319D	F12 F14
<u>RIGHT EICAS CONNECTOR</u>	<u>RIGHT EICAS PIN</u>
D321D	F12 F14

NO

51 LOCATE AND CORRECT THE UNSERVICEABLE INSULATION ON THE PSEU TO EICAS REV AMBER INDICATION WIRE (WDM 78-36-11, WDM 78-36-21).

YES

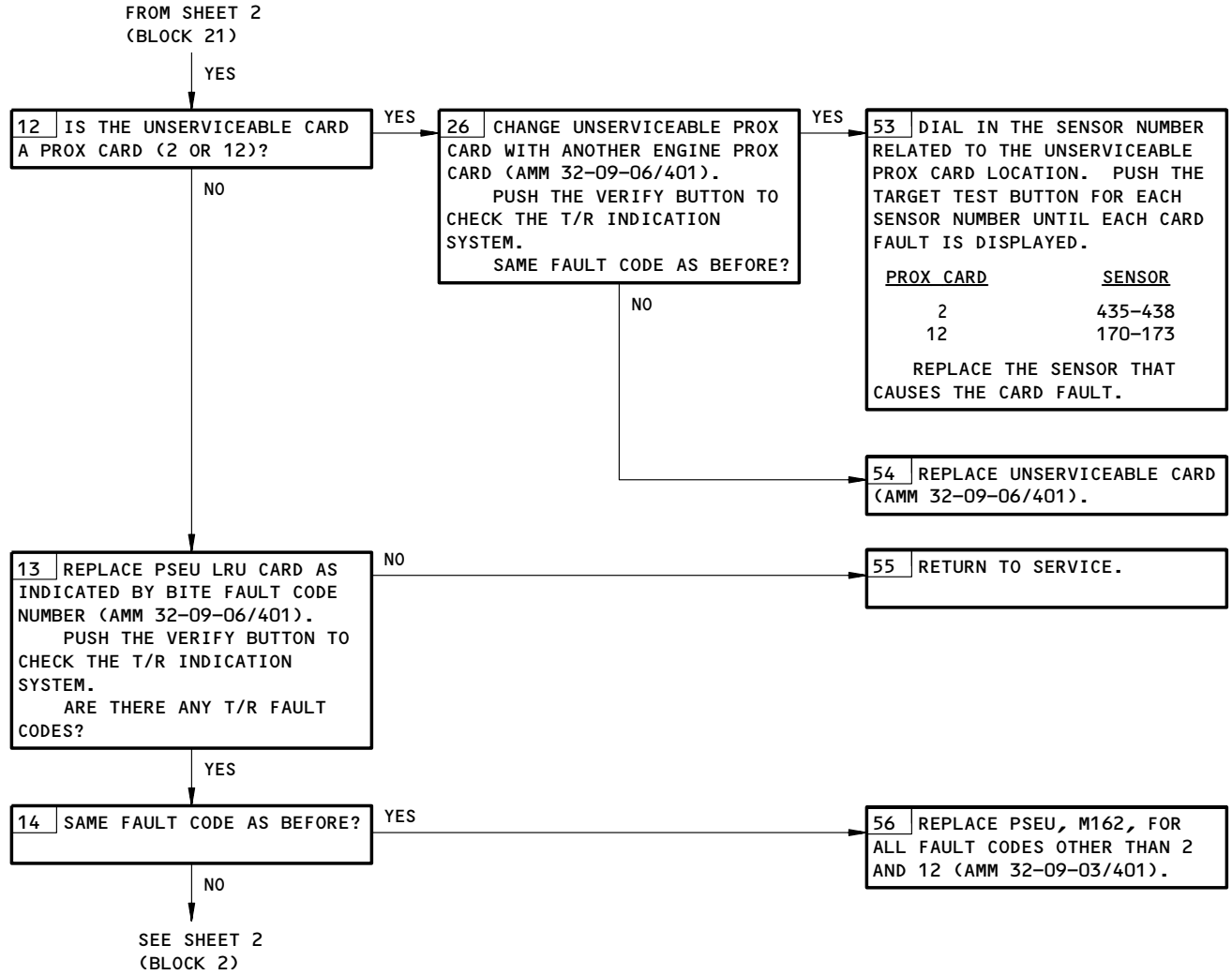
52 REPLACE THE PSEU, M162 (AMM 32-09-03/401).

T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 6)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
CONFIG 2
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R02



T/R Stowed, Amber REV Remained Displayed
Figure 105 (Sheet 7)

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00

CONFIG 2

R02

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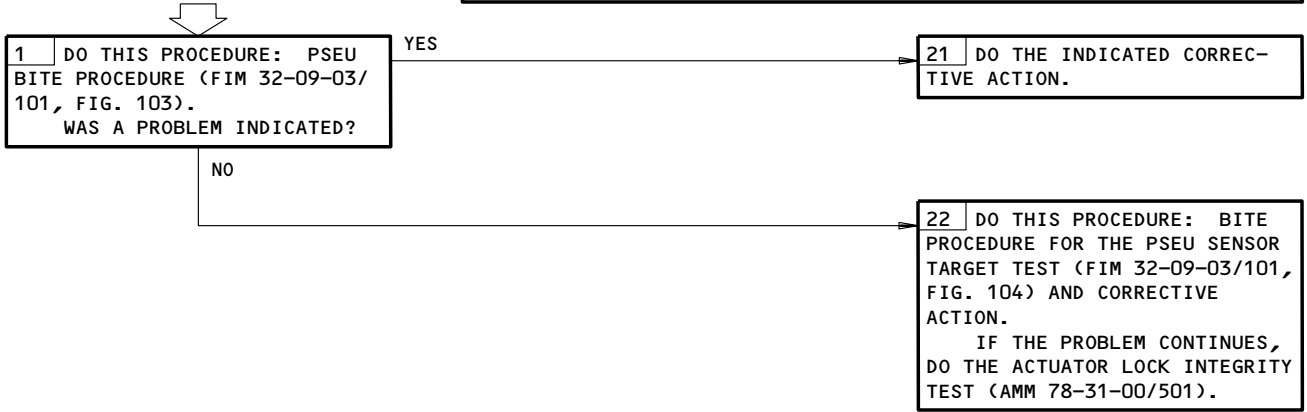
H68346

**THRUST REVERSER
POSITION INDICATION
SYSTEM PROBLEM**

PREREQUISITES

MAKE SURE THESE CIRCUIT BREAKERS ARE CLOSED:
11B29,11B30,11D11,11D12

MAKE SURE THE AIRPLANE IS IN THIS CONFIGURATION:
ELECTRICAL POWER IS ON (AMM 24-22-00/201)
THRUST REVERSER IN STOWED POSITION (AMM 78-31-00/
201)



Thrust Reverser Position Indication System Problem
Figure 106

EFFECTIVITY
AIRPLANES WITH SYNC-LOCKS

78-36-00
CONFIG 2
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R06