

### Scandinavian Airlines System

PAGE	DATE	CODE	PAGE	DATE	CODE	PAGE	DATE	CODE
02-CONTEN R 1 2	TS AUG 22/09 DEC 22/08	SAS.1 SAS	02-32-42 201 202	CONFIG 3 DEC 22/99 BLANK	SAS	02-36-12 201 202	CONFIG 1 DEC 22/99 BLANK	SAS
3 4 02-25-25	DEC 22/08 BLANK	SAS	02-32-42 201 202 203	CONFIG 4 DEC 22/99 MAY 10/96 DEC 22/99	SAS 01 SAS	02-36-22 201 202	CONFIG 1 DEC 22/99 BLANK	SAS
201	AUG 22/99 BLANK	SAS	204	BLANK CONFIG 1	one.	02-36-22 201 202	CONFIG 2 MAY 10/96	SAS
02-29-31 201 202	CONFIG 1 AUG 22/99 BLANK	SAS	201 202	DEC 22/99 DEC 22/99	SAS SAS	02-56-31 201	BLANK MAY 10/96	SAS
02-29-31 201 202	CONFIG 2 AUG 22/99 MAY 10/96	SAS SAS	02-32-44 201 202	CONFIG 2 DEC 22/99 MAY 10/96	SAS SAS	202	BLANK	
02-29-32 201 202	DEC 22/99 MAY 10/96	SAS SAS	02-32-44 201 202 203 204	CONFIG 3 DEC 22/99 MAY 10/96 MAY 10/96 BLANK	SAS 01 SAS			
02-29-33 201 202	CONFIG 1 DEC 22/99 BLANK	SAS	02-32-51 201 202	DEC 22/99 BLANK	SAS			
201 202	CONFIG 2 DEC 22/01 BLANK	SAS	02-32-61 201 202	CONFIG 1 DEC 22/99 BLANK	SAS			
02-32-31 201 202	AUG 22/99 BLANK	SAS	02-32-61 201 202	CONFIG 2 DEC 22/99 BLANK	SAS			
02-32-41 201 202 203 204 205	CONFIG 1 DEC 22/99 MAY 10/96 MAY 10/96 MAY 10/96 AUG 22/00	SAS SAS O1 O1 SAS	02-32-71 201 202 203 204	CONFIG 1 DEC 22/99 MAY 10/96 MAY 10/96 BLANK	SAS 01 SAS			
206 207 208	DEC 22/99 MAY 10/96 BLANK	SAS SAS	02-32-71 201 202	CONFIG 2 DEC 22/99 BLANK	SAS			
02-32-41 201 202	CONFIG 2 MAY 10/96 MAY 10/96	SAS SAS	02-36-11 201 202	CONFIG 2 DEC 22/99 DEC 22/99	SAS SAS			
02-32-42 201 202	CONFIG 1 DEC 22/99 BLANK	SAS		CONFIG 3 DEC 22/99 BLANK	SAS			
02-32-42 201 202	CONFIG 2 AUG 22/01 MAY 10/96	SAS 01	02-36-11 201 202 203 204	CONFIG 7 DEC 22/99 DEC 22/99 DEC 22/99 BLANK	SAS SAS SAS			

R = REVISED, A = ADDED OR D = DELETED F = FOLDOUT PAGE 33 AUG 22/09 D633T133

CHAPTER 02 **EFFECTIVE PAGES** PAGE LAST PAGE



## CHAPTER 02 - MEL - MAINTENANCE PROCEDURES TABLE OF CONTENTS

		Chapter			
		Section	_	<b>-</b> ( ( )	
	<u>Subject</u>	<u>Subject</u>	<u>Page</u>	<u>Effecti</u>	VITY
	MEL FOR CHAPTER 25	02-25-00			
SAS	MEL - MAINTENANCE PROCEDURES	02-25-25			
343	Maintenance Practices	02-23-23	201	ALL	
SAS	25-25-1 Flight Attendant		201	ALL	
SAS	——————————————————————————————————————		201		
SAS	Seat Assembly MEL FOR CHAPTER 29	02-29-00			
SAS	MEL - MAINTENANCE PROCEDURES	02-29-00			
SAS		02-29-32	201	A1.1	
C 4 C	Maintenance Practices		201	ALL	
SAS	29-32-1 Pump Ovht Lights	02 20 71	201		
SAS	MEL - MAINTENANCE PROCEDURES	02-29-31	204	CONFIC	4 547
ا ۱	Maintenance Practices		201	CONFIG	1 [*]
SAS	29-31-1 Hydraulic Low Sys		201		
SAS	Press Lights	OFMENT OVOTEM	(DE0)		
	[*] AIRPLANES WITH THE PITCH ENHAN	CEMENI SYSTEM	(PES)		
SAS	MEL - MAINTENANCE PROCEDURES	02-29-33			
373	Maintenance Practices	02 27 33	201	CONFIG	1 ALL
SAS	29-33-1 Hydraulic System Low		201	CONTIG	I ALL
SAS	Qty Lights		201		
SAS	MEL - MAINTENANCE PROCEDURES	02-29-31			
SAS	Maintenance Practices	02-29-31	201	CONFIG	2 ALL
SAS			201	CONFIG	Z ALL
SAS	29-31-2 Pump Low Press		201		
SAS	Lights MEL - MAINTENANCE PROCEDURES	02-29-33			
SAS	Maintenance Practices	02-29-33	201	CONFIG	2 ALL
			201	CONFIG	Z ALL
	29-33-2 Hyd Qty Indications MEL FOR CHAPTER 32	02-32-00	201		
CAC		02-32-00			
SAS	MEL - MAINTENANCE PROCEDURES	02-32-31	204	A1.1	
C 4 C	Maintenance Practices		201 201	ALL	
SAS	32-31-1 Landing Gear Latch		201		
SAS	Solenoid	02 72 54			
SAS	MEL - MAINTENANCE PROCEDURES	02-32-51	204	A	
0.4.0	Maintenance Practices		201	ALL	
SAS	32-51-1 Rudder Pedal Nose		201		
SAS	Wheel Steering	02 72 /4			
SAS	MEL - MAINTENANCE PROCEDURES	02-32-41	204	0011570	4 41.1
	Maintenance Practices		201	CONFIG	1 ALL
SAS	32-41-1 Wheel Brakes	00 70 40	201		
SAS	MEL - MAINTENANCE PROCEDURES	02-32-42	204		
	Maintenance Practices		201	CONFIG	1 ALL
SAS	32-42-1 Antiskid System	00 70 //	201		
SAS	MEL - MAINTENANCE PROCEDURES	02-32-44			
	Maintenance Practices		201	CONFIG	1 ALL
SAS	32-44-2 Parking Brake Valve		201		

02-CONTENTS

SAS.1 Page 1 Aug 22/09



# CHAPTER 02 - MEL - MAINTENANCE PROCEDURES TABLE OF CONTENTS

	Subject	Chapter Section <u>Subject</u>	<u>Page</u>	<u>Effecti</u>	<u>vity</u>
	MEL - MAINTENANCE PROCEDURES Maintenance Practices 32-61-1 Landing Gear Doors Light System	02–32–61	201 201	CONFIG	1 ALL
SAS	<pre>MEL - MAINTENANCE PROCEDURES    Maintenance Practices</pre>	02–32–71	201	CONFIG	1 ALL
SAS SAS	32-71-1 Tailskid (767-300) MEL - MAINTENANCE PROCEDURES	02-32-41	201		
SAS	Maintenance Practices	02-32-41	201	CONFIG	2 ALL
SAS	32-41-2 Brake Source Light		201	CONTIG	_ //
SAS	MEL - MAINTENANCE PROCEDURES	02-32-42			
	Maintenance Practices		201	CONFIG	2 ALL
SAS	32-42-2 Alternate Antiskid		201		
SAS	Valves				
SAS	MEL - MAINTENANCE PROCEDURES	02-32-44	204		
C A C	Maintenance Practices		201	CONFIG	2 ALL
SAS	32-44-3 Park Brake Light MEL - MAINTENANCE PROCEDURES	02-32-61	201		
	Maintenance Practices	02-32-01	201	CONFIG	2 ALL
	32-61-2 Mlg Door Latch		201	COMITO	Z ALL
	Actuator Proximity Sensor		201		
SAS	MEL - MAINTENANCE PROCEDURES	02-32-71			
	Maintenance Practices		201	CONFIG	2 ALL
SAS	32-71-2 Tailskid Position		201		
SAS	Light (767-300)				
SAS	MEL - MAINTENANCE PROCEDURES	02-32-42			
	Maintenance Practices		201	CONFIG	3 ALL
SAS	32-42-3 Antiskid Light	//	201		
SAS	MEL - MAINTENANCE PROCEDURES	02-32-44	204		7
CAC	Maintenance Practices		201 201	CONFIG	3 ALL
SAS SAS	32-44-5 Brake Press Gage (Flight Deck)		201		
SAS	MEL - MAINTENANCE PROCEDURES	02-32-42			
3/13	Maintenance Practices	02 32 42	201	CONFIG	4 ALL
SAS	32-42-4 Autobrake System		201	00111 10	
	MEL FOR CHAPTER 36	02-36-00			
SAS	MEL - MAINTENANCE PROCEDURES	02-36-12			
	Maintenance Practices		201	CONFIG	1 ALL
SAS	36-12-1 Precoolers		201		
SAS	MEL - MAINTENANCE PROCEDURES	02-36-22			
	Maintenance Practices		201	CONFIG	1 ALL
SAS	36-22-1 Bleed Lights		201		

02-CONTENTS

SAS

Page 2 Dec 22/08

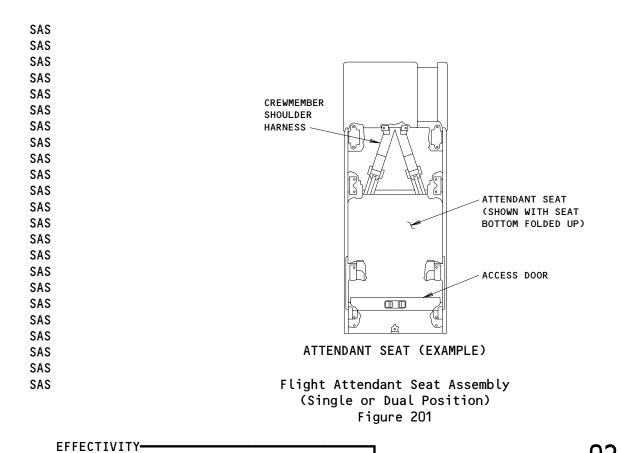


## CHAPTER 02 - MEL - MAINTENANCE PROCEDURES TABLE OF CONTENTS

<u>:</u>	<u>Subject</u>	Chapter Section <u>Subject</u>	<u>Page</u>	<u>Effectivity</u>	
SAS	MEL - MAINTENANCE PROCEDURES	02-36-11			
	Maintenance Practices		201	CONFIG 2 ALL	_
SAS	36-11-2 Engine High Stage		201		
SAS	Bleed Valves				
SAS	MEL - MAINTENANCE PROCEDURES	02-36-22			
	Maintenance Practices		201	CONFIG 2 ALL	-
SAS	36-22-3 Ovht Lights		201		
SAS	MEL - MAINTENANCE PROCEDURES	02-36-11			
	Maintenance Practices		201	CONFIG 3 ALL	_
SAS	36-11-3 Intermediate		201		
SAS	Pressure Check Valves (Low)				
	Maintenance Practices		201	CONFIG 7 ALL	_
SAS	36-11-8 Engine Pressure		201		
SAS	Regulating Valves (PRV)				
	MEL FOR CHAPTER 56	02-56-00			
SAS	MEL - MAINTENANCE PROCEDURES	02-56-31			
	Maintenance Practices		201	ALL	
SAS	56-31-1 Entry/Service Door		201		
SAS	Viewport Heated Pane				



SAS	25-25-1 FLIGHT ATTENDANT SEAT ASSEMBLY - MAINTENANCE PRACTICES
SAS	
SAS 1.	<u>General</u>
SAS	A. 25-25-1 Flight Attendant Seat Assembly (Single or Dual position)
SAS	B. Put an 'INOPERATIVE' placard on the seat.
SAS	C. Put a 'FOR FLIGHT ATTENDANT USE ONLY' placard on the passenger seat(s) to
SAS	be used.
SAS	
SAS	TASK 02-25-25-042-003
SAS 2.	<u>Maintenance</u>
SAS	A. Procedure
SAS	
SAS	s 492-002
SAS	(1) Safety the specified seat in the stowed position.



02-25-25 Page 201 SAS Aug 22/99 BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



SAS		<u>29-31</u>	<u>-1 HYDRAULIC LOW SYS PRESS LIGHTS - MAINTENANCE PRACTICES</u>
SAS			
	1.	<u>General</u>	
		A. 29-31-	-1 Hydraulic Low SYS PRESS Lights
SAS			
SAS		NOTE:	The pitch enhancement system (PES) uses the power transfer unit
SAS			(PTU) to transfer hydraulic power from the right hydraulic system
SAS			to the stabilizer trim system if the left and center hydraulic
SAS			system fail.
SAS			
SAS			
SAS		TASK 02-29	9-31-802-003-001
SAS	2.	Maintenand	
SAS		A. Proced	
SAS			
SAS		S	S 012-004-001
SAS		(1) 0	pen the access door, 119AL, for the main equipment center
SAS			AMM 06-41-00/201).
SAS			
SAS		S	3 032-005-001
SAS		(2) D	oo the steps that follow on the miscellaneous equipment panel, P37:
SAS			(a) Disconnect the wire from terminal block 192, terminal Z17 and
SAS			wire 20C-20.
SAS		(	(b) Put a cap on the terminal block 192.



SAS			<u> 29-</u>	31-2	PUMP LOW PRESS LIGHTS - MAINTENANCE PRACTICES
SAS	_				
SAS 1.		<u>eral</u>			PDF00   '
SAS	Α.				Low PRESS Lights
SAS	В.		-		'INOP' on the applicable Low PRESS light(s) for the
SAS		hydra	aulic	pump	).
SAS			20 74	0/0	007, 000
SAS				-042-	-004–002
SAS 2.		<u>ntenar</u>			
SAS	Α.	Proce	edure		
SAS					
SAS			S 717	2-005	5–002
SAS					
SAS		WARN:	<u>ING</u> :		P PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN
SAS					RAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER,
SAS					PS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED
SAS					FACES. INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR
SAS				WHE	N HYDRAULIC POWER IS SUPPLIED.
SAS					
SAS		CAUT:	<u>ION</u> :		NOT OPERATE THE PUMPS WITHOUT A MINIMUM QUANTITY OF FUEL IN
SAS					FUEL TANKS. IF THERE IS NOT A MINIMUM QUANTITY OF FUEL IN
SAS				THE	FUEL TANKS, THE HYDRAULIC PUMP CAN BECOME TOO HOT.
SAS		(4)			
SAS		(1)			e check for operation of the applicable pump, do the steps
SAS			that	tol	LOW:
SAS					
SAS			<u>NOTE</u>		nen you do the test for the pump, it must be the only
SAS				рι	ump in operation in its applicable hydraulic system.
SAS			(-)	<b>-</b>	Alexander de Alexander de Alexander
SAS			(a)		the air driven pump, do these steps:
SAS				1)	Make sure that all persons are away from the flight
SAS				21	controls.
SAS				2)	Make sure electrical power is supplied to the airplane
SAS				71	(AMM 24-22-00/201).
SAS				3)	Make sure the pneumatic system is pressurized (AMM 36-00-00/201).
SAS				/ )	
SAS				5)	Turn the switch for the air pump to AUTO or ON.
SAS				וכ	Make sure the C HYD PRESS, on the EICAS display, shows
SAS				۷١	2900 - 3200 psig.
SAS			(h)	6) Ean	Put the airplane back to its usual condition.
SAS			(b)	1)	the engine driven pump, do these steps:
SAS				1)	Make sure that all persons are away from the flight
SAS				21	controls.
SAS				2)	With the applicable engine in operation, turn the switch
SAS					for the ENG pump to ON.



	3)	Make sure the HYD PRESS, on the EICAS display, shows
		2900-3200 psig.
	4)	Put the airplane back to its usual condition.
(c)	For	the alternating current motor pump, do these steps:
	1)	Make sure that all persons are away from the flight
		controls.
	2)	With the electrical power supplied to the airplane, push
		the switch for the applicable ELEC pump.
	3)	Make sure the HYD PRESS, on the EICAS display, shows
		2900-3200 psig.
	4)	Put the airplane back to its usual condition.
	(c)	(c) For 1) 2) 3)



SAS	<u> 29-32-1 PUMP OVHT LIGHTS - MAINTENANCE PRACTICES</u>
SAS	
SAS 1.	<u>General</u>
SAS	A. 29-32-1 Pump OVHT Lights
SAS	B. Put a placard 'INOP' on the applicable hydraulic pump OVHT light(s) on
SAS	the hydraulic control panel.
SAS	
SAS	<u>NOTE</u> : The hydraulic control panel is found on the Pilot's overhead
SAS	panel, P5.
SAS	
SAS	
SAS	TASK 02-29-32-042-001
SAS 2.	Maintenance (M)
SAS	A. Procedure
SAS	
SAS	s 972-002
SAS	(1) Put a note in the logbook which says the hydraulic overheat
SAS	indication in EICAS does not operate.
SAS	·
SAS	s 712-003
SAS	(2) Do these steps to do a check of the operation for the applicable
SAS	pump:
SAS	
SAS	NOTE: When you do the test for the pump, it must be the only
SAS	pump in operation in its applicable hydraulic system.
SAS	
SAS	
SAS	CAUTION: DO NOT OPERATE THE PUMPS UNLESS YOU HAVE A MINIMUM
SAS	QUANTITY OF FUEL IN THE FUEL TANK. IF YOU DO NOT HAVE A
SAS	MINIMUM QUANTITY OF FUEL THE PUMP CAN OVERHEAT AND CAN
SAS	CAUSE DAMAGE TO THE EQUIPMENT.
SAS	
SAS	(a) Do these steps for the air driven pump:
SAS	
SAS	<u>WARNING</u> : KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL
SAS	SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS,
SAS	ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND
SAS	STABILIZER ARE FULLY POWERED SURFACES. INJURIES TO
SAS	PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN
SAS	HYDRAULIC POWER IS SUPPLIED.
SAS	
SAS	<ol> <li>Make sure all persons are away from the flight controls.</li> </ol>
SAS	2) With the electrical power supplied to the airplane and the
SAS	pneumatic system pressurized, put the air pump switch to
SAS	AUTO or ON.
SAS	a) On EICAS, the C HYD PRESS must show 2900 to 3200 psig.
SAS	<li>b) After the temperature becomes stable, the C HYD TEMP</li>
SAS	must show less than 80°C on EICAS.
SAS	<ol><li>Put the airplane back to its usual condition.</li></ol>
SAS	(b) Do these steps for the engine driven pump:

ALL

02-29-32

SAS			
SAS		WARNING: I	KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL
SAS		;	SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS,
SAS			ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND
SAS		:	STABILIZER ARE FULLY POWERED SURFACES. INJURIES TO
SAS		I	PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN
SAS			HYDRAULIC POWER IS SUPPLIED.
SAS			
SAS		1) Make s	ure all persons are away from the flight controls.
SAS		2) With t	he applicable engine in operation, put the ENG pump
SAS		switch	to the ON position.
SAS		a) 0n	EICAS, the HYD PRESS must show 2900 to 3200 psig.
SAS			ter the temperature becomes stable, the HYD TEMP must
SAS		be	less than 80°C on EICAS.
SAS		3) Put the	e airplane back to its usual condition.
SAS	(c)	Do these s	teps for the alternating current motor pump:
SAS			
SAS		WARNING: I	KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL
SAS			SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS,
SAS			ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND
SAS			STABILIZER ARE FULLY POWERED SURFACES. INJURIES TO
SAS		İ	PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN
SAS			HYDRAULIC POWER IS SUPPLIED.
SAS			
SAS		1) Make s	ure all persons are away from the flight controls.
SAS		2) With t	he electrical power supplied to the airplane, put the
SAS		applic	able ELEC pump switch to the ON position.
SAS		a) 0n	EICAS, the HYD PRESS must show 2900 to 3200 psig.
SAS		b) Af	ter the temperature becomes stable, the HYD TEMP must
SAS			less than 80°C on EICAS.
SAS		3) Put the	e airplane back to its usual condition.



SAS		<u> 29-</u>	33-1 HYDRAULIC SYSTEM LOW QTY LIGHTS - MAINTENANCE PRACTICES
SAS	_		
1.	<u>Gene</u>		<b>7 4</b> ··· <b>1</b> · <b>1</b> · <b>2</b> · · · · · · <b>2 -</b> ··· · <b>1</b> · ·
SAS			3-1 Hydraulic System Low QTY Lights
SAS	В.	Put	a placard 'INOP'on the applicable hydraulic low quantity light.
SAS			
SAS			29–33–042–001–001
SAS 2.			nce (M)
SAS	Α.	Proc	edure
SAS			
SAS			s 862-002-001
SAS		(1)	• • • • • • • • • • • • • • • • • • • •
SAS			(a) Compare the quantity of hydraulic fluid shown on the EICAS
SAS			display, HYD QTY, to the quantity in the applicable reservoir.
SAS			(b) If it is necessary, do the Hydraulic Servicing
SAS			(AMM 12-12-01/301).
SAS			
SAS			S 862-003-001
SAS		(2)	,
SAS			(a) Use the fill indicator at the fill station to examine the
SAS			quantity of hydraulic fluid in the applicable reservoir.
SAS			
SAS			<u>NOTE</u> : If the fill indicator at the fill station does not
SAS			operate, you can use the sight gage which is installed
SAS			on each reservoir.
SAS			
SAS			(b) If it is necessary, do the Hydraulic Servicing
SAS			(AMM 12-12-01/301).

02–29–33



SAS			29-33-2 HYD QTY INDICATIONS - MAINTENANCE PRACTICES
SAS			
SAS			
SAS	TAS	K 02-	29–33–042–001–002
SAS 1.	<u>Mai</u>	<u>ntena</u>	nce (M)
SAS	Α.	Gene	
SAS			29-33-2 HYD QTY Indications
SAS		(2)	Put the placard 'EICAS HYD QTY INOP' near the EICAS
SAS			display.
SAS	В.	Proc	edure
SAS			
SAS			\$ 222-002-002
SAS		(1)	Use the fill indicator at the fill station to examine the quantity
SAS			of hydraulic fluid in the applicable reservoir.
SAS			(a) If the fill indicator at the fill station does not operate, you
SAS			can use the sight gages which are installed on each reservoir.
SAS			NOTE TO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
SAS			<u>NOTE</u> : The bottom sight gage tells you to "refill" the
SAS			reservoir. The top sight gage tells you the reservoir
SAS			is "overfull". The correct quantity of hydraulic fluid
SAS			is between the two sight gages.
SAS			
SAS			(b) If it is necessary, do the Hydraulic Servicing
SAS			(AMM 12-12-01/301).



SAS 1. General A. 32-31-1 Landing Gear Latch Solenoid B. Put a placard 'LATCH SOLENOID INOP' near the landing gear lever.  SAS SAS TASK 02-32-31-042-001 SAS 2. Maintenance A. Procedure  SAS SAS \$ 862-002 SAS (1) Do the steps that follow to make sure the override mechanism operates correctly: SAS operates correctly: (a) Make sure these circuit breakers on the overhead circuit breaker panel, P11, are closed: SAS 1 11020, LANDING GEAR POSITION AIR/GND SYS 1 SAS 2 111020, LANDING GEAR POSITION AIR/GND SYS 1 SAS 3 11024, LANDING GEAR POSITION AIR/GND SYS 2 SAS (b) Do the steps that follow to make sure the LOCK OVRD switch, for the landing gear lever, operates correctly: SAS 1 Supply electrical power (AMM 24-22-00/201). SAS 2 Pressurize the center hydraulic system (AMM 29-11-00/201). SAS WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. SAS 3 Make sure the downlocks are installed on the nose and main Landing gear (AMM 32-00-20/201). SAS 4 Make sure the landing gear lever cannot be put to the UP position unless the LOCK OVRD switch is pushed. a) Push the LOCK OVRD switch and make sure the Landing gear lever will go to the UP position. SAS 3 Make sure the green NOSE, LEFT, and RIGHT lights on the First Officer's instrument panel, P3, come on. SAS 6 Remove the pressure from the center hydraulic system if it is not necessary (AMM 29-11-00/201). 7 Remove the electrical power if it is not necessary	SAS SAS	32-31-1 LANDING GEAR LATCH SOLENOID - MAINTENANCE PRACTICES
A. 32–31–1 Landing Gear Latch Solenoid B. Put a placard 'LATCH SOLENOID INOP' near the landing gear lever.  SAS SAS TASK 02–32–31–042–001 SAS 2. Maintenance A. Procedure  SAS SAS SAS SAS SAS SAS SAS SAS SAS S		Camanal
B. Put a placard LATCH SOLENOID INOP' near the landing gear lever.  SAS  SAS  TASK 02-32-31-042-001  Maintenance A. Procedure  SAS  SAS  SAS  SAS  SAS  SAS  SAS  S		
SAS	SAS	
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ALL

02-32-31



SAS		<u>32-</u>	41-1 WHEEL BRAKES - MAINTENANCE PRACTICES								
SAS											
SAS 1.		<u>General</u>									
SAS	A. 32-41-1 Wheel Brakes										
SAS		70 /4 0/0	004 004								
SAS		32-41-042	-001-001								
SAS 2.		<u>Maintenance (M)</u>									
SAS	A. Proc	edure									
SAS			0.004								
SAS	445	s 862-00									
SAS	(1)	Tell Dis	patch the procedure you use to deactivate the brakes.								
SAS											
SAS			he procedure you use to deactivate the brakes will								
SAS			ecrease the maximum takeoff and landing weight of the								
SAS		а	irplane.								
SAS											
SAS		6 0/2 00	7 004								
SAS	(2)	S 042-00									
SAS SAS	(2)	tool.	edure to deactivate the brakes with the brake disconnect								
SAS			these steps to install the brake dispatch tool:								
SAS		(a) 00	these steps to instatt the brake dispatch toot:								
SAS		NOT	E: Part number A32001-1 can be used with the shuttle								
SAS		<u>INO I</u>	valves $8274T120-4$ , $-6$ , and $-8$ . Part number $832080-1$ can								
SAS			be used on all \$274T120 shuttle valves.								
SAS			be used on acc 32141120 shacece vacves.								
SAS		1)	Make sure the downlocks are installed on the nose and main								
SAS		17	landing gear (AMM 32-00-20/201).								
SAS		2)	Put chocks at the landing gear wheels.								
SAS		3)	Remove the pressure from the right and center hydraulic								
SAS		37	systems (AMM 29-11-00/201).								
SAS		4)	•								
SAS		5)									
SAS			these steps:								
SAS			a) Open this circuit breaker on the main power								
SAS			distribution panel, P6, and attach a D0-NOT-CLOSE tag:								
SAS			,,								
SAS			O6D24, ALTN FLAP PWR								
SAS			•								
SAS		6)	Supply electrical power (AMM 24-22-00/201).								
			•								

02-32-41



SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS SAS

SAS SAS 7) Fully push the two brake pedals and then release them to release the parking brakes.

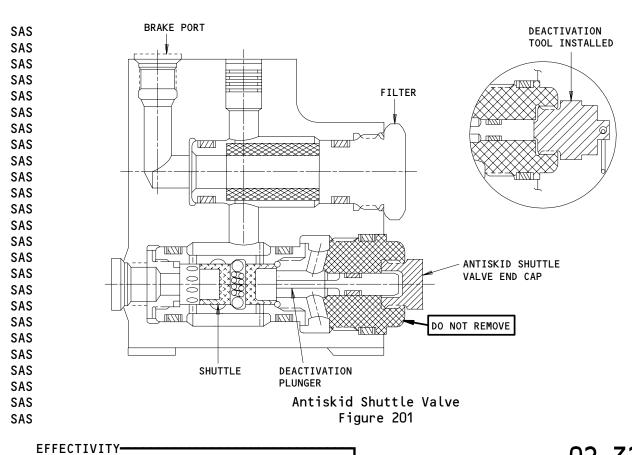
NOTE: You can use the Captain's or the First Officer's brake pedals to release the parking brake.

- Make sure the PARK BRAKE light on the quadrant stand, P10, is OFF.
- 8) To remove the hydraulic pressure from the parking brake accumulator, fully push and release the two brake pedals.

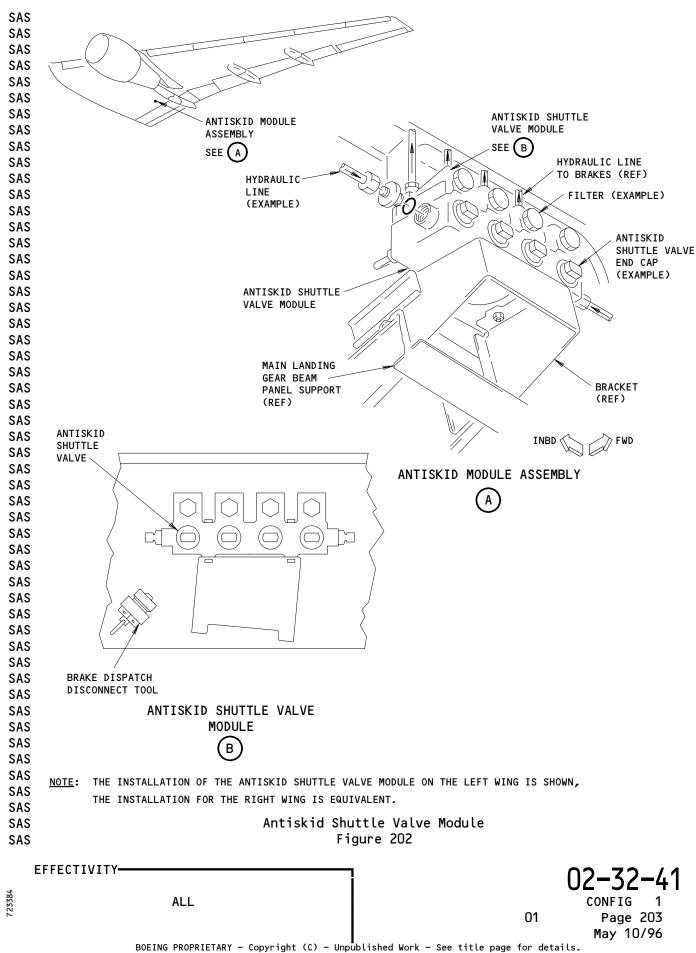
NOTE: You can use the Captain's or the First Officer's brake pedals.

a) Do the push and release cycle a minimum of 7 times.

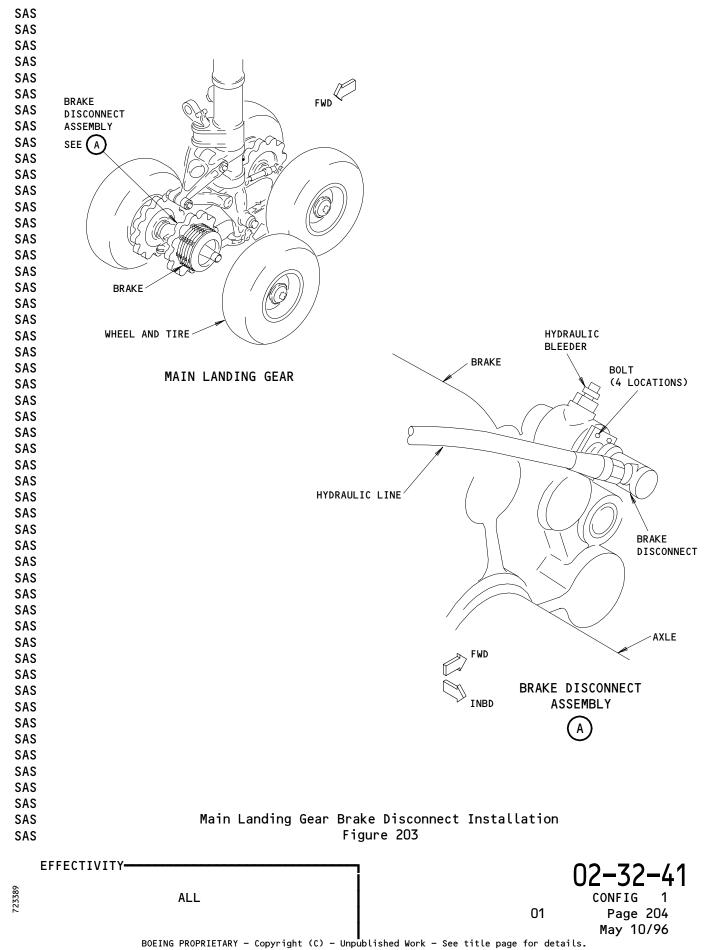
<u>NOTE</u>: When the pressure is out of the brake accumulator, the brake pressure gage will stop its down movement.













9)	Open these access panels to get access to the antiskid
	shuttle valve module (AMM 06-44-00/201):

a) 551TB, Left Hand Lower Wing Structure

b) 651TB, Right Hand Lower Wing Structure

CAUTION: DO NOT REMOVE MORE THAN THE END CAP OF THE SHUTTLE VALVE. IF YOU REMOVE MORE THAN THE END CAP OF THE SHUTTLE VALVE, YOU CAN CAUSE THE END VALVE TO EJECT.

10) Remove the end cap from the applicable antiskid shuttle valve module (Table 201 and Fig. 201-203).

NOTE: Table 201 identifies which shuttle valve end cap deacativates which brake.

Tabl	e 201
LEFT ANTISKID SHUTTLE VALVE MODULE	LEFT GEAR WHEEL BRAKE
*[1] VALVE "BRK A"	No.1 (FWD OUTBD)
*[1] VALVE "BRK B"	No.2 (FWD INBD)
*[1] VALVE "BRK C"	No.5 (AFT OUTBD)
*[1] VALVE "BRK D"	No.6 (AFT INBD)
RIGHT ANTISKID SHUTTLE VALVE MODULE	RIGHT GEAR WHEEL BRAKE
VALVE "BRK A"	No.7 (AFT INBD)
VALVE "BRK B"	No.8 (AFT OUTBD)
VALVE "BRK C"	No.3 (FWD INBD)
VALVE "BRK D"	No.4 (FWD OUTBD)

#### SAS \*[1] IDENTIFICATION IS MARKED ON MODULE

SAS SAS SAS

SAS SAS

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SAS SAS

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SAS

SAS	11)	Instal	l the b	orake	dispatch	disc	onnect	tool	at t	he	location
SAS		for th	shutt	tle va	lve end	cap.					
SAS		a) Ti	ahten t	the br	ake disp	atch o	disconn	ect t	tool	to	50

Tighten the brake dispatch disconnect tool to 50 pound-inches.

Install a lockwire on the tool.

EFFECTIVITY----ALL

02-32-41



SAS			12) Get access to the antiskid/autobrake control unit, located
SAS			at E1-1 in the left mascellaneous electrical equipment
SAS			center, P36.
SAS			<ul> <li>a) Put the brake test disable selector to the position for</li> </ul>
SAS			the brake which is deactivated.
SAS			13) Do these steps to make sure the brake is deactivated.
SAS			<ul> <li>a) Supply pressure to the right hydraulic system.</li> </ul>
SAS			b) Push and release the Captain's or the First Officer's
SAS			brake pedals.
SAS			<li>c) Make sure the brake wear indicator pins for the</li>
SAS			deactivated brake (or pistons and adjustors) do not
SAS			move or change position.
SAS			- '
SAS			NOTE: The brakes that are not deactivated will move.
SAS			
SAS			14) Put the airplane back to its usual condition.
SAS			·
SAS		S 042	2-004-001
SAS	(3)	To de	eactivate the brakes with a cap on the brake line, do these
SAS		steps	
SAS		(a)	Install plug (MS21913-6) on the hydraulic brake hose and cap
SAS			(BACC14AD06) on the brake disconnect fitting as follows:
SAS		(b)	Make sure the downlocks are installed on the nose and main
SAS			landing gear (AMM 32-00-20/201).
SAS		(c)	Put chocks at the landing gear wheels.
SAS		(d)	Remove the pressure from the right and center hydraulic
SAS		ιω,	systems.
SAS		(e)	Supply electrical power (AMM 24-22-00/201).
SAS		(f)	Fully push the two brake pedals and then release them to
SAS		(1)	release the parking brakes.
SAS			recease the parking brakes.
SAS			NOTE: You can use the Captain's or the First Officer's
SAS			brake pedals to release the parking brake.
SAS			blake pedata to letease the parking brake.
SAS			1) Make sure the PARK BRAKE light on the quadrant stand, P10,
SAS			is OFF.
SMS			15 011.



SAS SAS	(g)	To remove the hydraulic pressure from the parking brake accumulator, fully push and release the two brake pedals.
SAS		accumulation, passing and recease one one of and pounted
SAS		NOTE: You can use the Captain's or the First Officer's
SAS		brake pedals.
SAS		
SAS		1) Do the push and release cycle a minimum of 7 times.
SAS		
SAS		NOTE: When the pressure is out of the brake
SAS		accumulator, the brake pressure gage will stop its
SAS		down movement.
SAS		
SAS	(h)	
SAS		1) Install the plug (MS21913-6) on the brake hose.
SAS		<ul> <li>a) Attach the brake hose to the truck of the landing gear.</li> </ul>
SAS	(i)	3 · · · · · · · · · · · · · · · · · · ·
SAS	(j)	5 11
SAS		1) Attach a lockwire to keep the brake bleed fitting in the
SAS		open position.
SAS		
SAS		NOTE: If the brake bleed fitting is open, it will
SAS		prevent brake drag because of thermal effect.
SAS	<i>(</i> 1.)	
SAS	(k)	· · · · · · · · · · · · · · · · · · ·
SAS		E1-1 in the left mascellaneous electrical equipment center,
SAS		P36.
SAS		1) Put the brake test disable selector to the position for the
SAS	(1)	brake which is deactivated.
SAS	(1)	
SAS		1) Push the brake pedal to apply brake pressure.
SAS	(m)	a) Do a check for leaks.
SAS	(m)	Put the airplane back to its usual condition.



SAS			<u>32</u>	<u>-41-</u>	<u> 2 BRAKE SOURCE LIGHT - MAINTENANCE PRACTICES</u>
SAS					
SAS 1.	Gene	<u>eral</u>			
SAS	Α.	32-4	1-2 B	rake	Source Light
SAS	В.				'LIGHT INOP' on the BRAKE SOURCE indicator light on the
SAS					trument panel, P1.
SAS		•			• ,
SAS	TASK	< 02-	32-41	-042	-001-002
SAS 2.		ntena			
SAS	Α.		<del></del> edure		
SAS					
SAS			s 86	2-00	2-002
SAS		(1)			ispatch can cause the BRAKE SOURCE indicator light to not
SAS					if these items are done:
SAS			(a)		e sure the normal and the alternate hydraulic brake systems
SAS					brake accumulators operate.
SAS				1)	Make sure the downlocks are installed on the nose and main
SAS					landing gear (Ref 32-00-20/201).
SAS				2)	Do the steps that follow to release the parking brakes:
SAS					a) Push the Captain's or the First Officer's brake pedals
SAS					to the stops.
SAS					b) Release the brake pedals.
SAS				3)	Use one electric pump to pressurize the center hydraulic
SAS				•	system (Ref 29-11-00/201).
SAS					a) Make sure the R SYS PRESS light does not come on.
SAS				4)	Use one electric pump to pressurize the center hydraulic
SAS				.,	system (Ref 29-11-00/201).
SAS					a) Make sure the C SYS PRESS light does not come on.
SAS				5)	Push and release the Captain's or the First Officer's brake
SAS				-	pedals.
SAS					podd to:
SAS					NOTE: You must push and release the two brake pedals
SAS					for the Captain or the two brake pedals for the
SAS					First Officer at the same time.
SAS					THE CHILDS AC CITE SAME CHIEF
SAS					When you push the brakes, you must let a minimum of
SAS					5 seconds go by before you push the brakes again.
SAS					5 Seconds go by before you push the brakes agains
SAS					a) The BRAKE PRESS gage, on the First Officer's instrument
SAS					panel, P3, will momentarily go to
SAS					2000-2500 psig when you push the brake pedals.
SAS				6)	Make sure the BRAKE PRESS gage, on the First Officer's
SAS				٠,	instrument panel, P3, shows 2850-3500 psig.
5710					moti amont panety is, onone 2000 poigi

SAS	7)	Remove the pressure from the right hydraulic system.
SAS		
SAS		<u>NOTE</u> : Do not push the brake pedals to remove the pressure.
SAS		
SAS		a) Make sure the R SYS PRESS light comes on.
SAS	8)	Push and release the Captain's or the First Officer's brake
SAS		pedals.
SAS		a) Make sure the BRAKE PRESS gage, on the First Officer's
SAS		instrument panel, P3, does not go down when you push
SAS		the brakes.
SAS		b) Make sure the center system pressure (shown on the
SAS		EICAS ELEC/HYD page) momentarily goes to 2000-2500 psig
SAS		each time you push the brakes.
SAS	9)	Make sure the BRAKE PRESS gage, on the First Officer's
SAS		instrument panel, P3, shows 2850-3500 psig.
SAS	10)	Remove the pressure from the center hydraulic system.
SAS		<b>,</b> , , ,
SAS		NOTE: Do not push the brake pedals to remove the pressure.
SAS		
SAS	11)	Push and release the Captain's or the First Officer's brake
SAS		pedals a minimum of 7 times.
SAS		a) Make sure the BRAKE PRESS gage, on the First Officer's
SAS		instrument panel, P3, showes a lower value each time
SAS		you push the brake pedals.
SAS		b) The last time you push the brake pedals the BRAKE PRESS
SAS		gage must show 850-1200 psig.
SAS		gage made onon obo reco porgi
SAS		NOTE: If these items are true, the brake
SAS		accumulator is serviced correctly.
SAS		accumulation is serviced correctly.
SAS	12)	Put the airplane back to its usual condition.
3/13	12)	Tut the amplane back to its usual condition.



#### 32-42-1 ANTISKID SYSTEM - MAINTENANCE PRACTICES SAS SAS 1. General A. 32-42-1 ANTISKID System SAS B. Put the applicable placard 'ANTISKID INOP' or 'ONE BRAKE INOP' on the SAS ANTISKID switch or the ANTISKID light (the switch or the light is on the SAS SAS Pilots' overhead panel, P5). C. Put the placard 'AUTOBRAKE INOP' on the Captains instrument panel, P1, if SAS you do one of these steps: SAS SAS (1) Use the antiskid switch to put the ANTISKID to OFF. Use the four circuit breakers to put the ANTISKID to OFF. SAS (2) SAS SAS NOTE: The status message ALTN ANTISKID can come on to show part SAS of the alternate brake system does not operate. This is ok if you have alternate brakes on at least 6 of the wheels. SAS SAS SAS SAS TASK 02-32-42-042-001-001 SAS 2. Maintenance (M) A. Procedure SAS SAS s 042-002-001 SAS Do the steps that follow if one brake is deactivated (paragraph 2 of SAS the MMEL): SAS SAS (a) Use the procedure in the MEL, item 32-41-1, to deactivate the brake. SAS SAS If the status message ALTN ANTISKID is shown, do the steps that follow to make sure the alternate manual brakes operate: SAS Supply electrical power (AMM 24-22-00/201). SAS 2) Put chocks at the landing gear wheels. SAS 3) Release the parking brake. SAS SAS Remove the pressure from the right hydraulic system SAS (AMM 29-11-00/201).Supply pressure to the center hydraulic system SAS (AMM 29-11-00/201).SAS SAS 6) Push the brake pedals to release the brakes. SAS SAS NOTE: IF you put a cap on the brake lines to deactivate the brakes, it is not necessary to SAS SAS manually operate the brakes. SAS 7) If the brakes do not operate when you push the brake SAS SAS pedals, it is not necessary to deactivate the applicable alternate antiskid valve (Ref MEL, item 32-42-2). SAS

EFFECTIVITY-

SAS

02-32-42



### SAS 32-42-2 ALTERNATE ANTISKID VALVES - MAINTENANCE PRACTICES

SAS

SAS 1. General

A. 32-42-2 Alternate Antiskid Valves

SAS B. Put a placard 'ALT ANTISKID VALVE INOP' on the ANTISKID light.

SAS SAS

SAS

TASK 02-32-42-802-001-002

SAS 2. Maintenance (M)

A. Procedure

SAS SAS SAS

SAS SAS

SAS

SAS

SAS SAS

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SAS

s 862-002-002

- (1) No the stops
  - (1) Do the steps that follow to make sure the wheels have manual brakes:
    - (a) Supply electrical power (AMM 24-22-00/201).
    - (b) Put chocks at the landing gear wheels.
    - (c) Remove the pressure from the right hydraulic system (AMM 29-11-00/201).
    - (d) Supply hydraulic power to the center hydraulic system (AMM 24-22-00/201).
    - (e) Push and release the brake pedals.
      - 1) Look at the wear indicator pins for the brake units to make sure all of the brakes are applied and released.

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s 862-003-002

- (2) If there is no manual braking, do these steps to deactivate the alternate antiskid for the applicable brakes:
  - (a) Disconnect the electrical connector for the applicable alternate antiskid valve (Fig. 201).

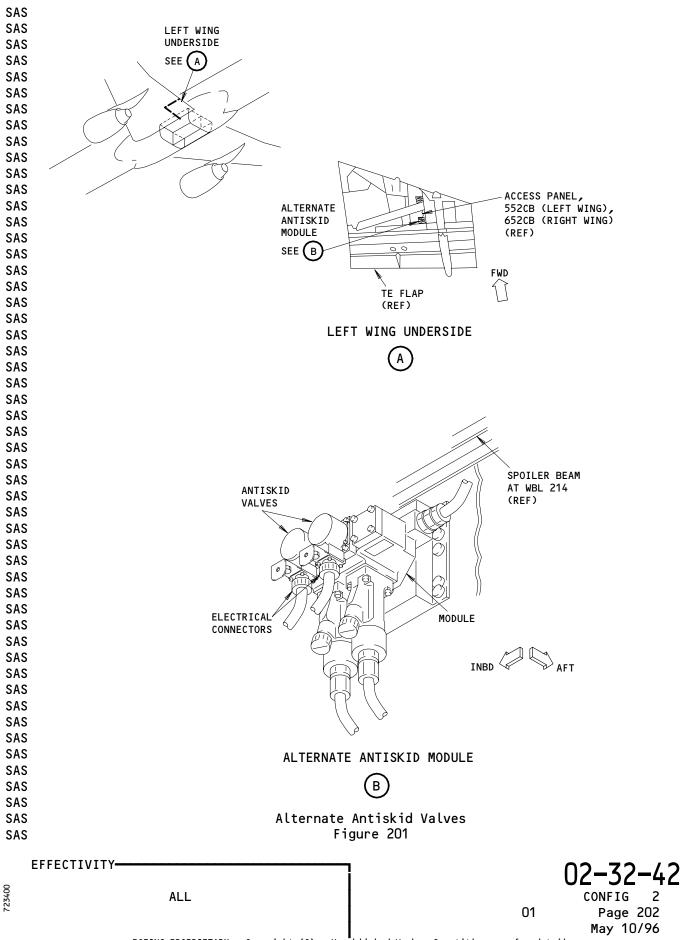
WHEELS	VALVE NO.	VALVE LOCATION
1 & 2	V37	L WING, OUTBOARD
3 & 4	V39	R WING, OUTBOARD
5 & 6	V38	L WING, INBOARD
7 & 8	V40	R WING, INBOARD

- 1) Put the electrical connector in a safe location.
- (b) Push and release the brake pedals.
  - 1) Look at the wear indicator pins for the brake units to make sure all of the brakes are applied and released.

EFFECTIVITY-

02-32-42







SAS	32-42-3 ANTISKID LIGHT - MAINTENANCE PRACTICES
SAS	
SAS 1.	<u>General</u>
SAS	A. 32-42-3 ANTISKID Light
SAS	B. Put a placard 'LITE INOP' on the antiskid light on the pilots' overhead
	panel, P5.
SAS	
SAS	TASK 02-32-42-042-001-003
SAS 2.	Maintenance (M)
SAS	A. Procedure
SAS	
SAS	s 712-002-003
SAS	(1) If the ANTISKID light on the pilots' overhead panel, P5, does not
SAS	operate, do these step to make sure the antiskid system operates:
SAS	(a) Supply electrical power (AMM 24-22-00/201).
SAS	(b) Put the chocks at the landing gear wheels.
SAS	(c) Release the parking brake.
SAS	(d) Do these steps on the antiskid/autobrake control unit:
SAS	tur bo these steps on the antiskiaractobiake control anti-
SAS	NOTE: You will find the antiskid/autobrake control unit on
SAS	the E1-1 shelf in the electrical equipment center. You
SAS	can get access the electrical equipment center through
SAS	
SAS	the access door, 119AL.
SAS	1) Duck the DIT quitek until the control unit chave TECT TND
	1) Push the BIT switch until the control unit shows TEST END,
SAS	to get all of the faults.
SAS	a) Make sure there is no PARK BRAKE message shown.
SAS	
SAS	NOTE: If a PARK BRAKE message is shown, the
SAS	parking brake control/valve does not agree.
SAS	
SAS	b) Push the RESET switch to erase the memory.
SAS	c) To make sure no other faults are shown, push the BIT
SAS	switch until TEST END is shown.
SAS	(e) Put the airplane back to its usual condition.

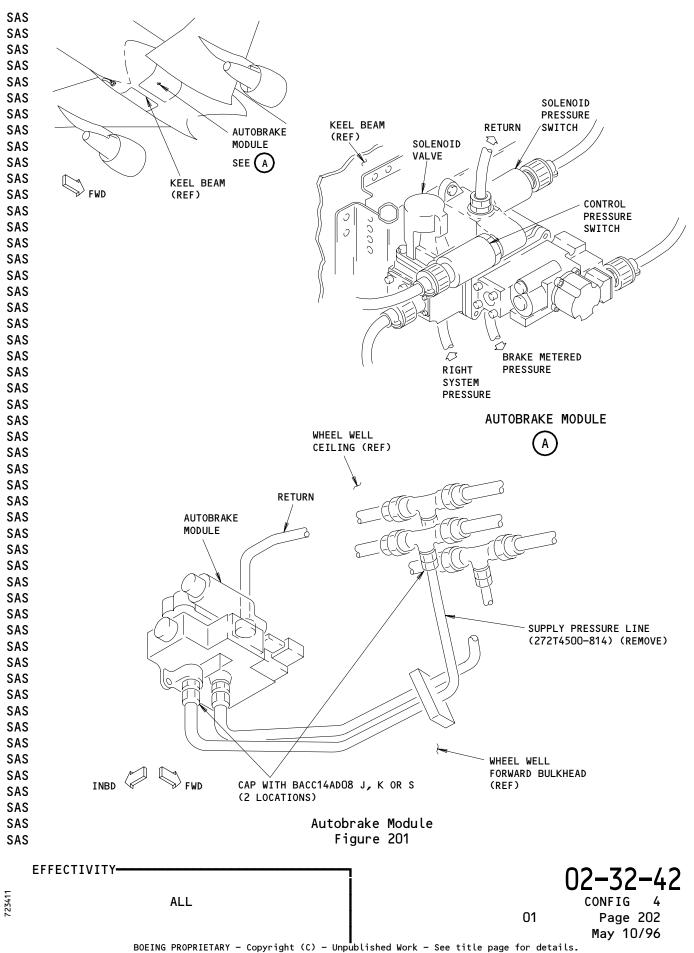
02 - 32 - 42



SAS	32-42-4 AUTOBRAKE SYSTEM - MAINTENANCE PRACTICES
SAS	
SAS 1.	General 73 / 3 / A / A / A / A
SAS	A. 32-42-4 Autobrake system
SAS	B. Put a placard 'INOP' on the autobrake system.
SAS	TINK 00 70 /0 0/0 004 00/
SAS	TASK 02-32-42-042-001-004
SAS 2.	Maintenance (M)
SAS	A. Procedure
SAS	0.8/2.002.00/
SAS	\$ 862-002-004
SAS	(1) Do these steps if the AUTOBRAKE light comes on when you put the
SAS	AUTOBRAKE system switch to the OFF position:
SAS	(a) Put the right hydraulic system to the OFF position.
SAS SAS	<ul><li>(b) Put the center hydraulic system to the ON position.</li><li>(c) Apply the brakes.</li></ul>
SAS	(C) Apply the brakes.
SAS	NOTE: The brake pressure will not change when you apply
SAS	the brakes.
SAS	the bi akes.
SAS	(d) If the AUTOBRAKES light (on the Captains instrument panel, P1)
SAS	stayed on, the solenoid valve is closed.
SAS	1) Put the AUTOBRAKES light out of view before you send the
SAS	airplane.
0/10	2) Put a placard 'INOP' on the autobrake system
SAS	(e) If the AUTOBRAKES light (on the Captains instrument panel, P1)
SAS	goes out, the solenoid valve is open.
SAS	1) Do these steps to hydraulically deactivate the autobrake
SAS	system:
SAS	a) Remove the pressure from the right hydraulic system
SAS	(AMM 29-11-00/201).
SAS	b) Make sure the downlocks sare installed on the nose and
SAS	main landing gear (AMM 32-00-20/201).
SAS	
SAS	<u>WARNING</u> : USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL
SAS	THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY
SAS	AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO
SAS	EQUIPMENT.
SAS	
SAS	c) Open the doors for the landing gear and install the
SAS	door locks (AMM 32-00-15/201).

02 - 32 - 42



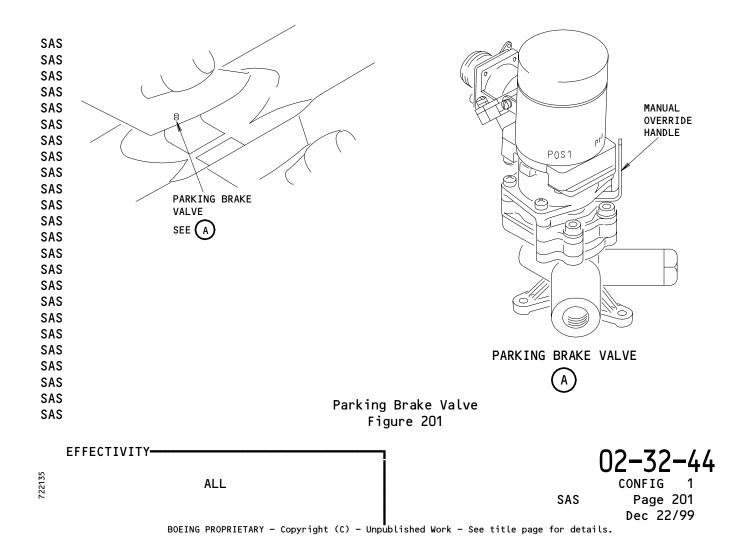




SAS SAS SAS	(	d)	Get access to the autobrake module through the wheel well for the right main landing gear.
SAS			NOTE: The autobrake module is found on the web
SAS			support bracket for the keel beam, near the
SAS			forward bulkhead.
SAS			
SAS	•	e)	Disconnect the supply pressure line (272T4500-814) at
SAS			the first tee on the autobrake module.
SAS		f)	Remove the supply pressure line.
SAS	ģ	g)	Install 2 caps on the openings at the autobrake module
SAS			and at the tee (Use BACC14ADO8J, K or S caps).
SAS	ŀ	h)	Pressurize the right hydraulic system
SAS			(AMM 29-11-00/201).
	•	i)	Examine the hydaulic system for leaks.
SAS	2) [	Put	the airplane back to its usual condition.



#### SAS 32-44-2 PARKING BRAKE VALVE - MAINTENANCE PRACTICES SAS SAS 1. General Α. 32-44-2 Parking Brake Valve SAS B. Put a placard 'PARK BRK VLVE CLOSED' near the parking brake. SAS Put a placard 'INOP' on the parking brake light on the aisle stand. Tell the flight crew that the antiskid system does not operate when the SAS parking brake valve is in the closed position. SAS SAS TASK 02-32-44-042-001-001 SAS SAS 2. Maintenance (M) SAS Procedure SAS SAS s 862-002-001 (1) Do the steps that follow to make sure the parking brake valve is in SAS the fully closed position: SAS (a) Supply electrical power to the airplane (AMM 24-22-00/201). SAS SAS (b) Put chocks at the landing gear wheels. (c) Release the parking brake. SAS





SAS		(d) Open this circuit breaker on the main power distribution panel,
SAS		P6, and attach a DO-NOT-CLOSE tag:
SAS		1) 6FO4, PARKING BRAKE VLV
SAS		(e) Make sure the downlocks are installed on the nose and main
SAS		landing gear (AMM 32-00-20/201).
SAS		
SAS		WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR
SAS		LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE
SAS		INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
SAS		
SAS		(f) Open the doors for the landing gear and install the door locks
SAS		(AMM 32-00-15/201).
SAS		(g) Get access to the parking brake valve through the wheel well
SAS		for the right main landing gear.
SAS		(h) Manually put the position indicator for the parking brake valve
SAS		to the fully closed position (POS 2).
SAS		
SAS		s 862-003-001
SAS	(2)	With the parking brake released, do the steps that follow:
SAS		(a) Make sure the antiskid switch is in the ON position.
SAS		(b) Make sure the antiskid light is on.
SAS		(c) Make sure the EICAS message, ANTISKID OFF, is on.
SAS		(d) Keep the antiskid switch in the ON position.
SAS		
SAS		S 862-004-001
SAS	(3)	Put the airplane back to its usual condition.
SAS		
SAS		s 862-005-001
SAS	(4)	Tell dispatch the antiskid system does not operate.



SAS	<u> 32-44-3 PARK BRAKE LIGHT - MAINTENANCE PRACTICES</u>
SAS	
SAS 1.	<u>General</u>
SAS	A. 32-44-3 PARK BRAKE Light
SAS	B. Put a placard 'LIGHT INOP' on the PARK BRAKE indicator light on the
SAS	Quadrant Stand, P10.
SAS	,
SAS	TASK 02-32-44-042-001-002
SAS 2.	Maintenance (M)
SAS	A. Procedure
SAS	
SAS	s 862-002-002
SAS	(1) You can fly the airplane when the PARK BRAKE indicator does not
SAS	operate if you do these steps:
SAS	(a) If it is installed, put the antiskid switch to ON.
SAS	(b) Make sure the ANTISKID indicator light monitors the operation
SAS	of the parking brake valve as follows:
SAS	1) Supply electrical power to the brake system and the parking
SAS	brake system (AMM 24-22-00/201).
SAS	<ol><li>Supply pressure to the right hydraulic system</li></ol>
SAS	(AMM 29-11-00/201).
SAS	3) Close this circuit breaker on the main power distribution
SAS	panel, P6:
SAS	4) 6F04, PARKING BRAKE VLV
SAS	5) Close this circuit breaker on the overhead circuit breaker
SAS	panel, P11:
SAS	a) 11A35, IND LIGHTS 3
SAS	6) Do the steps that follow at the same time to set the
SAS	parking brake:
SAS	a) Pull the PARK BRAKE handle, on the quadrant control
SAS	stand, P10.
SAS	b) Push the Captain's 2 brake pedals fully and then
SAS	release them.
SAS	7) Make sure the ANTISKID indicator light, on the Pilots'
SAS	overhead panel, P5, is not on.
SAS	8) Open the circuit breaker 6FO4, PARKING BRAKE VLV.
SAS	a) After approximately 3 seconds, make sure the ANTISKID
SAS	indicator light comes on.
SAS	b) Close the circuit breaker 6FO4, PARKING BRAKE VLV.
SAS	c) Make sure the ANTISKID indicator light goes off.



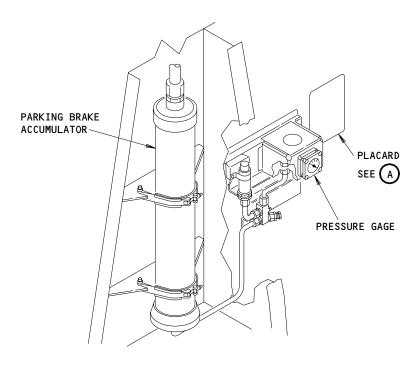
SAS	9)	Push and hold the configuration test switch on the right
SAS		side panel, P61, in the T/O position.
SAS		
SAS		NOTE: The warning indications (siren, master warning,
SAS		CONFIG light) will come on when you push the
		e e e e e e e e e e e e e e e e e e e
SAS		configuration test switch.
SAS		
SAS	10)	Make sure the takeoff warning message for the PARKING BRAKE
SAS		comes on.
SAS	11)	Release the parking brakes.
SAS	12)	Make sure the takeoff warning message for the PARKING BRAKE
SAS		goes off.
SAS	13)	Make sure the ANTISKID light is not on.
SAS		Open the circuit breaker, 6FO4, PARKING BRAKE.
SAS		a) After approximately 3 seconds, make sure the ANTISKID
SAS		light does not come on.
SAS	(c) Put	the airplane back to its usual condition.
		·

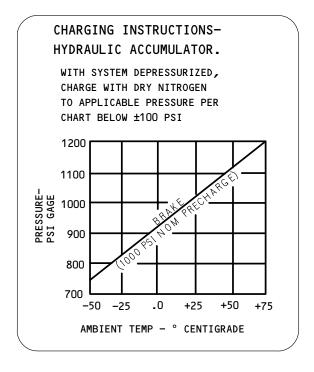


SAS	<u>32</u>	2-44-5 BRAK	<u> E PRESS GAGE (FLIGHT DECK) - MAINTENANCE PRACTICES</u>
SAS			
SAS 1.	<u>General</u>	_	
SAS	A. 32-	-44-5 BRAKE	PRESS Gage (Flight Deck)
SAS	B. Put	a placard	'GAGE INOP" ON THE BAKE PRESS pressure gage on the First
SAS	0f1	ficers' ins	trument panel, P3.
SAS			
SAS	TASK 02	2-32-44-042	-001-003
SAS 2.	<u>Mainter</u>	nance (M)	
SAS	A. Pro	cedure	
SAS			
SAS		s 862-00	2–003
SAS	(1)	You can	fly the airplane when the BRAKE PRESS pressure gage does not
SAS			if you do these steps:
SAS			e sure the brake system and the brake accumulator operate
SAS			rectly.
SAS		1)	Make sure the downlocks are installed on the nose and main
SAS			landing gear (AMM 32-00-20/201).
SAS		2)	Make sure chocks are at the landing gear wheels.
SAS		3)	Remove the pressure from the right and center hydraulic
SAS			systems (AMM 29-11-00/201).
SAS			a) Make sure the R SYS PRESS indicator light on the
SAS			Pilot's overhead panel, P5, is on.
SAS		4)	
SAS			(AMM 24-22-00/201).
SAS		5)	Pressurize the right hydraulic system.
SAS			a) Make sure the R SYS PRESS indicator light on the
SAS			Pilot's overhead panel, P5 is off.
SAS		6)	Make sure the downlocks are installed on the nose and main
SAS			landing gear (AMM 32-00-20/201).
SAS			
SAS		WAR	NING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE
SAS			DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN
SAS			CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.
SAS			
SAS		7)	Open the doors for the landing gear and install the door
SAS			locks (AMM 32-00-15/201).
SAS		8)	Get access to the accumulator on the aft inboard side of
SAS		0,	the wheel well for the right main landing gear (Fig. 201).
SAS		9)	Make sure the pressure gage shows 3000 to 3500 psig.
SAS		,,	make care the process of gage choice code to bree porg.
SAS			NOTE: The pressure gage is located forward of the
SAS			accumulator.
SAS			a Jama ca tor 1
SAS		10)	Put the hydraulic pump to the OFF position.
3/10		107	Tat the hydrautro pump to the off positions

02 - 32 - 44







**PLACARD** 



Brake Press Gage Figure 201

EFFECTIVITY-ALL

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02-32-44 CONFIG Page 202 May 10/96



	11) Do these steps to remove the pressure from the parking
SAS	brake accmulator:
SAS	
SAS	<u>NOTE</u> : You can use the 2 Captain's or the 2 First
SAS	Officer's brake pedals.
SAS	
SAS	<ul> <li>a) Fully push and release the Captain's or the First</li> </ul>
SAS	Officer's brake pedals a minimum of 10 times.
SAS	
SAS	NOTE: There must be a minimum of 5 seconds between
SAS	each brake application.
SAS	•
SAS	b) Make sure the R SYS PRESS indicator light on the
SAS	Pilot's overhead panel, P5 comes on.
SAS	12) Make sure the accumulator pressure is 850 to 1200 psig.
SAS	
SAS	NOTE: On a day when the temperature is less than 68°F
SAS	(20°C), the correct accumulator pressure is less
SAS	than 1000 psi. The correct pressure changes with
SAS	the ambient temerature. The pressure is shown on a
SAS	placard near the accumulator.
SAS	•
	13) Put the airplane back to its usual condition.



SAS	<u>32</u>	2-51-1 RUDDER PEDAL NOSE WHEEL STEERING - MAINTENANCE PRACTICES
SAS		
SAS 1.	Genera	<u>al</u>
SAS	A. 32	2-51-1 Rudder Pedal Nose Wheel Steering
SAS	B. Pu	ut a placard 'RUDDER PEDAL NWS INOP' near the Pilot's and the First
SAS	01	fficer's airspead indicators.
SAS		
SAS	TASK (	02-32-51-042-001
SAS 2.	<u>Mainte</u>	enance (M)
SAS	A. Pr	rocedure
SAS		
SAS		s 282-002
SAS	(′	Examine the rudder pedal interconnect mechanism which is below the
SAS		floor of the flight compartment.
SAS		(a) Make sure the failure of the interconnect mechanism will not
SAS		touch the other system controls.
SAS		
SAS		s 712-003
SAS	(2	?) To do the test for the tiller steering system, do these steps:
SAS		(a) Make sure the downlocks are installed on the nose and main
SAS		landing gear (AMM 32-00-20/201).
SAS		(b) Put the towing lever, located on the steering metering valve
SAS		module, to the TOW POSITION.
SAS		<ol> <li>Install the lockpin for the towing lever.</li> </ol>
SAS		(c) Use the Captain's tiller to operate the steering fully left and
SAS		right.
SAS		<ol> <li>Make sure the steering system moves freely.</li> </ol>
SAS		<ul><li>(d) Put the airplane back to its usual condition.</li></ul>

02-32-51



SAS	<u>32-</u>	-61-1 LANDING GEAR DOORS LIGHT SYSTEM - MAINTENANCE PRACTICES
SAS		
SAS 1.	<u>General</u>	
SAS	A. 32-6	51-1 Landing Gear DOORS Light System
SAS	B. Put	a placard 'LITE INOP' of the landing gear doors light.
SAS		
SAS	TASK 02-	-32-61-042-001-001
SAS 2.	Maintena	
SAS	A. Proc	
SAS		
SAS		s 492-002-001
SAS	(1)	Make sure the downlocks are installed on the nose and main landing
SAS		gear (AMM 32-00-20/201).
SAS		gen e2 ee 20/20//
SAS		s 492-003-001
SAS		
SAS	WARN	IING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR
SAS		LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES
SAS		TO PERSONS OR DAMAGE TO EQUIPMENT.
SAS		
SAS	(2)	Open the doors for the landing gear and install the door locks
SAS		(AMM 32-00-15/201).
SAS		(a) After 35 seconds, make sure the advisor level message,
SAS		GEAR DOORS, is shown.
		,
		s 092-004-001
SAS	WARN	IING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS.
SAS	WAIN	THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURIES TO
SAS		PERSONS OR DAMAGE TO EQUIPMENT.
SAS		LEGORO ON PARIAGE TO ENGINEERT.
SAS	(3)	Remove the door locks from the landing gear doors and close the
SAS	(3)	doors (AMM 32-00-15/201).
ONO		40013 (1411) 32 00 13/2017.

02-32-61



SAS	32-61-2 MLG DOOR LATCH ACTUATOR PROXIMITY SENSOR - MAINTENANCE PRACTICES
SAS	
SAS 1.	<u>General</u>
SAS	A. 32-61-2 MLG Door Latch Actuator Proximity Sensor
SAS	B. Put a placard '(NO. 1) (NO. 2) (L) (R) MLG DR SENSOR INOP' near the
SAS	applicable EICAS screen.
SAS	
SAS	TASK 02-32-61-042-001-002
SAS 2.	<u>Maintenance (M)</u>
SAS	A. Procedure
SAS	
SAS	NOTE: If one of the 2 MLG door latch sensors on one of the doors
SAS	does not operate, the EICAS message 'LDG GEAR MONITOR' is shown.
SAS	
SAS	s 712-002-002
SAS	(1) Do the steps that follow to make sure the MLG door latch sensor does
SAS	not operate:
SAS	(a) Find the Proximity Switch Electronics Unit (PSEU) in the main
SAS	E/E equipment center.
SAS	(b) Do the BITE check.
SAS	
SAS	NOTE: The sensor that does not operate will be shown on
SAS	the PSEU instruction placard as 'L LATCH LOCKED' or 'R
SAS	LATCH LOCKED'.
SAS	

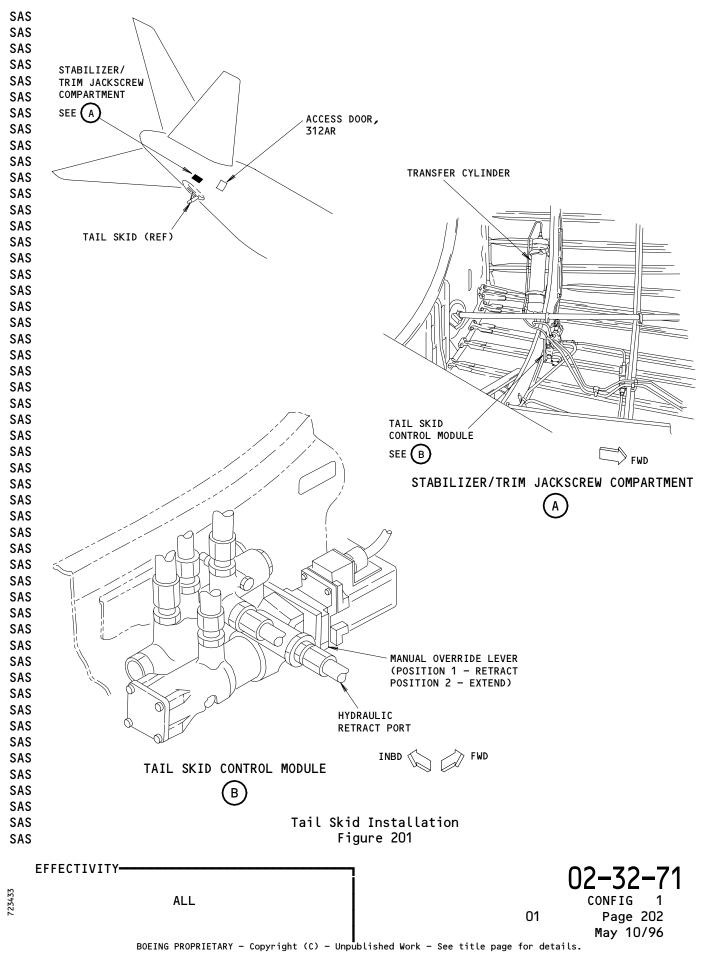
ALL



SAS		32-71-1 TAILSKID (767-300) - MAINTENANCE PRACTICES
SAS		
SAS 1.	General	74 4 Tail Chil (7/7 700)
SAS		'1-1 Tail Skid (767-300)
SAS		a placard 'TAIL SKID INOP EXTENDED" on the TAIL SKID light.
SAS	C. Put	a placard 'INOPERATIVE' on the applicable drains and sinks.
SAS	TACK 02	72 74 0/2 004 004
SAS SAS 2.		-32-71-042-001-001
3A3 Z.	Maintena A. Proc	
SAS	A. Proc	edure
SAS		s 862-013-001
SAS		3 802-013-001
SAS	MADN	IING: YOU CANNOT SEND THE AIRPLANE UNLESS THE TAIL SKID IS FULLY
SAS	WAININ	EXTENDED. IF THE TAIL SKID IS NOT FULLY EXTENDED, USE THE
SAS		MANUAL OVERRIDE MECHANISM TO FULLY EXTEND IT. IT IS NOT
SAS		RECOMMENDED TO SEND THE AIRPLANE IF THERE ARE SIGNS OF
SAS		HYDRAULIC LEAKAGE FROM THE TAIL SKID ACTUATION SYSTEM.
SAS		THE THE SKIP NOTOKITOK OTOTEK
SAS	(1)	Safety the tail skid in the fully extended position.
SAS	(1)	outer, the tare acta in the face, excelled positions
SAS		NOTE: If the tail skid light and the applicable EICAS message
SAS		come on when the landing gear lever is in the DN position, it
SAS		is an indication the tail skid is not fully extended.
SAS		•
SAS		
SAS		s 862-003-001
SAS	(2)	Open this circuit breaker on the overhead circuit breaker panel,
SAS		P11, and attach a DO-NOT-CLOSE tag:
SAS		(a) 11U26, TAIL SKID CONT
SAS		
SAS		s 862-004-001
SAS	(3)	Make sure the landing gear lever on the First Officer's instrument
SAS		panel, P3, is in the DN detent.
SAS		
SAS		s 862-005-001
SAS	(4)	Supply power to the center hydraulic system.
SAS		
SAS	<b></b>	\$ 012-006-001
SAS	(5)	Open the access door, 312AR, for the Stabilizer/Trim Jackscrew
SAS		compartment.
SAS		0.9/2.007.004
SAS	111	S 862-007-001
SAS	(6)	If the tail skid is not fully extended, do these steps:

02-32-71







SAS		
SAS		WARNING: MAKE SURE ALL PERSONS ARE CLEAR OF THE AREA AROUND THE
SAS		TAIL SKID AND IN THE STABILIZER/TRIM JACKSCREW
SAS		COMPARTMENT. TAIL SKID MOVEMENT CAN CAUSE INJURIES TO
SAS		PERSONS OR DAMAGE TO EQUIPMENT.
SAS		
SAS		(a) Put the manual override lever on the tail skid control module
SAS		to the POSITION 2.
SAS		<ol> <li>Make sure the tail skid fully extends.</li> </ol>
SAS		
SAS		S 862-008-001
SAS	(7)	Make sure the TAIL SKID light on the First Officer's instrument
SAS		panel, P3, goes out.
SAS		
SAS		s 212-009-001
SAS	(8)	Do a check for leaks of the tail skid components and the hydraulic
SAS		lines.
SAS		
SAS		<u>NOTE</u> : You must examine the tail skid shock strut/actuator for
SAS		leaks from out of the airplane.
SAS		
SAS		
SAS		s 412-010-001
SAS	(9)	Close the access door, 312AR, for the stabilizer/trim jackscrew compartment.
SAS		
SAS		s 042-011-001
SAS	(10)	Deactivate the aft drain mast heater.
SAS		
SAS		s 862-012-001
SAS	(11)	Close the applicable shutoff valves for the galley, lavatory sink,
SAS		and the drinking fountain, if they are installed.
SAS		and the drinking fountain, it they are instacted.



SAS		<u>32-</u>	<u> 71-2 TAILSKID POSITION LIGHT (767-300) - MAINTENANCE PRACTICES</u>			
SAS						
1.	. <u>G</u> e	<u>eneral</u>				
SAS	Α.	32-	71-2 TAILSKID Position Light (767-300)			
	В.		the first part of the MEL (EICAS message operates correctly), put a			
		pla	card, 'TAILSKID LIGHT INOP' on the TAILSKID lignt.			
SAS	С.	For	the second part of the MEL, refer to 32-71-1 for the applicable			
SAS		pla	cards.			
SAS						
SAS	T	TASK 02-32-71-042-001-002				
SAS 2.	. <u>M</u> a	Maintenance (M)				
SAS	Α.	Pro	cedure			
SAS						
SAS			s 862-002-002			
SAS		(1)	Refer to 32-71-1, TAILSKID, for the procedure to safety the tail			
SAS			skid in the fully extended position.			

02 - 32 - 71

SAS

Page 201 Dec 22/99



SAS		<u> 36-</u>	11-2	ENGIN	<u> E HIGH STAGE BLEED VALVES - MAINTENANCE PRACTICES</u>
SAS					
SAS 1.	<u>Gen</u>	<u>eral</u>			
SAS	Α.				High Stage Bleed Valves
SAS	В.		-		'HI PRESS S/O VLV INOP' near the BLEED indicator light on
SAS		the	pilot	s ove	rhead panel, P5.
SAS					
SAS					001–002
SAS 2.	<u>Mai</u>	<u>ntena</u>		<u>M)</u>	
SAS	Α.	Gene			
SAS		(1)			pressure shutoff valve (HPSOV) is found on the left side of
SAS					pressure compressor (HPC) case. To deactivate the HPSOV,
SAS					essary to remove the positioning screw in the valve
SAS					then release the actuator pressure. The positioning screw
SAS					nstalled in the switch actuating lever to lock the valve in
SAS					D position. It is necessary to open the left thrust
SAS	_	_			to get access to the HPSOV.
SAS	В.	Proc	edure		
SAS				2 202	000
SAS		(4)		2-002	
SAS		(1)			steps to keep the HPSOV in the CLOSED position.
SAS			(a)	iett	dispatch the HPSOV is locked closed.
SAS				NOTE	. When the UDCOV is in the locked alocad mosition it
SAS				<u>NOTE</u>	· · · · · · · · · · · · · · · · · · ·
SAS					can change the flight operation.
SAS SAS			(b)	Domos	vo the proceure from the projumatic eyetom
SAS			(6)		ve the pressure from the pneumatic system 36-00-00/201).
SAS				CAPIFI	30-00-0072017.
SAS			WARN	TNG-	DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO
SAS			WAKIN	1110	PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL
SAS					OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO
SAS					PERSONS OR DAMAGE TO EQUIPMENT.
SAS					TEROORO OR PRIMOL TO EQUITIENT
SAS			(c)	Do t	he deactivation procedure for the thrust reverser for
					nd maintenance (AMM 78-31-00/201).
			(d)	_	the left fan cowl panel (AMM 71-11-04/201).
					the left core cowl panel (AMM 71-11-06/201).
SAS					
SAS			<u>WAR</u> N	ING:	OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST
SAS					REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS					OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS					TO EQUIPMENT CAN OCCUR.
SAS					
SAS			(f)	0pen	the left thrust reverser (AMM 78-31-00/201).

02-36-11



SAS SAS	<ul><li>(g) Remove the positioning screw from the actuator cap.</li><li>1) Do not disconnect the retaining cable from the positioning</li></ul>
SAS	screw.
SAS	(h) To lock the HPSOV in the CLOSED position, install the
SAS	positioning screw in the switch actuating lever.
SAS	
SAS	WARNING: OBEY THE INSTRUCTION IN THE PROCEDURE TO OPEN THE THRUST
SAS	REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS	OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS	TO EQUIPMENT CAN OCCUR.
SAS	
SAS	(i) Close the left thrust reverser (AMM 78-31-00/201).
SAS	(j) Close the left core cowl panel (AMM 71-11-06/201).
SAS	(k) Close the left fan cowl panel (AMM 71-11-04/201).
SAS	(l) Do the activation procedure for the thrust reverser
SAS	(AMM 78-31-00/201).



SAS	<u>36-11</u>	-3 INTERMEDIATE PRESSURE CHECK VALVES - MAINTENANCE PRACTICES		
SAS				
1.	<u>General</u>			
SAS	A. 36-1	1-3 Intermediate Pressure Check Valves (LOW)		
SAS	B. Put	a placard 'HI PRESS S/O VLV INOP' near the BLEED indicator light on		
SAS	the	pilots overhead panel, P5.		
SAS				
SAS	TASK 02-36-11-042-001-003			
SAS 2.	<u>Maintena</u>	nce (M)		
SAS	A. Prod	edure		
SAS				
SAS		s 712-002-003		
SAS	(1)	Tell dispatch that the high pressure shutoff valve does not operate		
SAS		correctly.		
SAS				
SAS		NOTE: Flight operations can change when the high pressure		
SAS		shutoff valve does not operate.		
SAS				
SAS				
SAS		s 862-003-003		
SAS	(2)	Lock the applicable high stage bleed valve (HPSOV) to the CLOSED		
SAS		position (AMM 02-36-11/201).		

02 - 36 - 11

SAS

Page 201 Dec 22/99



## 36-11-8 ENGINE PRESSURE REGULATING VALVES (PRV) - MAINTENANCE PRACTICES SAS SAS 1. General A. 36-11-8 Engine Pressure Regulating Valves (PRV) SAS B. Put a placard 'VLV INOP' on the applicable engine bleed switch. SAS SAS TASK 02-36-11-042-001-007 SAS Maintenance (M) SAS 2. SAS A. <u>General</u> SAS (1) The PRV is found near the high pressure compressor (HPC) case at the SAS 10:00 o'clock position. To deactivate the PRV, it is necessary to SAS remove the positioning screw on the end of the PRV actuator. This SAS SAS will release the actuator pressure. The positioning screw is then installed in the switch actuating lever to lock the PRV in the SS CLOSED position. It is necessary to open the left thrust reverser SAS SAS half to get access to the PRV. SAS (2) When the PRV is in the locked closed position, the fan air modulating valve will stay in the full open position. This will SAS SAS cause a performance penalty (Proviso j). A decreased performance penalty can be used (Provisio i) if the fan air moduilating valve is SS SAS locked in the intermediate position. SAS Procedure B. SAS SAS s 862-002-007 Do these steps to lock the PRV in the closed position: SAS Tell dispatch the PRV is in the locked closed position and SAS these items are changed: SAS SAS 1) Airplane operation 2) Airplane procedures SAS 3) Flight planning SAS 4) Only one air conditioning pack will be used. SAS SAS (b) Remove the pressure from the pneumatic system SAS (AMM 36-00-00/201). (c) Put the applicable ENGINE BLEED switch on the Pilots overhead SAS SAS panel, P5, to the OFF position. SAS SAS WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL SAS OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO SAS PERSONS OR DAMAGE TO EQUIPMENT. SAS SAS SAS Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201). SAS Open the left fan cowl panel (AMM 71-11-04/201). (e) SAS Open the left core cowl panel (AMM 71-11-06/201). SAS

EFFECTIVITY-

SAS

02-36-11

SAS		
SAS		<u>WARNING</u> : OBEY THE INSTRUCTION IN THE PROCEDURE TO OPEN THE THRUST
SAS		REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS		OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS		TO EQUIPMENT CAN OCCUR.
SAS		
SAS		(g) Open the left thrust reverser (AMM 78-31-00/201).
SAS		(h) Remove the positioning screw from the actuator cap.
SAS		<ol> <li>Do not disconnect the retaining cable from the positioning</li> </ol>
SAS		screw.
SAS		<ol><li>Install the positioning screw in the switch actuating lever</li></ol>
SAS		to lock the PRV in the CLOSED position.
SAS		
SAS		<u>WARNING</u> : OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST
SAS		REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS		CLOSE THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS		TO EQUIPMENT CAN OCCUR.
SAS		
SAS		(i) Close the left thrust reverser (AMM 78-31-00/201).
SAS		(j) Close the left core cowl panel (AMM 71-11-06/201).
SAS		(k) Close the left fan cowl panel (AMM 71-11-04/201).
SAS		(l) Do the activation procedure for the thrust reverser
SAS		(AMM 78-31-00/201).
SAS		
SAS		S 862-003-007
SAS	(2)	Do these steps to lock the fan air modulating valve in the
SAS		intermediate position:
SAS		·
SAS		WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO
SAS		PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL
SAS		OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO
SAS		PERSONS OR DAMAGE TO EQUIPMENT.
SAS		. =
SAS		(a) Do the deactivation procedure for the thrust reverser for
SAS		ground maintenance (AMM 78-31-00/201).
SAS		(b) Open the right fan cowl panel (AMM 71-11-04/201).
SAS		(c) Open the right core cowl panel (AMM 71-11-06/201).
SAS		to open the right out out panet than it is out of
SAS		WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO OPEN THE THRUST
SAS		REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS		OPEN THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS		TO EQUIPMENT CAN OCCUR.
SAS		TO EMOTERIENT CHIN OCCOR.
SAS		(d) Open the right thrust reverser (AMM 78-31-00/201).
SAS		(e) Remove the position screw from the actuator housing.
SAS		<ol> <li>Remove the 0-ring.</li> </ol>



SAS	2) Discard the O-ring.
SAS	3) Do not disconnect the retaining cable from the positioning
SAS	screw.
SAS	(f) Turn the locking crank to the 45-degree position.
SAS	(g) Install the positioning screw in the locking crank until it is
SAS	engaged with the switch bracket. This will lock the valve in
SAS	the 45-degree position.
SAS	
SAS	WARNING: OBEY THE INSTRUCTIONS IN THE PROCEDURE TO CLOSE THE THRUST
SAS	REVERSERS. IF YOU DO NOT OBEY THE INSTRUCTIONS WHEN YOU
SAS	CLOSE THE THRUST REVERSERS, INJURIES TO PERSONS OR DAMAGE
SAS	TO EQUIPMENT CAN OCCUR.
SAS	
SAS	(h) Close the right thrust reverser (AMM 78-31-00/201).
SAS	(i) Close the right core cowl panel (AMM 71-11-06/201).
SAS	(j) Close the right fan cowl panel (AMM 71-11-04/201).
SAS	(k) Do the activation procedure for the thrust reverser
SAS	(AMM 78-31-00/201).



SAS			36-12-1 PRECOOLERS - MAINTENANCE PRACTICES
SAS			
SAS 1.	<u>Gen</u>	<u>eral</u>	
SAS	Α.	36-1	2–1 Precoolers
SAS	В.	Put	a placard 'VLV INOP' at the applicable engine bleed switch.
SAS			
SAS	TAS	K 02-	36-12-042-001-001
SAS 2.	<u>Mai</u>	<u>ntena</u>	nce (M)
SAS	Α.	Gene	ral
SAS		(1)	Damage to one precooler and/or the related duct can be permitted if
SAS			you can lock the PRV and PRSOV in the closed position. This
SAS			isolates the precooler from air sources to prevent bleed duct
SAS			leakage.
SAS		(2)	
SAS			stays in the full open position. This can cause a performance
SAS			penalty (Provisio g). A decreased performance penalty can be used
SAS			(Provisio f) if the fan air modulating valve is locked in the
SAS			intermediate position.
SAS	В.	Proc	edure
SAS			
SAS			s 862-002-001
SAS		(1)	· ·
SAS			(a) Tell dispatch these items are changed:
SAS			1) Airplane operation
SAS			2) Airplane procedures
			3) Flight planning
SAS			4) Only one air conditioning pack will be used.
SAS			(b) Use the procedure in the DDG item 36-11-1 to lock the PRSOV in
SAS			the closed position.
SAS			(c) Use the procedure in the DDG item 36-11-8 to lock the PRV in
SAS			the closed position.

02-36-12



SAS	36-22-1 BLEED LIGHTS - MAINTENANCE PRACTICES				
SAS					
SAS 1.	Gene	<u>ral</u>			
SAS	Α.	36-22-1 BLEED Lights			
SAS	В.	Put these placards near the BLEED Light on the Pilots overhead panel,			
SAS		P5 (ANS 277 Configuration: P61 Panel):			
SAS		(1) 'HI PRESS S/O VLV INOP'			
SAS		(2) 'BLEED LITE INOP'			
SAS					
SAS	TASK 02-36-22-042-001-001				
	Maintenance (M)				
SAS 2.	<u>Main</u>	tenance (M)			
SAS 2. SAS		tenance (M) Procedure			
		<del></del>			
SAS		<del></del>			
SAS SAS	Α.	Procedure			
SAS SAS SAS	Α.	Procedure \$ 862-002-001			
SAS SAS SAS SAS	Α.	Procedure \$ 862-002-001			
SAS SAS SAS SAS	A.	Procedure  S 862-002-001  (1) Tell dispatch there will be a change in flight operations.			
SAS SAS SAS SAS SAS	A.	Procedure  S 862-002-001  (1) Tell dispatch there will be a change in flight operations.  S 862-003-001			

02 - 36 - 22

SAS

Page 201 Dec 22/99



SAS	<u>36-22-3 OVHT LIGHTS - MAINTENANCE PRACTICES</u>	
SAS		
SAS 1.	<u>General</u>	
SAS	A. 36-22-3 OVHT Lights	
SAS		
SAS	TASK 02-36-22-042-001-002	
SAS 2.	<u>Maintenance</u>	
SAS	A. Procedure	
SAS		
SAS	s 862-002-002	
SAS	(1) Tell dispatch there will be a change in flight operatio	ns.
SAS		
SAS	s 862-003-002	
SAS	(2) Put the high stage bleed valve in the CLOSED position	
SAS	(AMM 02-36-11/201, High Stage Bleed Valve).	

02 - 36 - 22

SAS

Page 201 May 10/96



## SAS <u>56-31-1 ENTRY/SERVICE DOOR VIEWPORT HEATED PANE - MAINTENANCE PRACTICES</u>

SAS	1_	General				
SAS	•	A. 56-31-1 Entry/Service Door Viewport Heated Pane				
SAS		The second response nearest rane				
SAS		TASK 02-56-31-422-001				
SAS	2.	Maintenance				
SAS		A. Procedure				
SAS		/\. \.\ \.				
SAS			s 862-002			
SAS		(1)	Open this circuit breaker on the overhead circuit breaker panel,			
SAS			P11, and attach a DO-NOT-CLOSE tag:			
SAS			(a) 11U32, DOOR WINDOW HEATER			
SAS			, and the second			
SAS			s 232-003			
SAS		(2)	Remove the upper door lining from the entry/service door			
SAS			(Ref MM 52-11-02).			
SAS						
SAS			S 862-004			
SAS		(3)	Find the wire from the heated viewport pane to the connector at the			
SAS			top of the door structure (the wire is in a convoluted tube).			
SAS			(a) Disconnect the connector from the heated viewport pane that			
SAS			does not operate.			
SAS			(b) Put a cap on the connector.			
SAS						
SAS			s 432-006			
SAS		(4)	Install the upper door lining on the entry/service door			
SAS			(Ref MM 52-11-02).			
SAS						
SAS			S 862-005			
SAS		(5)	Close the circuit breaker on the overhead circuit breaker panel,			
SAS			P11, and remove the DO-NOT-CLOSE tag:			
SAS			(a) 11U23, DOOR WINDOW HEATER			

EFFECTIVITY-

02-56-31