STATION	
TAIL NO.	
DATE	1

SKILL

WORK AREA



BOEING CARD NO.
12-001-01

AIRLINE CARD NO.

12-21-19-3A

PHASE

TASK CARD

AIRPL W/B FAIRING W-25-020-01 00018 MOS 11212 012 DEC 22/07

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

LUBRICATE OFF-WING ESCAPE SYSTEM NOTE ALL

ZONES ACCESS PANELS

RELATED TASK

195 196 195EL 195ML 195QL 196ER 196MR 196QR

MECH INSP MPD ITEM NUMBER

APPLY A THIN COATING OF LUBRICANT TO THE FOLLOWING OFF-WING ESCAPE SYSTEM COMPONENTS:

- 1. EXPOSED SURFACES OF ALL SLIDING OR ROTATING JOINTS.
- 2. ALL UNPAINTED SURFACES OF:
 - A. INFLATION CYLINDER DISARM MECHANISM;
 - B. INFLATION CYLINDER TRIGGER ACTUATING MECHANISM;
 - C. COVER RELEASE AND DISARM MECHANISM;
 - D. LINKAGE TO DOOR-OPENING ACTUATORS;
 - E. INTEGRATOR.

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH OVERWING ESCAPE HATCHES. NOT APPLICABLE TO AIRPLANES WITH THE MODULARIZED OFF-WING ESCAPE SLIDES.

- 1. Lubricate the Off-Wing Escape System
 - A. Consumable Materials
 - (1) D00121 Lubricant Grease DC33
 - B. Access

 - (2) Access Panels

195EL/196ER Off-Wing Escape Slide Compartment Door 195ML/196MR Integrator Access Door

195QL/196QR Latch-Opening Actuator Access Door

C. Procedure - Lubricate the Off-Wing Escape System (Fig. 301)

LUBRICATE OFF-WING ESCAPE SYSTEM

12-21-19-3A 12-001-01 PAGE 1 OF 6 DEC 22/07

12-001-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

WARNING: YOU MUST OBEY THE PROCEDURE TO OPEN THE OFF-WING ESCAPE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY OPEN THE OFF-WING ESCAPE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

- (1) Open the off-wing escape slide compartment door.
- (2) Open the integrator access door.

CAUTION: DO NOT APPLY LUBRICANT ON THE SLIDE COMPARTMENT DOOR LATCHES.

THE LATCHES ARE DRY LUBRICATED AND ADDITIONAL LUBRICATION IS

NOT NECESSARY. DAMAGE TO THE SLIDE COMPARTMENT DOOR CAN OCCUR

IF LUBRICATION THAT IS NOT NECESSARY IS ADDED.

- (3) Apply a thin layer of lubricant on the subsequent areas (Fig. 301):
 - (a) All the surfaces of the joints that can move or turn and all surfaces of the joints that you can see
 - (b) All surfaces that are not painted:
 - 1) Inflation cylinder disarm mechanism
 - Inflation cylinder trigger actuating mechanism
 - 3) Cover release and disarm mechanism
 - 4) Linkage to door opening actuators
 - 5) Integrator

WARNING: YOU MUST OBEY THE PROCEDURE TO CLOSE THE OFF-WING ESCAPE SLIDE COMPARTMENT DOOR. IF YOU INCORRECTLY CLOSE THE OFF-WING ESCAPE SLIDE COMPARTMENT DOOR, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

- (4) Close the off-wing escape slide compartment door.
- (5) Close the integrator access door.

EFFECTIVITY LUBRICATE OFF

OFF-WING ESCAPE SYSTEM

12-21-19-3A

12-001-01

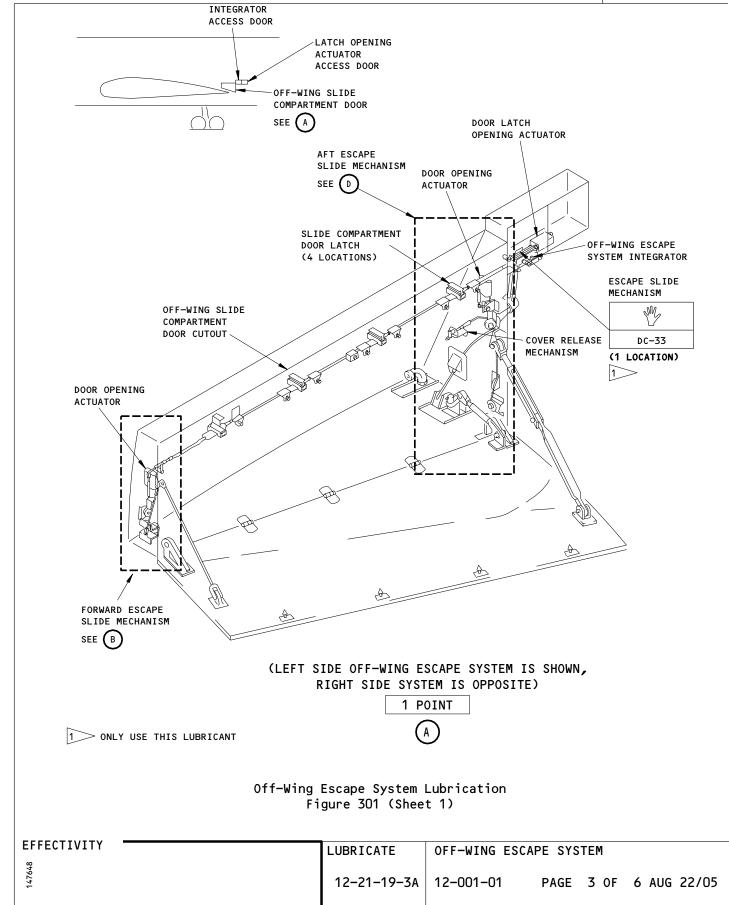
PAGE 2 OF 6 DEC 22/06

SAS



12-001-01

AIRLINE CARD NO.

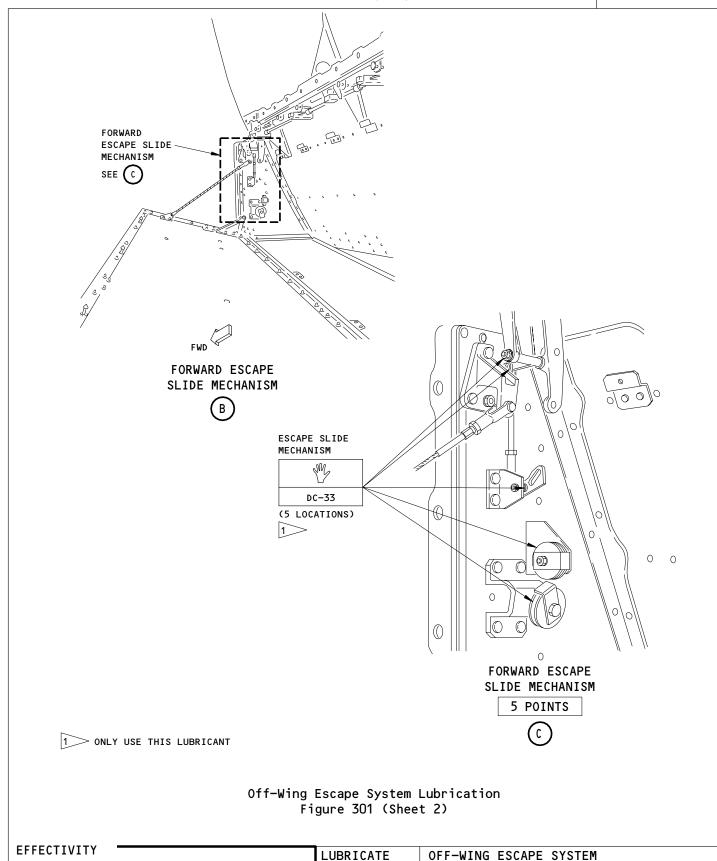


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AIRLINE CARD NO.

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12-21-19-3A

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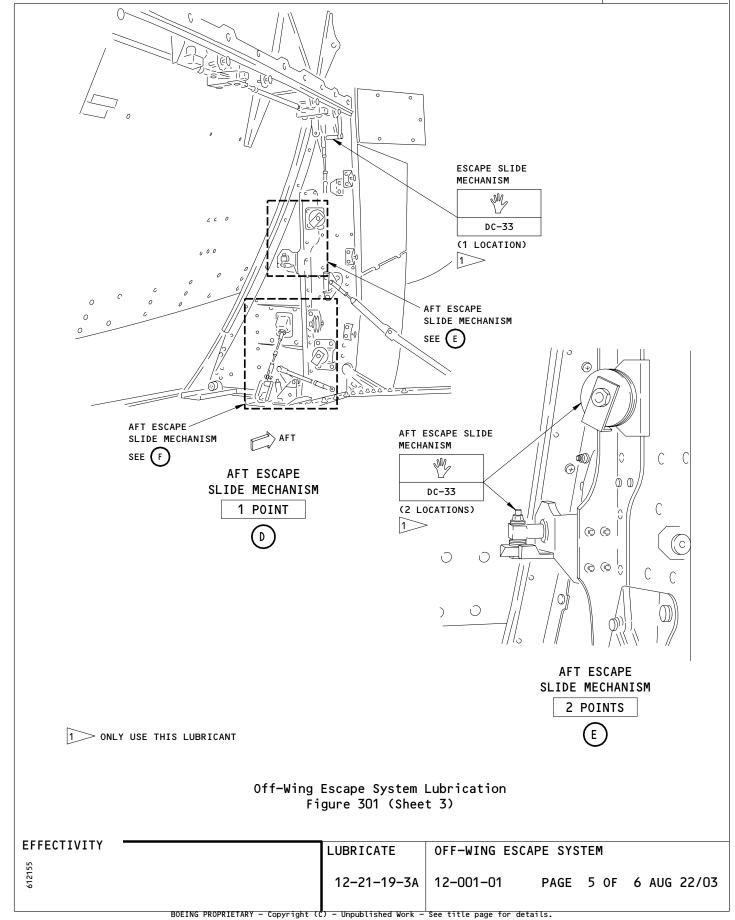
PAGE 4 OF 6 APR 22/04

767 TASK CARD

SAS

12-001-01

AIRLINE CARD NO.

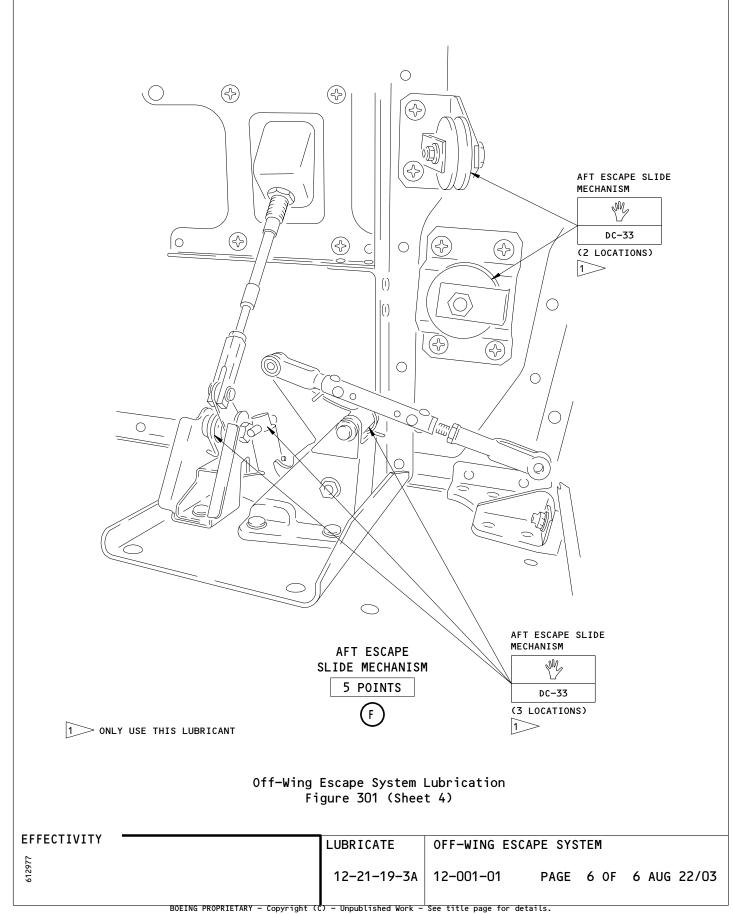


AIRLINE CARD NO.

12-001-01

SAS

BOEING 767 TASK CARD



STATION	
TAIL NO.	
DATE	╗

WORK AREA



BOEING CARD NO.
12-002-C1

AIRLINE CARD NO.

TASK CARD

REVISION

AIRPL	H STABL	IZER			N	OTE				99XX	X 008	APR	22/09
TA	SK			TIT	LE			STRUCTURAL	ILLUSTRATION	N REFERENCE	A	APPLICABILITY	
											AIRPLA	NE	ENGINE
LUBR	CATE	ELE\	/ATOR I	PCA'S & I	HINGES								
								ALL	_	ALL			
	ZONES							ACCESS PAR	NELS				
335	345			335AFB	335AGB	335CB	335DB	335EB	335GB	335HB	335 JB	335I	KB
				335LB	345AFB	345AGB	345CB	345DB	345EB	345GB	345HB	345	JB
				345KB	345LB	NOTE							

INTERVAL

MECH INSP

SKILL

MPD ITEM NUMBER

- 1. LUBRICATE THE ELEVATOR POWER CONTROL ACTUATORS 12-21-04-3A 12-21-04-3A INCLUDING PCA INPUT LINKAGE, LOAD LOOP, AND HANGER LINK. 12-21-04-3B (6 PCA'S PER AIRPLANE)
- 2. LUBRICATE THE ELEVATOR HINGES.

RELATED TASK

12-21-04-3B

PHASE

ACCESS NOTE: RAISE ELEVATOR FOR ACCESS.

INTERVAL NOTE: AIRPLANES USING BMS3-33 GREASE, LUBRICATE EVERY 6000 HRS OR 18 MOS, WHICHEVER COMES FIRST.

AIRPLANES NOT USING BMS3-33 GREASE, LUBRICATE EVERY 3000 HRS OR 9 MOS, WHICHEVER COMES FIRST.

- 1. <u>Lubricate the Elevator Control System</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 D00013 Grease MIL-PRF-23827 (Alternative)
 - B. References
 - (1) AMM 06-42-00/201, Empennage Access Doors and Panels
 - (2) AMM 27-31-05/201, Elevator Power Control Actuator Lock Tool
 - C. Prepare to Lubricate the Elevator Control System
 - (1) Put the LEFT and CENTER STAB TRIM SHUTOFF TAIL valve switches on the control stand to CUTOUT.
 - (2) Attach DO-NOT-OPERATE tags to the LEFT and CENTER TRIM SHUTOFF valve switches.
 - (3) Put the RIGHT, LEFT, and CENTER FLT CONT SHUTOFF TAIL valve switches on the sidewall panel, P61, to OFF.

12-002-c1

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(4)	Attach DO-NOT-OPERATE tags on the RIGHT, LEFT and CENTER FLT CONT SHUTOFF TAIL valve switches.
			(5)	Open these circuit breakers on the overhead panel, P11, and attach DO-NOT-CLOSE tags:
				(a) AIRPLANES WITH ALTERNATE STAB TRIM SWITCHES ON THE CONTROL STAND;
				11A36, ALT STAB TRIM
				(b) 11C12, STAB TRIM SHUTOFF L
				(c) 11C13, STAB TRIM SHUTOFF CENTER
				(d) 11H17, FLT CONT SHUTOFF TAIL L
				(e) 11H18, FLT CONT SHUTOFF TAIL CENTER
				(f) 11H27, FLT CONT SHUTOFF TAIL R
			(6)	Install elevator power control actuator lock (AMM 27-31-05/201).
			(7)	Remove the access panels that follow (AMM 06-42-00/201):
				(a) FOR AIRPLANES WITH ONE-PIECE HORIZONTAL STABILIZER TRAILING EDGE SEAL: 335CB, 335DB, 335EB, 335GB, 335HB, 335JB, 335KB, 335LB, and 335AFB
				(b) 345EB, 345GB, 345HB, and 345AFB
		D.	Lubr	icate the Elevator Control System
			(1)	Lubricate the elevator control system (Fig. 301).
		E.	Put	the Airplane Back to Its Usual Condition.
			(1)	Remove elevator power control actuator lock (AMM 27-31-05/201).
			(2)	Install the access panels that you removed.
			(3)	Remove DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
				(a) AIRPLANES WITH ALTERNATE STAB TRIM SWITCHES ON THE CONTROL STAND;

12-21-04-3A | 12-002-c1

PAGE 2 OF 5 DEC 22/08

12-002-c1

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		11A36, ALT STAB TRIM
		(b) 11C12, STAB TRIM SHUTOFF L
		(c) 11C13, STAB TRIM SHUTOFF CENTER
		(d) 11H17, FLT CONT SHUTOFF TAIL L
		(e) 11H18, FLT CONT SHUTOFF TAIL CENTER
		(f) 11H27, FLT CONT SHUTOFF TAIL R
		(4) Remove the DO-NOT-OPERATE tags and put the LEFT, RIGHT and CENTER FLT CONT SHUTOFF TAIL valve switches on the P61 panel to ON.
		(5) Remove the DO-NOT-OPERATE tags and put the LEFT and CENTER STAB TRIM SHUTOFF valve switches on the P1O panel to NORM.

EFFECTIVITY

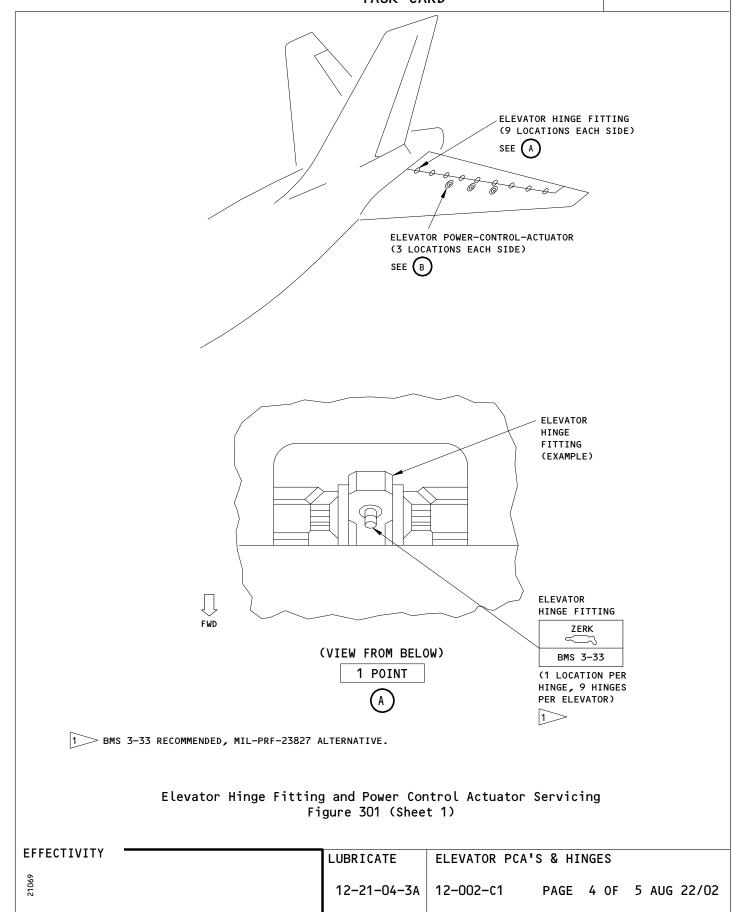
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AIRLINE CARD NO.

BOEING 767

SAS

TASK CARD

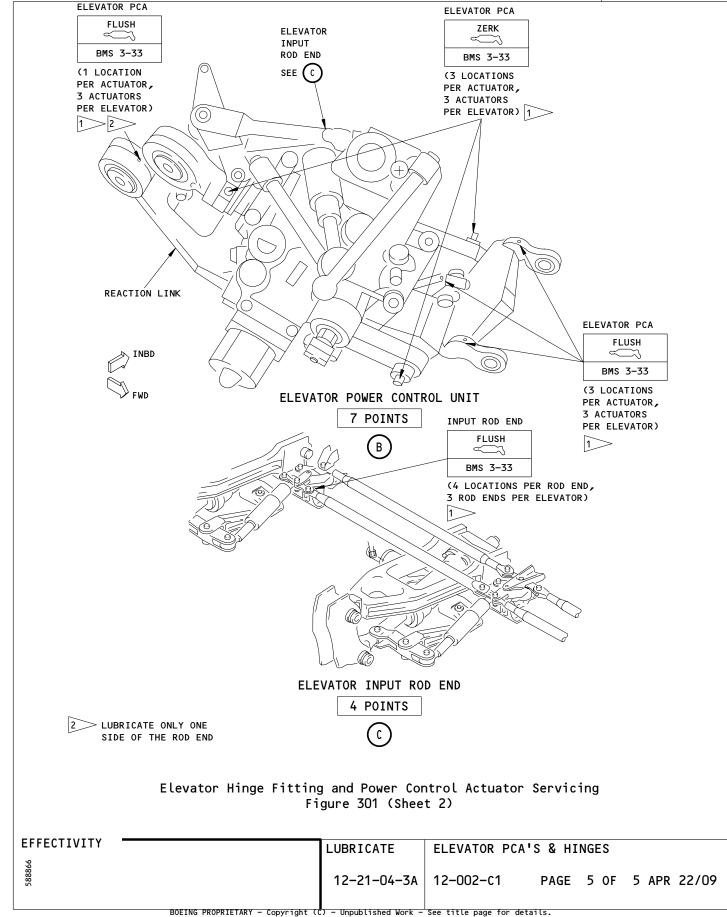


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12-002-c1

AIRLINE CARD NO.



STA	TION								
TAI	L NO.								
DATE									
SKILL		WORK	ARI	L_ EA					



BOEING CARD NO. 12-003-c1

AIRLINE CARD NO.

TASK CARD

MPD ITEM NUMBER

MPD

								REV	REVISION
	AIRPL	STAB CO	MPT		02000 HRS	NOTE	104XX	011	AUG 22/09
ſ	TASI	K		TITLE		STRUCTURAL ILLUST	RATION REFERENCE	AF	PLICABILITY
								AIRPLAN	E ENGINE
	LUBRI	CATE	STABILI	IZER TRIM CONTF	ROL SYSTEM				
								ALL	ALL
ł		ZONES				ACCESS DANELS			

INTERVAL

312AR

RELATED TASK

MECH INSP

311 312

1. LUBRICATE HORIZONTAL STABILIZER TRIM ACTUATOR ATTACHMENT GIMBALS. (UPPER AND LOWER)

12-21-05-3A 12-21-05-3A 12-21-05-3B

PHASE

2. LUBRICATE HORIZONTAL STABILIZER TRIM ACTUATOR BALL 12-21-05-3B NUT/SCREW.

INTERVAL NOTE: 2000 HOURS OR 1 YEAR, WHICHEVER COMES FIRST.

- 1. Lubricate the Horizontal Stabilizer Trim Control System
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - B. References
 - (1) AMM 06-42-00/201, Empennage Access Panels and Doors
 - C. Prepare to Lubricate the Horizontal-Stabilizer-Trim Control System
 - (1) Put the LEFT and CENTER STAB TRIM SHUTOFF valve switches on the control stand panel, P10, to CUTOUT and attach DO-NOT-OPERATE tags.
 - (2) Open these circuit breakers on the overhead panel, P11, and attach DO-NOT-CLOSE tags:
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER

EFFECTIVITY LUBRICATE STABILIZER TRIM CONTROL SYSTEM 12-21-05-3A | 12-003-C1 PAGE 1 OF 8 AUG 22/03

12-003-c1

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

STAY OFF THE SERVICE ACCESS DOOR, 312AR, AND THE ACCESS DOOR WARNING: FOR THE CONTROLS BAY, 313AL. YOUR WEIGHT CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE. IF YOU FALL THROUGH THE DOOR, INJURY CAN OCCUR.

- (3) Open the access door, 312AR, for the horizontal stabilizer ballscrew actuator and control modules (AMM 06-42-00/201).
- Procedure Stabilizer Ballscrew, Ballnut, and Gimbal Lubrication
 - (1) Make sure that the trailing edge flaps and the leading edge slats are in the fully retracted position.

With the flaps/slats in the full up position, the stabilizer actuator operates at half speed, for safety when lubricating the ballscrew.

- (2) Make sure that the flap lever is in the zero detent (FLAPS UP).
- KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WARNING: WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
- (3) Pressurize the left and center hydraulic systems (AMM 29-11-00/201).
- (4) Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- Remove any old grease and dirt from the ballscrew threads by wiping them with a clean, dry, non-abrasive cloth.
- (6) Lubricate the upper and lower stabilizer gimbals with grease (Fig. 301).
- (7) Close these circuit breakers on the overhead panel, P11.
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER

EFFECTIVITY	LUBRICATE	STABILIZER	TRIM CON	TROL S	YSTEM
	12-21-05-3A	12-003-c1	PAGE	2 OF	8 DEC 22/08

AIRLINE CARD NO.

12-003-c1

BOEING 767 TASK CARD

MECH INSP

- (8) Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.
- Move the captain's stabilizer-trim control-wheel-switches up (airplane nose down).
 - Make sure that the stabilizer moves to its full leading edge up position.
- (10) Release the stabilizer-trim control-wheel-switches.
- (11) Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- (12) Open these circuit breakers on the overhead panel, P11.
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER
- Use grease on your hand to lubricate the bottom of the ballscrew between the ballnut and the endstop (Fig. 301).
- (14) Close these circuit breakers on the overhead panel, P11.
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER
- (15) Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.
- (16) Move the captain's stabilizer-trim control-wheel-switches down (airplane nose up).
 - Make sure that the stabilizer moves to its full leading edge down position.
- (17) Release the stabilizer-trim control-wheel-switches.
- (18) Put the STAB TRIM SHUTOFF switches on the P10 panel to CUTOUT.
- (19) Open these circuit breakers on the overhead panel, P11.
 - (a) 11A36, ALT STAB TRIM (if installed)

EFFECTIVITY LUBRICATE STABILIZER TRIM CONTROL SYSTEM

12-21-05-3A

12-003-c1

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12-003-c1

AIRLINE CARD NO.



MECH INSP

- (b) 11C12, STAB TRIM SHUTOFF L
- (c) 11C13, STAB TRIM SHUTOFF CENTER
- (20) Use grease on your hand to lubricate the top of the ballscrew between the ballnut and the endstop (Fig. 301).
- (21) Close these circuit breakers on the overhead panel, P11.
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER
- (22) Put the STAB TRIM SHUTOFF switches on the P10 panel to NORM.
- (23) Remove pressure from the center hydraulic system (AMM 29-11-00/201). This will allow the ballscrew to move at half speed.
- (24) Do the following to ensure that the ballscrew ballnut is properly lubricated:

WARNING: KEEP PERSONS AND EQUIPMENT AS FAR AWAY AS POSSIBLE FROM ALL MOVING PARTS WHILE MOVING THE STABILIZER UP OR DOWN.

PERSONNEL APPLYING THE GREASE SHOULD BE IN DIRECT CONTACT WITH THE CONTROL WHEEL SWITCH OPERATOR. PERSONNEL APPLYING GREASE SHALL SECURE ALL LOOSE CLOTHING AND HAIR WHILE PERFORMING THIS OPERATION. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN MOVING THE STABILIZER UP OR DOWN.

(a) While the ballnut is moving from one endstop to the other, add grease to the ballscrew ballnut.

NOTE: Apply the grease continuously while the ballnut moves.

- (b) For Beaver ballnuts, add grease to the ballnut until fresh grease comes out from the top seal and bottom seal.
- (c) For Umbra ballnuts, add grease to the ballnut until fresh grease comes out from either the grease vent or the bottom seal (end opposite the zerk fitting).

EFFECTIVITY

LUBRICATE

STABILIZER TRIM CONTROL SYSTEM

12-21-05-3A

12-003-c1

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12-003-c1

AIRLINE CARD NO.

SAS FOEING TASK CARD

MECH INSP

- (d) If no fresh grease comes out of either the grease vent or the top seal, replace the stabilizer trim actuator.
- (e) Inspect the grease that comes out of the ballnut for signs of metallic debris, discolored water, rust, or other harmful particles. If any of these items are in the grease, replace the stabilizer trim ballscrew actuator.
- (f) If it is necessary to replace the stabilizer trim ballscrew actuator, refer to (AMM 27-41-10/401).
- (g) Remove unwanted grease from the ballnut.
- E. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
 - (a) 11A36, ALT STAB TRIM (if installed)
 - (b) 11C12, STAB TRIM SHUTOFF L
 - (c) 11C13, STAB TRIM SHUTOFF CENTER
 - (2) Remove DO-NOT-OPERATE tags and put the LEFT and CENTER STAB TRIM SHUTOFF valve switches on the P10 panel to NORM.
 - (3) Close the forward horizontal stabilizer compartment access door, 312AR (AMM 06-42-00/201).

EFFECTIVITY

LUBRICATE

STABILIZER TRIM CONTROL SYSTEM

12-21-05-3A

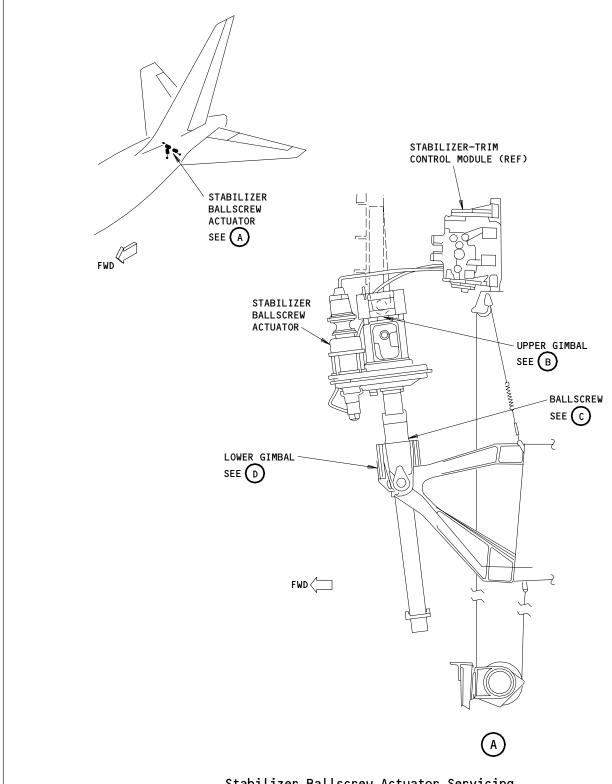
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BOEING 767

SAS TASK CARD 12-003-c1

AIRLINE CARD NO.



Stabilizer Ballscrew Actuator Servicing Figure 301 (Sheet 1)

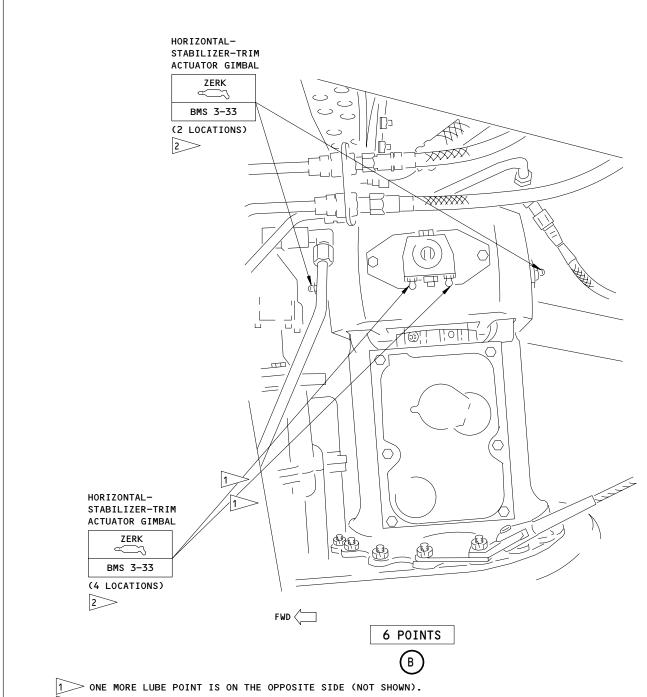
EFFECTIVITY LUBRICATE STABILIZER TRIM CONTROL SYSTEM 12-21-05-3A 12-003-C1 PAGE 6 OF 8 APR 22/06

12-003-C1

AIRLINE CARD NO.

SAS

767 TASK CARD



ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

BMS 3-33 RECOMMENDED, MIL-PRF-23827 ALTERNATIVE.

Stabilizer Ballscrew Actuator Servicing Figure 301 (Sheet 2)

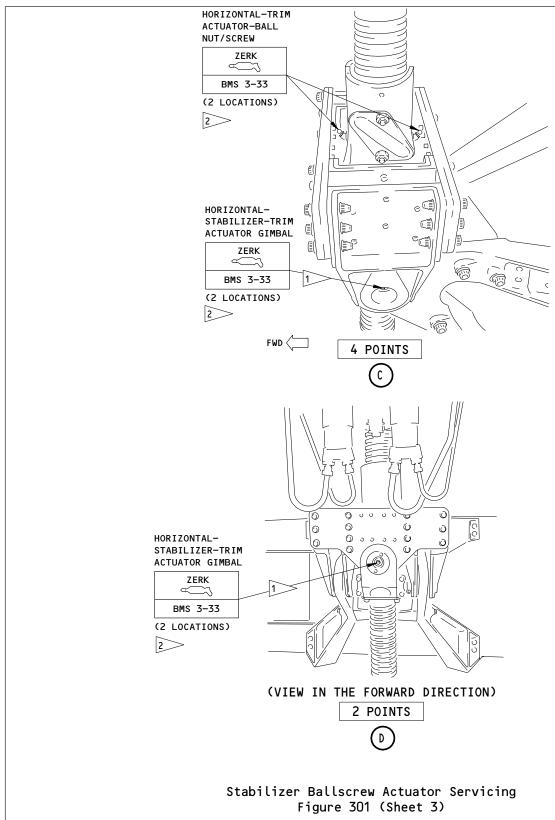
EFFECTIVITY	LUBRICATE	STABILIZER T	RIM CONT	ROL S	YSTEM
88888	12-21-05-3A	12-003-c1	PAGE	7 OF	8 AUG 22/08

SAS



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AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-05-3A

STABILIZER TRIM CONTROL SYSTEM

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12-003-C1

STATION	
TAIL NO.	
DATE	



BOEING CARD NO.
12-003-03

AIRLINE CARD NO.

SKILL	WORK ARE	C AREA REL		RELATED TASK INTERVAL			PHASE	MPD	TA:	SK CARD	
									REV	RE	VISION
AIRPL	RPL STAB COMPT				6A	6A		10606	011	DEC	22/05
TAS	K			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	APPLICABILITY		LITY
									AIRPLAN	E	ENGINE
LUBRICATE STAB TRIM		TRIM	CONTROL MO	ODULE ROD	ENDS						
									NOT	E	ALL
	ZONES						ACCESS PANELS				
311	312			312AR							
			1	1							

MECH INSP

MPD ITEM NUMBER

LUBRICATE STAB TRIM CONTROL MODULE ROD ENDS.

12-21-05-3C

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH MECHANICAL STABILIZER TRIM CONTROL SYSTEMS (PRODUCTION LINE NUMBERS PRIOR TO LINE NUMBER 276).

- AIRPLANES WITH STAB TRIM LEVERS ON THE CONTROL STAND; <u>Lubricate the Stab Trim Control Module (STCM)</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - B. References
 - (1) AMM 06-42-00/201, Empennage Access Panels and Doors
 - C. Access
 - (1) Location Zone

 312 Area Aft of Pressure Bulkhead to BS 1725 (Right)
 - (2) Access Panel
 312AR Stabilizer Trim Ballscrew Actuator
 - D. Prepare to Lubricate the Stabilizer Trim Control Module
 - (1) Put the LEFT and CENTER STAB TRIM SHUTOFF valve switches on the control stand panel, P10, to CUTOUT and attach D0-NOT-OPERATE tags.
 - (2) Open these circuit breakers on the overhead panel, P11, and attach D0-NOT-CLOSE tags:

LUBRICATE STAB TRIM CONTROL MODULE ROD ENDS

12-21-05-3C 12-003-03 PAGE 1 OF 3 AUG 22/02

12-003-03

AIRLINE CARD NO.



MECH INSP

- (a) 11C12, STAB TRIM SHUTOFF L
- (b) 11c13, STAB TRIM SHUTOFF CENTER

WARNING: DO NOT STAND OR LEAN ON THE SERVICE ACCESS DOOR (312AR) OR THE ACCESS DOOR FOR THE CONTROLS BAY (313AL). THE WEIGHT OF A PERSON CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE AND THE PERSON CAN FALL THROUGH THE DOOR, WHICH CAN CAUSE INJURY TO THE PERSON AND DAMAGE TO THE AIRPLANE.

- (3) Open the access door, 312AR, for the horizontal ballscrew actuator and control modules (AMM 06-42-00/201).
- E. Lubricate the Stabilizer Trim Control Module (Fig. 302)
 - (1) Lubricate the stabilizer trim control module rod ends.
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:
 - (a) 11C12, STAB TRIM SHUTOFF L
 - (b) 11C13, STAB TRIM SHUTOFF CENTER
 - (2) Remove DO-NOT-OPERATE tags and put the LEFT and CENTER STAB TRIM SHUTOFF valve switches on the P10 panel to NORM.
 - (3) Close the forward stabilizer compartment access door, 312AR (AMM 06-42-00/201).

EFFECTIVITY

LUBRICATE

STAB TRIM CONTROL MODULE ROD ENDS

12-21-05-3C

12-003-03

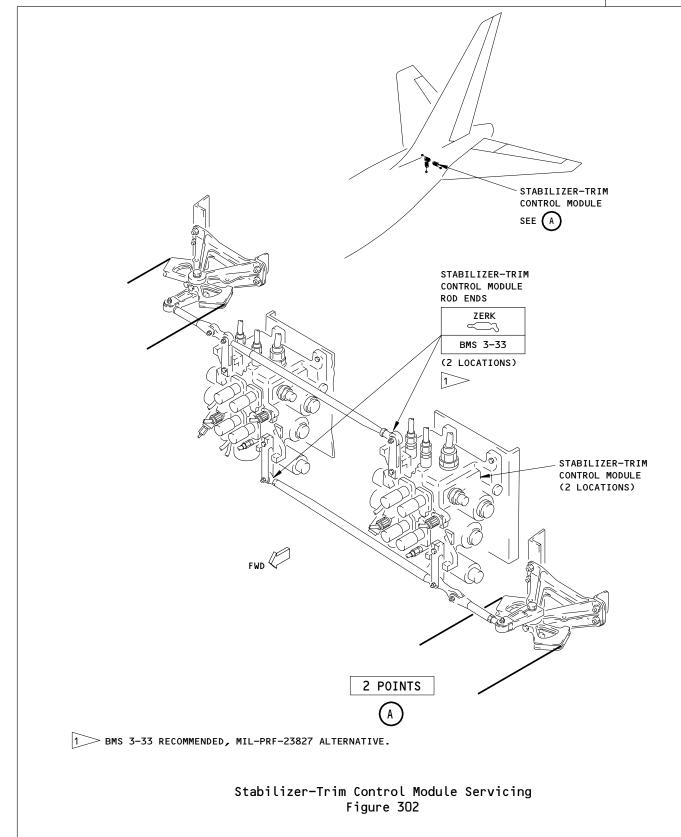
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12-003-03

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



EFFECTIVITY

AIRPLANES WITH ALT STAB TRIM

LEVERS ON THE CONTROL STAND

LUBRICATE

12-21-05-3C

12-003-03

STAB TRIM CONTROL MODULE ROD ENDS

PAGE 3 OF 3 AUG 22/03

STA	TION			
TAIL	_ NO.			
D	ATE			
SKILL		WORK	ARE	ΞA



BOEING CARD NO.
12-004-C1

AIRLINE CARD NO.

RELATED TASK INTERVAL TASK CARD SKILL PHASE REV REVISION 007 NOTE 99XXX AUG 22/09 V STABLIZER AIRPL APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE LUBRICATE RUDDER PCA'S & HINGES ALL ALL ACCESS PANELS ZONES

324GL 324JL 324LL NOTE

MECH INSP

324

1. LUBRICATE THE RUDDER HINGES.

12-21-06-3A

12-21-06-3A . 12-21-06-3B

MPD ITEM NUMBER

2. LUBRICATE THE RUDDER POWER CONTROL ACTUATORS 12-21-06-3B INCLUDING PCA INPUT LINKAGE, LOAD LOOP, AND HANGER LINK. (3 PCA'S PER AIRPLANE)

ACCESS NOTE: THE RUDDER HINGE POINTS MAY BE LUBRICATED

BY DEFLECTING THE RUDDER TO THE FAR RIGHT POSITION AND USING AN EXTENDED GREASE GUN

NIPPLE WITH A 45 DEGREE BEND. IF

LUBRICATION IS TO BE ACCOMPLISHED WITH THE RUDDER AT THE NEUTRAL POSITION, THEN ACCESS

PANELS 324BL, 324GL, 324JL, 324PL, AND

324WL REQUIRE REMOVAL.

INTERVAL NOTE: AIRPLANES USING BMS3-33 GREASE, LUBRICATE EVERY 6000 HRS OR 18 MOS, WHICHEVER COMES FIRST.

AIRPLANES NOT USING BMS3-33 GREASE, LUBRICATE EVERY 3000 HRS OR 9 MOS, WHICHEVER COMES FIRST.

- 1. Rudder Hinges Lubrication
 - A. Equipment
 - (1) Rudder PCA Locks A27003-28 (3 are necessary)
 - B. Consumable Materials
 - (1) D00633 Grease BMS3-33 (Preferred)
 D00015 Grease BMS 3-24 (Alternate)
 D00013 Grease MIL-PRF-23827 (Alternate)
 - C. References
 - (1) AMM 06-42-00/201, Empennage Access Doors and Panels

LUBRICATE RUDDER PCA'S & HINGES

12-21-06-3A 12-004-C1 PAGE 1 OF 9 DEC 22/08

12-004-c1

AIRLINE CARD NO.



MECH INSP

- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 29-11-00/201, Main (Left, Right, and Center) Hydraulic Systems
- D. Access
 - (1) Location Zones 324 Vertical Stabilizer - Rear Spar to Trailing Edge
 - (2) Access Panels

324BL Rudder Hinge Fittings 324PL Rudder Hinge Fittings 324WL Rudder Hinge Fittings 324GL Bottom Rudder PCA 324JL Middle Rudder PCA 324LL Top Rudder PCA

- E. Prepare for the Lubrication
 - (1) Supply electrical power (AMM 24-22-00/201).
 - (2) Remove the pressure from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).
 - (3) Move the towing lever on the metering valve module to the tow position and install the towing lever lockpin in the nose gear.
 - (4) Move the FLT CONTROL SHUTOFF TAIL L, R, and C switches on the P61 panel to OFF. Attach DO-NOT-OPERATE tags and make sure the switch position lights come on.
 - (5) Open these circuit breakers on the overhead panel, P11, and attach D0-NOT-CLOSE tags:

11H17, FLT CONT SHUTOFF TAIL LEFT 11H18, FLT CONT SHUTOFF TAIL CTR 11H27, FLT CONT SHUTOFF TAIL RIGHT

(6) Open access panels 324BL, 324GL, 324JL, 324PL, and 324WL (AMM 06-42-00/201).

EFFECTIVITY

LUBRICATE

RUDDER PCA'S & HINGES

12-21-06-3A

12-004-c1

PAGE 2 OF 9 DEC 22/08

AIRLINE CARD NO.

12-004-c1

SAS BOEING TASK CARD

MECH INSP

WARNING: MAKE SURE THAT HYDRAULIC POWER IS REMOVED BEFORE THE

PCA LOCKSET TOOL IS INSTALLED. THE RUDDER CAN MOVE QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO

EQUIPMENT.

(7) Do these steps to install the PCA locks on the three rudder PCAs.

Move the right rudder pedal to its full forward position and hold it there until the PCA locks are installed.

(b) Manually move the rudder to its full right position and hold it there.

CAUTION: MAKE SURE ALL THREE PCA LOCKS ARE INSTALLED.

THE RUDDER CAN BECOME DAMAGED IF HYDRAULIC POWER IS

SUPPLIED TO A PCA THAT IS NOT LOCKED.

(c) Install the PCA locks on the three PCAs.

(d) Release the rudder and the rudder pedal.

F. Rudder Hinge Fittings - Lubrication

(1) Lubricate the rudder hinge fittings as shown (Fig. 301).

Put the Airplane Back to its Usual Condition

MAKE SURE THAT HYDRAULIC POWER IS REMOVED BEFORE THE WARNING:

> PCA LOCKSET TOOL IS REMOVED. THE RUDDER CAN MOVE QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO

EQUIPMENT.

(1) Make sure that hydraulic power is removed (AMM 29-11-00/201).

(2) Make sure that these circuit breakers on the overhead panel, P11,

are open and DO-NOT-CLOSE tags are attached: 11H17, FLT CONT SHUTOFF TAIL LEFT

11H18, FLT CONT SHUTOFF TAIL CTR

11H27, FLT CONT SHUTOFF TAIL RIGHT

(3) Do these steps to remove the PCA locks:

EFFECTIVITY

LUBRICATE

RUDDER PCA'S & HINGES

12-21-06-3A

12-004-c1

PAGE 3 OF 9 DEC 22/08

AIRLINE CARD NO.

12-004-c1

BOEING 767 TASK CARD

MECH INSP

- (a) Move the right rudder pedal to its full forward position and hold it there until the PCA locks are removed.
- Manually move the rudder to its full right position and hold it there.
- (c) Remove the PCA locks from the PCAs.
- (d) Release the rudder and the rudder pedal.
- (4) Close access panels 324BL, 324GL, 324JL, 324PL, and 324WL (AMM 06-42-00/201).
- Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:

11H17, FLT CONT SHUTOFF TAIL LEFT 11H18, FLT CONT SHUTOFF TAIL CTR 11H27, FLT CONT SHUTOFF TAIL RIGHT

- (6) Remove DO-NOT-OPERATE tags and move the FLT CONTROL SHUTOFF TAIL L, R, and C switches on the P61 panel to ON.
- (7) Make sure the nose wheels are in their center position and remove the towing lever lockpin from the nose gear.
- Rudder Power Control Actuators (PCA) Lubrication
 - A. Equipment
 - (1) Rudder PCA Locks A27003-28 (3 are necessary)
 - Consumable Materials
 - (1) D00633 Grease BMS3-33 (Preferred) D00013 Grease - MIL-PRF-23827 (Alternate)
 - References C.
 - (1) AMM 06-42-00/201, Empennage Access Doors and Panels
 - Access
 - (1) Location Zone 324 Vertical Stabilizer - Rear Spar to Trailing Edge

EFFECTIVITY

LUBRICATE

RUDDER PCA'S & HINGES

12-21-06-3A

12-004-c1

PAGE 4 OF 9 DEC 22/08

12-004-C1

AIRLINE CARD NO.



MECH INSP

(2) Access Panels

324GL Rudder PCA 324JL Rudder PCA 324LL Rudder PCA

- E. Prepare for the Lubrication
 - (1) Supply electrical power (AMM 24-22-00/201).
 - (2) Remove the pressure from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).
 - (3) Move the towing lever on the metering valve module to the tow position and install the towing lever lockpin in the nose gear.
 - (4) Move the FLT CONTROL SHUTOFF TAIL L, R, and C switches on the P61 panel to OFF. Attach DO-NOT-OPERATE tags and make sure the switch position lights come on.
 - (5) Open these circuit breakers on the overhead panel, P11, and attach D0-NOT-CLOSE tags: 11H17, FLT CONT SHUTOFF TAIL LEFT 11H18, FLT CONT SHUTOFF TAIL CTR 11H27, FLT CONT SHUTOFF TAIL RIGHT
 - (6) Open access panels 324GL, 324JL, 324LL (AMM 06-42-00/201).

WARNING: MAKE SURE THAT HYDRAULIC POWER IS REMOVED BEFORE THE PCA LOCKSET TOOL IS INSTALLED. THE RUDDER CAN MOVE QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Do these steps to install the PCA locks on the three rudder PCAs.
 - (a) Move the right rudder pedal to its full forward position and hold it there until the PCA locks are installed.
 - (b) Manually move the rudder to its full right position and hold it there.

CAUTION: MAKE SURE ALL THREE PCA LOCKS ARE INSTALLED.
THE RUDDER CAN BECOME DAMAGED IF HYDRAULIC POWER IS SUPPLIED TO A PCA THAT IS NOT LOCKED.

EFFECTIVITY

LUBRICATE RUDDER PCA'S & HINGES

12-21-06-3A

12-004-c1

PAGE 5 OF 9 DEC 22/08

12-004-c1

AIRLINE CARD NO.



MECH INSP

- (c) Install the PCA locks on the three PCAs.
- (d) Release the rudder and the rudder pedal.
- F. Rudder PCAs Lubrication
 - (1) Lubricate the rudder PCAs as shown (Fig. 301).
- G. Put the Airplane Back to its Usual Condition

WARNING: MAKE SURE THAT HYDRAULIC POWER IS REMOVED BEFORE THE PCA LOCKSET TOOL IS REMOVED. THE RUDDER CAN MOVE QUICKLY AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (1) Make sure that hydraulic power is removed (AMM 29-11-00/201).
- (2) Make sure that these circuit breakers on the overhead panel, P11, are open and D0-NOT-CLOSE tags are attached: 11H17, FLT CONT SHUTOFF TAIL LEFT 11H18, FLT CONT SHUTOFF TAIL CTR 11H27, FLT CONT SHUTOFF TAIL RIGHT
- (3) Do these steps to remove the PCA locks:
 - (a) Move the right rudder pedal to its full forward position and hold it there until the PCA locks are removed.
 - (b) Manually move the rudder to its full right position and hold it there.
 - (c) Remove the PCA locks from the PCAs.
 - (d) Release the rudder and the rudder pedal.
- (4) Close access panels 324GL, 324JL, and 324LL (AMM 06-42-00/201).
- (5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:

11H17, FLT CONT SHUTOFF TAIL LEFT 11H18, FLT CONT SHUTOFF TAIL CTR 11H27, FLT CONT SHUTOFF TAIL RIGHT

EFFECTIVITY

LUBRICATE

RUDDER PCA'S & HINGES

12-21-06-3A

12-004-c1

PAGE 6 OF 9 DEC 22/08

SAS BOEING
767
TASK CARD

12-004-c1

AIRLINE CARD NO.

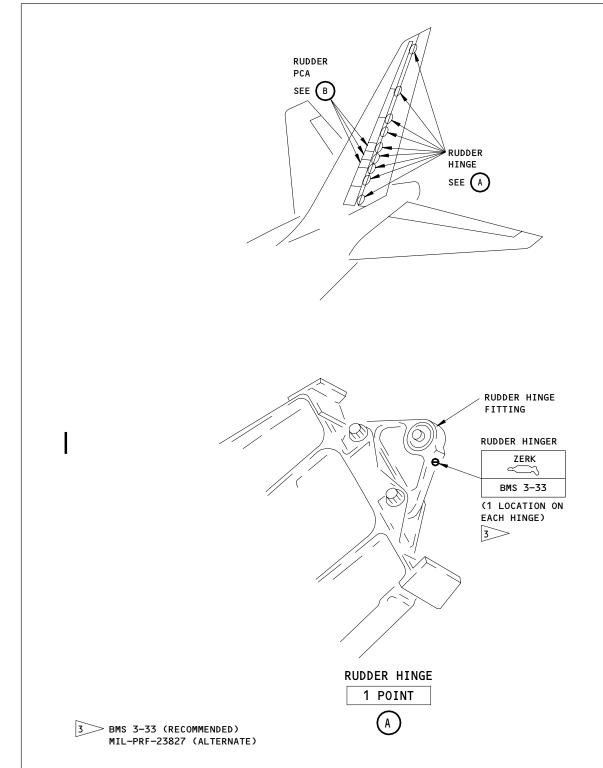
MECH	INSP									
			(6)	Remove DO-NOT-OPER R, and C switches			ITROL SH	JT0FF	TAIL L	,
			(7)	Make sure the nose the towing lever b			oosition	and	remove	
EFF	ECTI	VITY -			UBRICATE	RUDDER PCA'S	& HINGES	S		
					12-21-06-3A	12-004-c1	PAGE 7	7 OF	9 APR	22/08

12-004-c1

AIRLINE CARD NO.

SAS





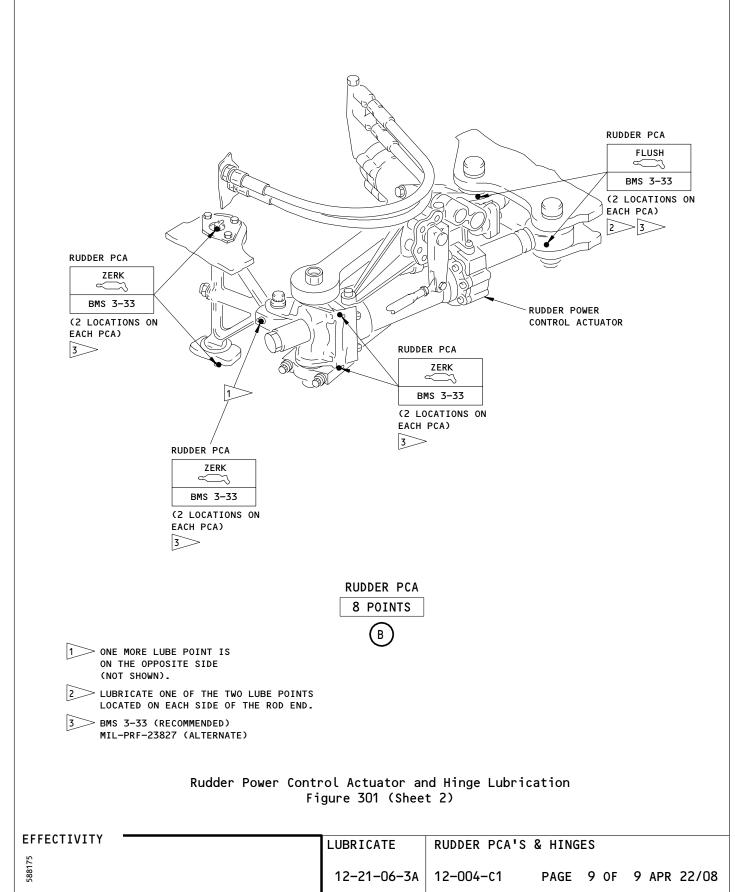
Rudder Power Control Actuator and Hinge Lubrication Figure 301 (Sheet 1)

12-004-c1

AIRLINE CARD NO.

SAS

767 TASK CARD



	STATI	ION									BOE	ING CAR	D NO.
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				S	AS &		767				AIRI	INE CAR	D NO.
	DAT	Ē			,,,,		TASK C						
SKIL	.L	WORK ARE	A	REL	ATED TASK		INT	ERVAL		PHASE	MPD REV		SK CARD VISION
AIR	PL	L WING	TE				1C			11212	003	AUG	22/08
LUI	TASK BRIC	ATE	L Ol	JTBOARD	AILERON I	PCA'S	& HINGES		STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABI E	LITY ENGINE
											ALL		ALL
		ZONES							ACCESS PANELS				
56	1				561MB								
MECH	INSP										ľ	IPD ITEM	NUMBER

1. LUBRICATE OUTBOARD AILERON HINGES.

12-21-07-3A 12-21-07-3A

. 12-21-07-3B

- 2. LUBRICATE OUTBOARD AILERON POWER CONTROL ACTUATORS. 12-21-07-3B (2 PCA'S PER LEFT WING)
- 1. Outboard Aileron Lubrication
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - B. Reference
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 29-11-00/201, Main (Left, Right, and Center) Hudraulic Systems Maintenance Practices
 - C. Access

 - (2) Access Panels

561MB Outboard Aileron Actuators
661MB Outboard Aileron Actuators

- D. Outboard Aileron Lubrication
 - (1) Make sure that pressure is removed from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).

EFFECTIVITY	LUBRICATE	L OUTBOARD	AILERON	PCA'S	& HINGES
	12-21-07-3A	12-005-c1-1	PAGE	1 OF	4 DEC 22/07

AIRLINE CARD NO.

12-005-c1-1

			TASK CARD
MECH	INSP	-	
		(2)	Move the FLT CONTROL SHUTOFF WING L, C, and R switches on the right side panel, P61, to OFF. Attach DO-NOT-OPERATE tags and make sure that the amber switch-position legend lights come on.
		(3)	Open these circuit breakers on the overhead panel, P11, and attach DO-NOT-CLOSE tags:
			(a) 11H15, FLT CONT SHUTOFF WING L
			(b) 11H16, FLT CONT SHUTOFF WING CTR
			(c) 11H26, FLT CONT SHUTOFF WING R
		(4)	Open access panels 561MB and 661MB (AMM 06-44-00/201).
		(5)	Lubricate the outboard aileron as shown (Fig. 302).
		(6)	Close access panels 561MB and 661MB (AMM 06-44-00/201).
		(7)	Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:
			(a) 11H15, FLT CONT SHUTOFF WING L
			(b) 11H16, FLT CONT SHUTOFF WING CTR
			(c) 11H26, FLT CONT SHUTOFF WING R
		(8)	Remove DO-NOT-OPERATE tags and move the FLT CONTROL SHUTOFF WING L, C, and R switches on the P61 panel to ON.

EFFECTIVITY

LUBRICATE

L OUTBOARD AILERON PCA'S & HINGES

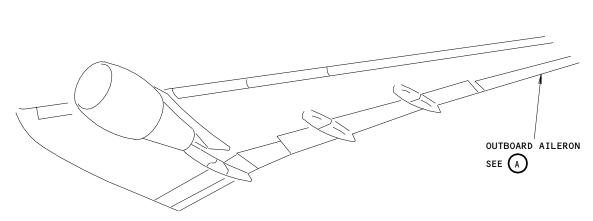
12-21-07-3A | 12-005-C1-1 PAGE 2 OF 4 DEC 22/07

FOEING 767 TASK CARD

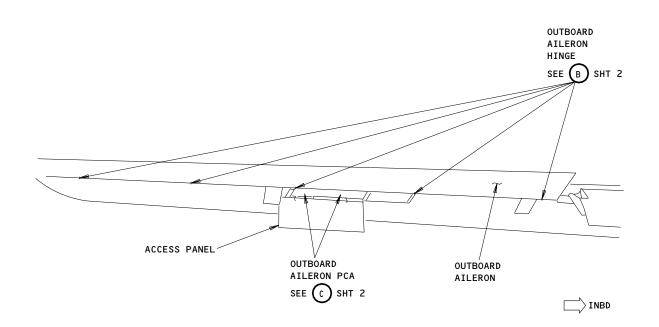
SAS

12-005-c1-1

AIRLINE CARD NO.



LEFT WING (RIGHT WING IS OPPOSITE)



OUTBOARD AILERON



Outboard Aileron Lubrication Figure 302 (Sheet 1)

LUBRICATE L OUTBOARD AILERON PCA'S & HINGES

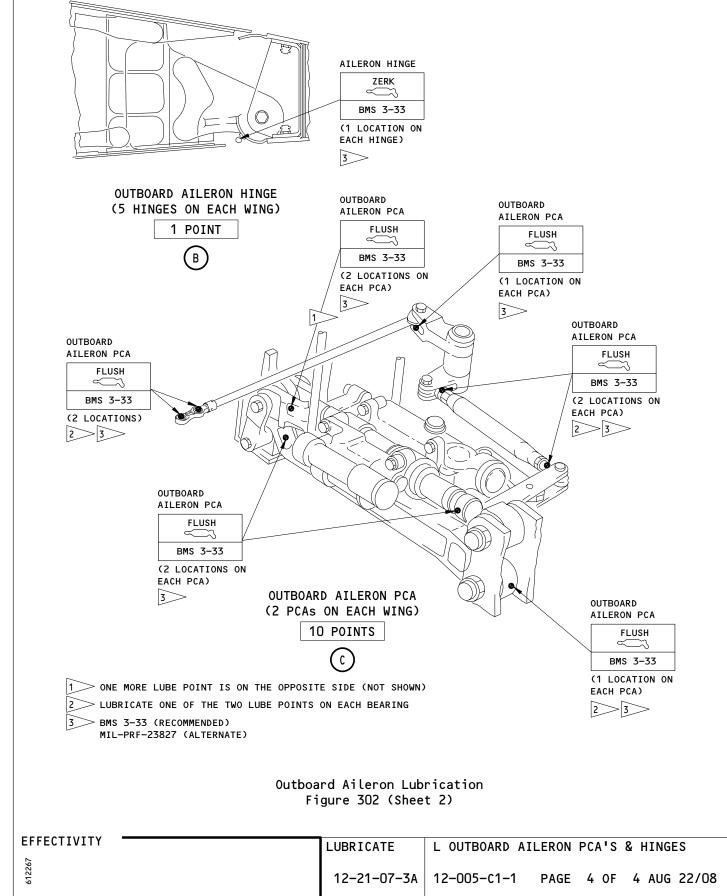
12-21-07-3A 12-005-C1-1 PAGE 3 OF 4 APR 22/07

12-005-C1-1

AIRLINE CARD NO.

SAS





STATION	
TAIL NO.	
DATE	-
DATE	
	- 1

WORK AREA



BOEING CARD NO. 12-005-c1-2

AIRLINE CARD NO.

TASK CARD

MPD

SKILL RELATED TASK INTERVAL PHASE REV REVISION 003 R WING TE AUG 22/08 AIRPL 1C 11212 STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE ENGINE LUBRICATE R OUTBOARD AILERON PCA'S & HINGES ALL ALL

ZONES ACCESS PANELS

661 661MB

MPD ITEM NUMBER MECH INSP

1. LUBRICATE OUTBOARD AILERON HINGES.

12-21-07-3A 12-21-07-3A . 12-21-07-3B

2. LUBRICATE OUTBOARD AILERON POWER CONTROL ACTUATORS. 12-21-07-3B (2 PCA'S PER RIGHT WING)

- 1. Outboard Aileron Lubrication
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - B. Reference
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 29-11-00/201, Main (Left, Right, and Center) Hudraulic Systems -Maintenance Practices
 - C. Access
 - (1) Location Zones Rear Spar to Trailing Edge 561/661
 - (2) Access Panels

561MB Outboard Aileron Actuators Outboard Aileron Actuators 661MB

- D. Outboard Aileron Lubrication
 - (1) Make sure that pressure is removed from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).

EFFECTIVITY LUBRICATE R OUTBOARD AILERON PCA'S & HINGES 12-21-07-3A 12-005-c1-2 PAGE 1 OF 4 DEC 22/07

0

BOEING CARD NO.

12-005-c1-2

AIRLINE CARD NO.



	TASK CARD
MECH INSP	
	(2) Move the FLT CONTROL SHUTOFF WING L, C, and R switches on the right side panel, P61, to OFF. Attach DO-NOT-OPERATE tags and make sure that the amber switch-position legend lights come on.
	(3) Open these circuit breakers on the overhead panel, P11, and attach D0-NOT-CLOSE tags:
	(a) 11H15, FLT CONT SHUTOFF WING L
	(b) 11H16, FLT CONT SHUTOFF WING CTR
	(c) 11H26, FLT CONT SHUTOFF WING R
	(4) Open access panels 561MB and 661MB (AMM 06-44-00/201).
	(5) Lubricate the outboard aileron as shown (Fig. 302).
	(6) Close access panels 561MB and 661MB (AMM 06-44-00/201).
	(7) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:
	(a) 11H15, FLT CONT SHUTOFF WING L
	(b) 11H16, FLT CONT SHUTOFF WING CTR
	(c) 11H26, FLT CONT SHUTOFF WING R
	(8) Remove DO-NOT-OPERATE tags and move the FLT CONTROL SHUTOFF WING L, C, and R switches on the P61 panel to ON.

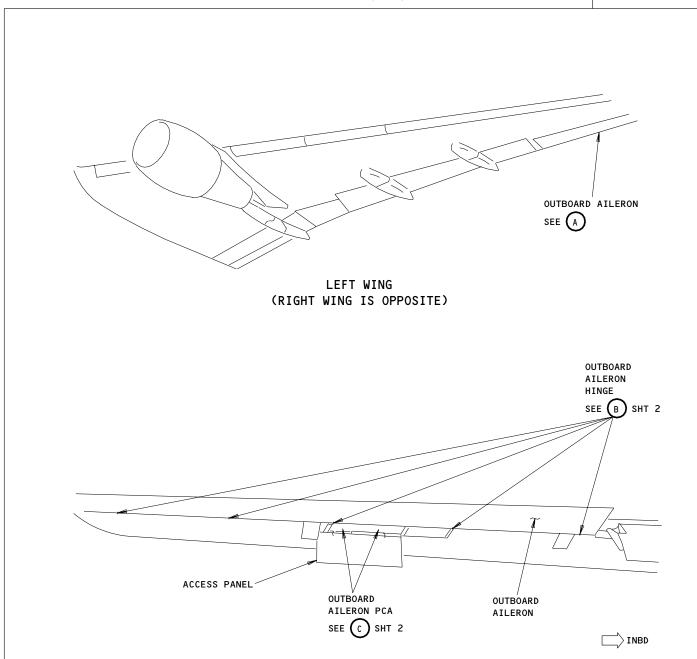
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_			_	·	 v	_		

12-005-c1-2

AIRLINE CARD NO.

SAS

767
TASK CARD



OUTBOARD AILERON



Outboard Aileron Lubrication Figure 302 (Sheet 1)

LUBRICATE R OUTBOARD AILERON PCA'S & HINGES

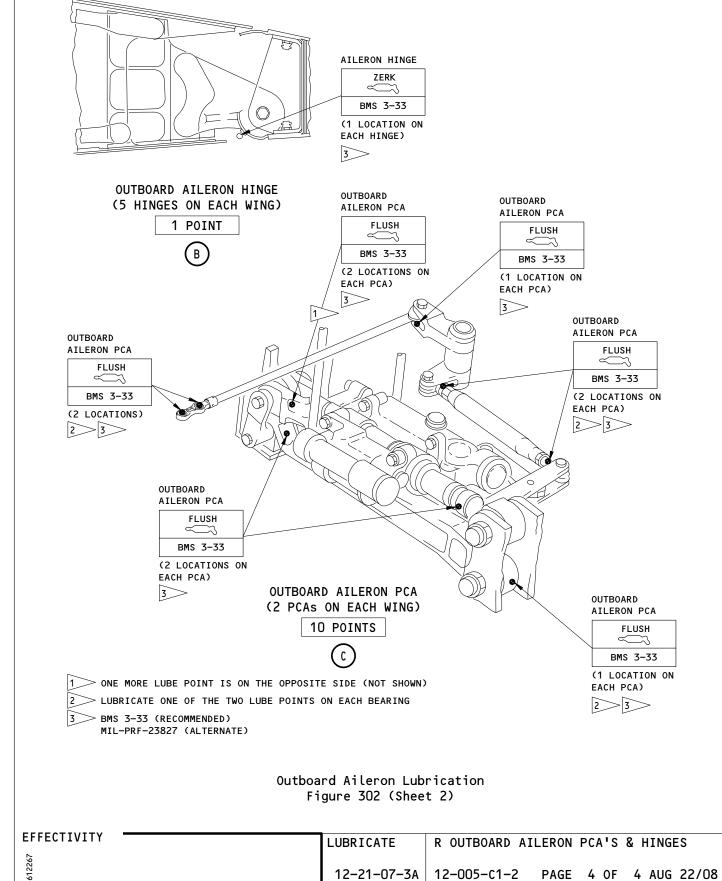
12-21-07-3A 12-005-C1-2 PAGE 3 OF 4 APR 22/07

12-005-C1-2

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



	STAT	ION									BOE	ING CARE	NO.
	TAIL	NO.			(1	S BOL	Ε/Λ	i G			12-0	06-c1	I − 1
				S	AS &		57				AIRI	LINE CAR	D NO.
	DAT	TE					CARD						
SKIL	.L	WORK ARI	ĒΑ	REI	_ATED TASK		INTERVAL			PHASE	MPD REV		K CARD VISION
AIR	PL	L WING	TE			4A				10404	002	DEC	22/07
	TASK				TITLE			STRUCTURAL ILLUSTR	ATION RE	FERENCE	AF AIRPLAN	PLICABII	LITY ENGINE
LUI	BRIC	ATE	LEFT	INBO	ARD AILERON	PCA'S & HIN	IGES						
		ZONES						ACCESS PANELS			ALL		ALL
- (ZUNES			5/455			ACCESS PANELS					
56	1				561BB								
MECH	INSP										ı	MPD ITEM	NUMBER
		1											
		1. LUE	RICAT	E INBO	DARD AILERO	N HINGES.			12-2	1-07-3c		1-07- 1-07-	
		2 1116	RTCAT	F TNR	OARD ATLERO	N POWER CONT	ROI AC	YTHATORS	12-2	1_07_3b	·- -		

(2 PCA'S PER LEFT WING)

- 1. <u>Inboard Ailerons Lubrication</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - B. Reference
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 29-11-00/201, Main (Left, Right, and Center) Hudraulic Systems -Maintenance Practices
 - C. Access
 - (1) Location Zones 561/661 Rear Spar to Trailing Edge
 - (2) Access Panels

561BB Wing TE Inboard Aileron Actuators 661BB Wing TE Inboard Aileron Actuators

- Inboard Aileron Lubrication
 - (1) Make sure that pressure is removed from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).

EFFECTIVITY	LUBRICATE	LEFT INBOARD AILERON PCA'S & HINGES
	12-21-07-3C	12-006-C1-1 PAGE 1 OF 5 DEC 22/07

12-006-c1-1

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (2) Move the FLT CONTROL SHUTOFF WING L, C, and R switches on the right side panel, P61, to OFF. Attach DO-NOT-OPERATE tags and make sure that the amber switch-position legend lights come on.
- (3) Open these circuit breakers on the overhead panel, P11, and attach D0-NOT-CLOSE tags:
 - (a) 11H15, FLT CONT SHUTOFF WING L
 - (b) 11H16, FLT CONT SHUTOFF WING CTR
 - (c) 11H26, FLT CONT SHUTOFF WING R
- (4) Open access panels 561BB and 661BB (AMM 06-44-00/201).
- (5) Lubricate the inboard ailerons as shown (Fig. 301).
- (6) Close access panels 561BB and 661BB (AMM 06-44-00/201).
- (7) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:
 - (a) 11H15, FLT CONT SHUTOFF WING L
 - (b) 11H16, FLT CONT SHUTOFF WING CTR
 - (c) 11H26, FLT CONT SHUTOFF WING R
- (8) Remove DO-NOT-OPERATE tags and move the FLT CONTROL SHUTOFF WING L, C, and R switches on the P61 panel to ON.

EFFECTIVITY

LUBRICATE

LEFT INBOARD AILERON PCA'S & HINGES

12-21-07-3C

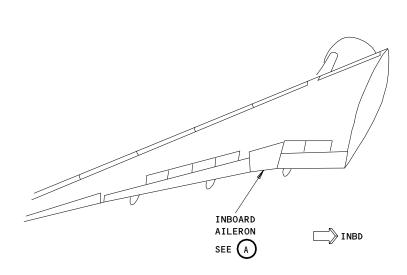
12-006-C1-1 PAGE 2 OF 5 DEC 22/07

AIRLINE CARD NO.

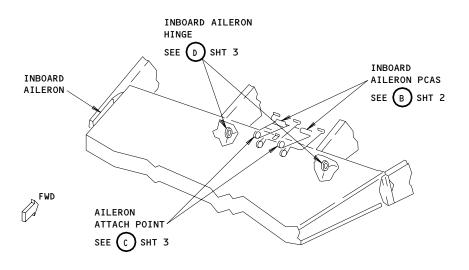
12-006-c1-1

SAS





LEFT WING (RIGHT WING IS OPPOSITE)



INBOARD AILERON



Inboard Aileron Lubrication Figure 301 (Sheet 1)

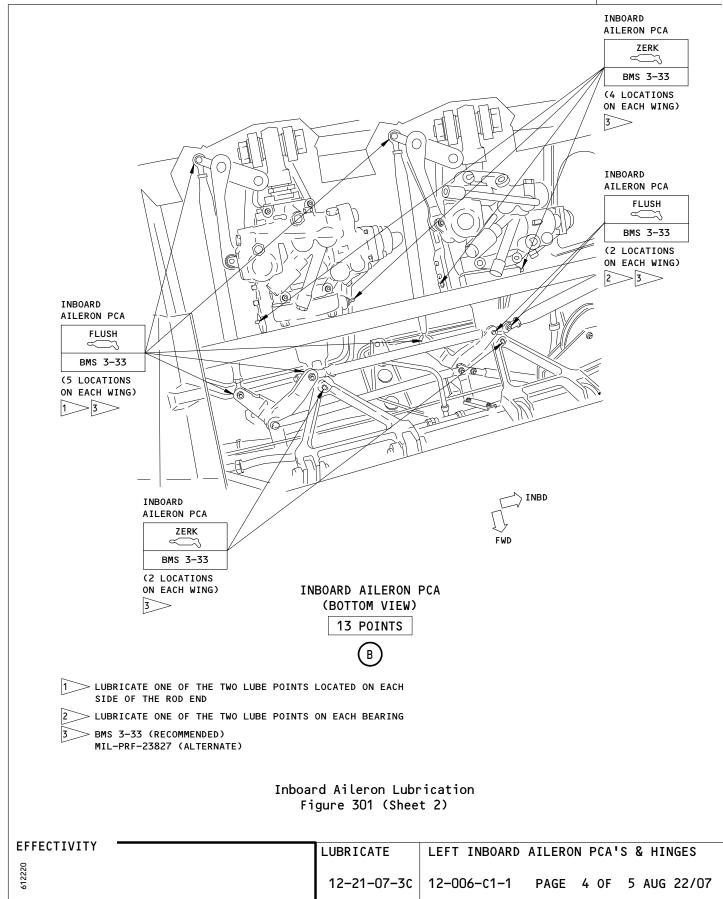
EFFECTIVITY LEFT INBOARD AILERON PCA'S & HINGES LUBRICATE 12-21-07-3C 12-006-c1-1 PAGE 3 OF 5 APR 22/07 SAS



BOEING CARD NO.

12-006-c1-1

AIRLINE CARD NO.

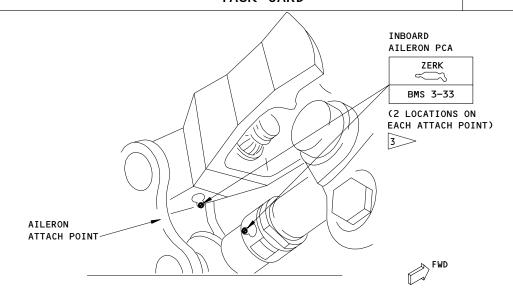


BOEING CARD NO.

12-006-c1-1

BOEING SAS

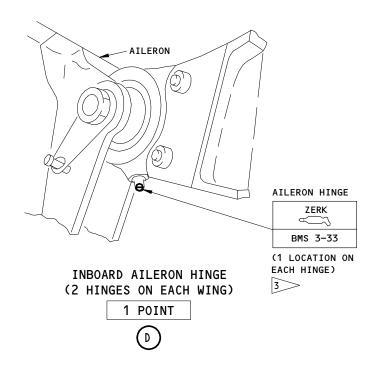
767 TASK CARD AIRLINE CARD NO.



AILERON ATTACH POINT (2 AILERON ATTACH POINTS ON EACH WING)

2 POINTS





Inboard Aileron Lubrication Figure 301 (Sheet 3)

EFFECTIVITY LUBRICATE LEFT INBOARD AILERON PCA'S & HINGES 12-21-07-3C 12-006-c1-1 PAGE 5 OF 5 APR 22/07

STA	TION			
TAII	L NO.			
D	ATE			
SKILL		WORK	ARE	Α



BOEING CARD NO.
12-006-C1-2

AIRLINE CARD NO.

TASK CARD

AIRPL R WING TE 4A 10404 002 DEC 22/07
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

TASK

LUBRICATE

RIGHT INBOARD AILERON PCA'S & HINGES

RIGHT INBOARD AILERON PCA'S & HINGES

APPLICABILITY
AIRPLANE ENGINE

ALL ALL

ZONES ACCESS PANELS

661 661BB

MECH INSP MPD ITEM NUMBER

1. LUBRICATE INBOARD AILERON HINGES.

12-21-07-3C 12-21-07-3C . 12-21-07-3D

PHASE

2. LUBRICATE INBOARD AILERON POWER CONTROL ACTUATORS. 12-21-07-3D (2 PCA'S PER RIGHT WING)

- 1. <u>Inboard Ailerons Lubrication</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - B. Reference
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 29-11-00/201, Main (Left, Right, and Center) Hudraulic Systems Maintenance Practices
 - C. Access
 - (1) Location Zones 561/661 Rear Spar to Trailing Edge
 - (2) Access Panels

561BB Wing TE Inboard Aileron Actuators 661BB Wing TE Inboard Aileron Actuators

- D. Inboard Aileron Lubrication
 - (1) Make sure that pressure is removed from the left, right, and center hydraulic systems and their reservoirs (AMM 29-11-00/201).

LUBRICATE RIGHT INBOARD AILERON PCA'S & HINGES

12-21-07-3C 12-006-C1-2 PAGE 1 OF 5 DEC 22/07

12-006-C1-2

AIRLINE CARD NO.

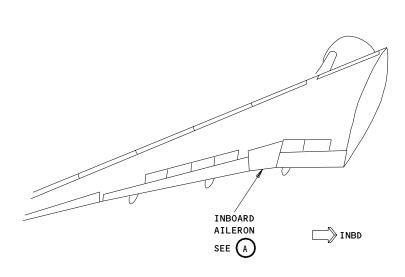
			TASK CARD
MECH	INSP		
		(2)	Move the FLT CONTROL SHUTOFF WING L, C, and R switches on the right side panel, P61, to OFF. Attach DO-NOT-OPERATE tags and make sure that the amber switch-position legend lights come on.
		(3)	Open these circuit breakers on the overhead panel, P11, and attach DO-NOT-CLOSE tags:
			(a) 11H15, FLT CONT SHUTOFF WING L
			(b) 11H16, FLT CONT SHUTOFF WING CTR
			(c) 11H26, FLT CONT SHUTOFF WING R
		(4)	Open access panels 561BB and 661BB (AMM 06-44-00/201).
		(5)	Lubricate the inboard ailerons as shown (Fig. 301).
		(6)	Close access panels 561BB and 661BB (AMM 06-44-00/201).
		(7)	Remove the DO-NOT-CLOSE tags and close these circuit breakers on the overhead panel, P11:
			(a) 11H15, FLT CONT SHUTOFF WING L
			(b) 11H16, FLT CONT SHUTOFF WING CTR
			(c) 11H26, FLT CONT SHUTOFF WING R
		(8)	Remove DO-NOT-OPERATE tags and move the FLT CONTROL SHUTOFF WING L, C, and R switches on the P61 panel to ON.

12-006-c1-2

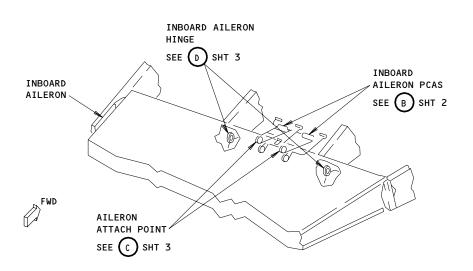
AIRLINE CARD NO.

SAS





LEFT WING (RIGHT WING IS OPPOSITE)



INBOARD AILERON



Inboard Aileron Lubrication Figure 301 (Sheet 1)

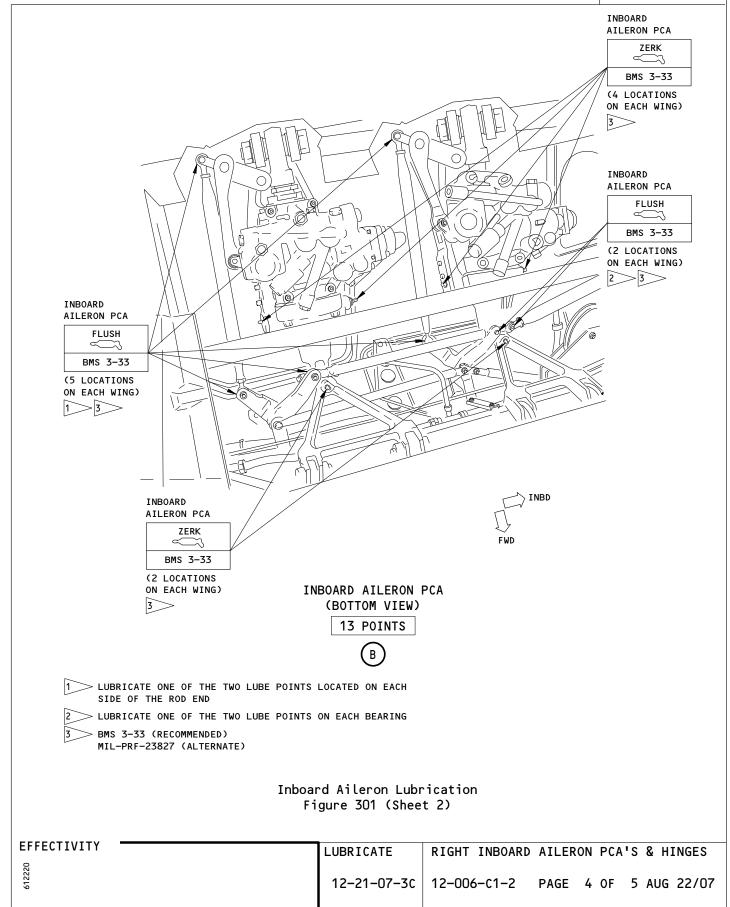
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BOEING CARD NO.

12-006-C1-2

AIRLINE CARD NO.

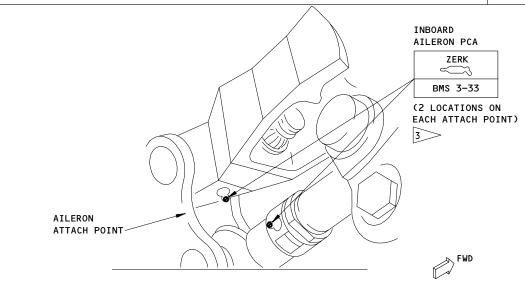


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SAS

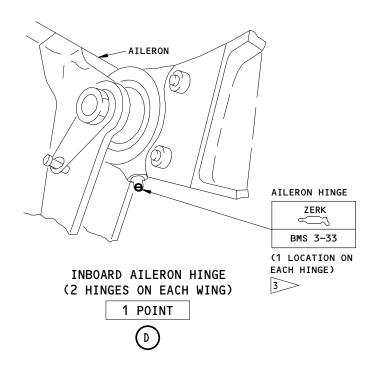




AILERON ATTACH POINT (2 AILERON ATTACH POINTS ON EACH WING)

2 POINTS





Inboard Aileron Lubrication Figure 301 (Sheet 3)

12-21-07-3C

RIGHT INBOARD AILERON PCA'S & HINGES

12-006-C1-2 PAGE 5 OF 5 APR 22/07

STA	TION					
TAIL NO.			SAS &	BOEIN 767	i G	
D	ATE			TASK CARD		
				TASK CARD		
SKILL	WORK ARI	EA	RELATED TASK	INTERVAL		PHASE
AIRPL	L MAIN	W/W		1 C		1121
TASK			TITLE	STRUCTURAL ILLUSTRATION R	EFERENCE	
LUBRI	CATE	LH I	_CCA TORQUE TUBE	ASSEMBLY		
	ZONES				ACCESS PANELS	

MPD ITEM NUMBER

BOEING CARD NO.

AIRLINE CARD NO.

TASK CARD

REVISION

AUG 22/05 APPLICABILITY
AIRPLANE ENGINE

ALL

12-006-03

REV

015

NOTE

MECH INSP

0

3 6

2

143 144 730

LUBRICATE THE LEFT LCCA TORQUE TUBE ASSEMBLY AND LCCA OUTPUT QUADRANT ROD ENDS.

12-21-07-3E

AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 74 AND ON.

- 1. <u>Left LCCA Torque Tube Lubrication</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - B. References
 - (1) AMM 32-00-15/201, Main Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - Access
 - (1) Location Zones

143 L/H Main Landing Gear Wheel Well

144 R/H Main Landing Gear Wheel Well

L/H Main Landing Gear and Doors 730

- D. Left LCCA Torque Tube Lubrication
 - (1) Make sure the down locks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY LH LCCA TORQUE TUBE ASSEMBLY LUBRICATE 12-21-07-3E 12-006-03 PAGE 1 OF 3 APR 22/04

BOEING CARD NO.

12-006-03

AIRLINE CARD NO.



TASK CARD

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(2) Open the doors for the main landing gear and install the door locks (AMM 32-00-15/201).

(3) Lubricate the left LCCA torque tube as shown (Fig. 303).

(4) Lubricate the quadrant rod ends as shown (Fig. 303).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(5) Remove the door locks from the main landing gear and close the doors (AMM 32-00-15/201).

LUBRICATE LH LCCA TORQUE TUBE ASSEMBLY

12-21-07-3E 12-006-03 PAGE 2 OF 3 APR 22/04

BOEING CARD NO.

12-006-03

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD

LEFT LCCA LEFT LCCA TORQUE TUBE OUTPUT SEE (B) QUADRANT LEFT LCCA INSTALLATION SEE (A) FLUSH BMS 3-33 (2 LOCATIONS) LEFT LCCA INSTALLATION 2 POINTS TOP LCCA INPUT ROD BOTTOM LCCA INPUT ROD FLUSH CONTROL ROD TO FEEL, CENTERING AND TRIM MECHANISM BMS 3-33 (1 LOCATION) LEFT LCCA TORQUE TUBE 1 POINT В > BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE) Lubrication for Left LCCA Torque Tube Figure 303 **EFFECTIVITY**

LUBRICATE

12-21-07-3E

LH LCCA TORQUE TUBE ASSEMBLY

PAGE 3 OF 3 AUG 22/05

12-006-03

STA	TION										BOE	ING CARD NO.
TAI	L NO.					BO	FIA				12-0	07-c1-1
			S	AS	XX		67				AIR	LINE CARD NO.
D	ATE			710			CARD					
SKILL	WORK ARE	EA .	REL	_ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRPL	L WING	LE				2C		NOTE		124XX	012	AUG 22/08
TAS				TIT	_			STRUCTURAL	ILLUSTRATION R	EFERENCE	AIRPLAN	PLICABILITY IE ENGINE
LUBRI	CATE	L OUT	BD SL	AT MAIN	/AUX TR	RACK ROL	LERS				ALL	ALL
	ZONES							ACCESS PAN	ELS		ALL	ALL
521				5004 521AKB 521UB	511CB 521CB 521VB	521DB	521FB	521GB	521ADB 5 521KB 5		521AHB 521 M B	521AJB 521NB
MECH INSP											ı	MPD ITEM NUMBER
	2. LUB	O TRAC RICATE LERS.	CKS PE	E OUTBOAN ER LEFT N OUTBOARN	WING).					21-08-3 21-08-3	12-2	1-08-3A 1-08-3B
	ACCESS	NOTE:	OF LUE AUX THE REG	ECIAL AC THE L.E BRICATION (ILIARY E OUTBOAN QUIRES THE FED ABOV	. SLATS N OF TH TRACK R RD L.E. HE OPEN	PER MM IE OUTBO OLLERS. SLAT M	REF 27 ARD L.E LUBRI AIN TRA	-81-00 . SLAT CATION CK ROLL	FOR OF ERS		-	
	INTERV	AL NOT	F 0 F 57- E V E	-0088, 5	NES INC 7-0089, HECKS C	ORPORAT 57-009 OR 4 YEA	ING 767 O, AND RS, WHI	SERVIC 57-0091 CHEVER	E BULLETI , LUBRICA COMES LAT	ATE.		

LINE NUMBERS 919 AND ON.

ALL MAIN TRACK ROLLERS AND AIRPLANES NOT INCORPORATING THESE BULLETINS SHOULD CONTINUE

LUBRICATING EVERY 3000 FLIGHT HOURS.

- 1. <u>Service the Leading Edge Slat System</u>
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1
 (2 Necessary)
 - (2) Leading Edge Slat Lubrication Tool A57007

LUBRICATE L OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A 12-007-C1-1 PAGE 1 OF 11 AUG 22/08

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (3) Circuit Breaker Lockout Clip (Commercially Available)
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - (3) D00070 Oil Hydraulic, Petroleum Base, MIL-H-5606
- C. References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks
 - (7) AMM 78-31-00/201, Thrust Reverser System
- D. Access
 - (1) Location Zones

211/212	Control Cabin
510/610	Wing Leading Edge - Inboard
520/620	Wing Leading Edge - Outboard
770/7/0	1 - 4 + /D-2 - h + M - 2 - 1 12

730/740 Left/Right Main Landing Gear and Doors

0

AIRLINE CARD NO.

TASK CARD

MECH	INSP		
MECH	INSP		(2) Access Panels 511BB/611BB Inboard Lower Leading Edge (L and R Wings) 511CB/611CB LE Slat Power Drive Unit (Left and Right Wings) 511DB/611DB Inboard LE Slat Side Brace Links 511FB/611FB Inboard Lower Leading Edge (L and R Wings) 511KB/611KB Inboard Lower Leading Edge, Pressure Relief Panel 511LB/611LB Inboard Lower Leading Edge (L and R Wings) 511NB/611NB Inboard Lower Leading Edge (L and R Wings) 511NB/611NB Inboard Lower Leading Edge (L and R Wings) 511RB/611RB Inboard Lower Leading Edge (L and R Wings) 521AEB/621AEB Outboard Lower Leading Edge (L and R Wings) 521AFB/621AFB Outboard Lower Leading Edge (L and R Wings) 521ALB/621ALB Outboard Lower Leading Edge (L and R Wings) 521AMB/621AMB Lower LE, Pressure Relief Panel (L and R Wings) 521BB/621BB Outboard Lower Leading Edge (L and R Wings)
			521EB/621EB Outboard Lower Leading Edge (L and R Wings) 521HB/621HB Outboard Lower Leading Edge (L and R Wings) 521JB/621JB Outboard Lower Leading Edge (L and R Wings) 521PB/621PB Outboard Lower Leading Edge (L and R Wings) 521RB/621RB Outboard Lower Leading Edge (L and R Wings) 621SB Outboard Lower Leading Edge (Right Wing) 621QB Outboard Lower Leading Edge (Right Wing) 521TB/621TB Outboard Lower Leading Edge (L and R Wings)
			521YB/621YB Outboard Lower Leading Edge (L and R Wings) 521ZB/621ZB Outboard Lower Leading Edge (L and R Wings)
		Ε.	Prepare for Servicing
			WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).
			(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.
- (4) Attach a DO-NOT-OPERATE tag to the flap control lever.
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard (10) LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.

EFFECTIVITY

LUBRICATE

L OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A | 12-007-c1-1 PAGE 4 OF 11 DEC 22/06

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

F. Procedure

(1) Remove the applicable access panels for lubrication of the outboard slat main and auxiliary track rollers (AMM 06-44-00/201).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (2) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (3) Lubricate the outboard slat main and auxiliary track rollers that are installed with bolts that have lube fitting (Fig. 302).
- (4) Lubricate the outboard slat auxiliary track rollers that are installed with solid bolts that do not have lube fitting. Use the tool A57007, or a bolt with lube fitting (Fig. 302):
 - (a) Manually move the outboard slat until the solid bolt at the aft end of the auxiliary track arm (Detail B, Fig. 302) is accessible for removal (AMM 27-81-00/201, Manually Extend and Retract the leading edge slats without Airplane Power).
 - (b) Disconnect and remove the solid (non-lube fitting) bolt holding the roller bearing with your hand.

NOTE: Be careful when you pull the bolt out, the bearing can fall out of the joint.

Keep all disassembled parts together.

(c) Do a visual check for roller bearing damage.

<u>NOTE</u>: The bearing must not show any signs of cracks on the inner or outer race, no tears in the liner, and no resistance found when turning the bearing by hand.

(d) Lubricate the roller bearing with the tool A57007, if available.

EFFECTIVITY

LUBRICATE

L OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A

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TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(e) If the tool A57007 is not available, install (on wing) the roller bearing with a bolt that has a lube fitting path and lubricate the roller bearing.
			NOTE: You might have to work around with the bolt and the roller bearing to align the lube groove in the bolt with the lube port in the roller bearing.
			 Manually move the slat (as necessary) until the holes in the aft end of the auxiliary arm aligns with the slot in the auxiliary track for smooth removal/installation of the bolts (AMM 27-81-00/201, Manually Extend and Retract the Leading Edge slats without Airplane Power).
			Remove the bolt with lube fitting after you lubricated the roller bearing.
			(f) Apply BMS 3-33 grease to the solid bolt and the roller bearing.
			(g) Install the lubricated roller bearing with the solid (without lube fitting) bolt in the auxiliary track/arm joint.
			NOTE: Remove all grease from the bolt threads immediately before you install the nut or incorrect torque setting will occur.
			(h) Tighten the nut between 30 to 50 pound-inches and install a cotter pin.
		(5)	If you cannot inject grease (lubricant does not squeeze out between parts) through clogged roller bearing paths, clear its lube paths with these steps:
			(a) Remove the bearing and the lubrication fitting (AMM 27-81-01/401).
1			

EFFECTIVITY

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
------	------

(b) Use a squeeze bottle or similar device to force solvent (MEK, P-D-680 Stoddard, and TT-N-95 Naphtha are acceptable) into the lubrication path.

NOTE: The lubrication path is clear when the solvent easily flows through the lubrication path and is clean when exiting. It may be necessary to allow the solvent to stand in the grease path for five minutes to dissolve obstructions.

- (c) Clean and dry solvent from the grease path with compressed air.
- (d) Install a new lubrication fitting.
- (e) Inspect the bearing and replace it if damaged.
- Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.

EFFECTIVITY

LUBRICATE

L OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A

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AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
- CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
- (8) Pressurize the center hydraulic system (AMM 29-11-00/201).
- (9) Remove the DO-NOT-OPERATE tag from the flap control lever.
- (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
- (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A

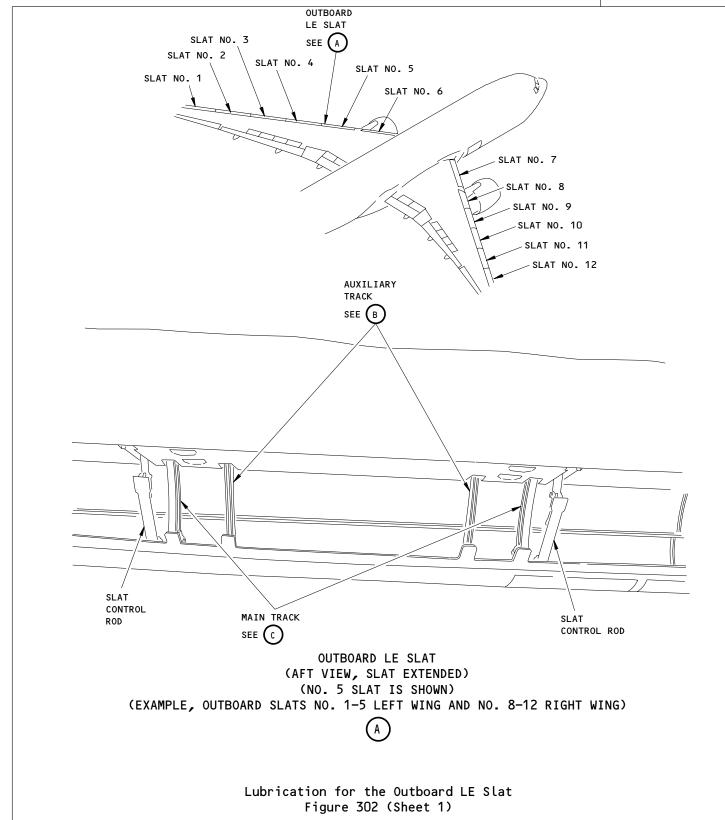
12-007-c1-1 PAGE 8 OF 11 AUG 22/08

BOEING CARD NO.

12-007-c1-1

AIRLINE CARD NO.





LUBRICATE

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

12-21-08-3A

L OUTBD SLAT MAIN/AUX TRACK ROLLERS

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12-007-c1-1

EFFECTIVITY

SAS



12-007-c1-1

AIRLINE CARD NO.

NOTE: WHEN YOU WASH THE AREA WITH

PRESSURIZED WATER, SOME GREASE USUALLY WASHES OUT OF THE ROLLER BEARINGS.
KEEP SUFFICIENT GREASE IN THE ROLLER

WITH SEALS INTACT.

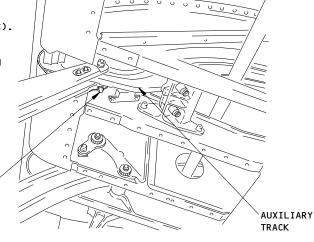
BEARINGS AT ALL TIMES.

> <u>CAUTION</u>: MAKE SURE THE LUBRICANT PRESSURE

MAKE SURE THE LUBRICANT PRESSURE
IS LESS THAN 5000 PSI AND THE
LUBRICANT FLOW RATE IS LESS THAN
0.25 LITERS PER MINUTE AT 68° F (20° C).
THE GREASE FLOWS SLOWLY THROUGH THE
ROLLER BEARING WHEN THE TEMPERATURE
IS LOW. TOO MUCH PRESSURE OR TOO HIGH
A FLOW RATE CAN BREAK THE SEALS.
BEARINGS WITH SEALS BLOWN OUT MUST BE
LUBRICATED TWICE AS OFTEN AS BEARINGS

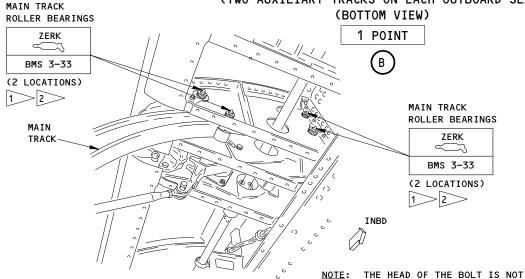
AUXILIARY TRACK ROLLER BEARINGS

ZERK
BMS 3-33
(1 LOCATION)
1 2



ALWAYS ON THE INBOARD SIDE.

AUXILIARY TRACK
(TWO AUXILIARY TRACKS ON EACH OUTBOARD SLAT)



MAIN TRACK (TWO MAIN TRACKS ON EACH OUTBOARD SLAT) (BOTTOM VIEW)

BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

4 POINTS

Lubrication for the Outboard LE Slat Figure 302 (Sheet 2)

LUBRICATE L OUTBD SLAT MAIN/AUX TRACK ROLLERS

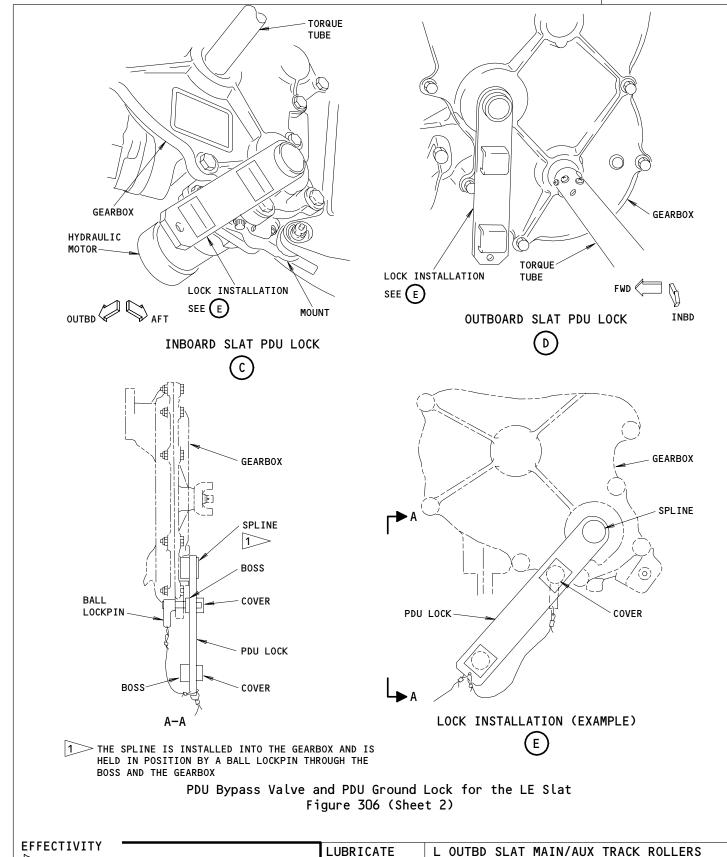
12-21-08-3A 12-007-C1-1 PAGE 10 OF 11 AUG 22/07

12-007-C1-1

AIRLINE CARD NO.

SAS

767 TASK CARD



12-21-08-3A

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STA	TION				
TAIL NO.					
DATE					
SKILL	WORK ARE				



BOEING CARD NO. 12-007-c1-2

AIRLINE CARD NO.

MPD ITEM NUMBER

SKILL	KILL WORK AREA RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
AIRPL	R	WING	LE		2C	NOTE	124XX	012	AUG 22/08
TAS	K			TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABILITY
LUBRICATE R OUTBD SLAT MAIN/AU)		X TRACK ROLLERS			AIRPLAN	E ENGINE			
								ALL	ALL

ZONES

ACCESS PANELS

621

5004 611CB 621AAB 621ABB 621ACB 621ADB 621AGB 621AHB 621AJB 621AKB 621CB 621DB 621FB 621GB 621KB 621LB 621MB 621NB 621UB 621VB 621WB 621XB NOTE

MECH INSP

1. LUBRICATE THE OUTBOARD LE SLAT MAIN TRACK ROLLERS. (10 TRACKS PER RIGHT WING).

12-21-08-3A 12-21-08-3A 12-21-08-3B

2. LUBRICATE THE OUTBOARD LE SLAT AUXILIARY TRACK ROLLERS.

12-21-08-3B

(10 TRACKS PER RIGHT WING)

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION

OF THE L.E. SLATS PER MM REF 27-81-00 FOR LUBRICATION OF THE OUTBOARD L.E. SLAT AUXILIARY TRACK ROLLERS. LUBRICATION OF THE OUTBOARD L.E. SLAT MAIN TRACK ROLLERS REQUIRES THE OPENING OF ALL ACCESS PANELS

NOTED ABOVE.

INTERVAL NOTE FOR R OUTBD SLAT AUX TRACK ROLLERS ONLY:

FOR AIRPLANES INCORPORATING 767 SERVICE BULLETINS 57-0088, 57-0089, 57-0090, AND 57-0091, LUBRICATE EVERY 2C-CHECKS OR 4 YEARS, WHICHEVER COMES LATER. THIS INTERVAL IS ALSO APPLICABLE TO AIRPLANES

LINE NUMBERS 919 AND ON.

ALL MAIN TRACK ROLLERS AND AIRPLANES NOT INCORPORATING THESE BULLETINS SHOULD CONTINUE

LUBRICATING EVERY 3000 FLIGHT HOURS.

- 1. <u>Service the Leading Edge Slat System</u>
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1 (2 Necessary)
 - (2) Leading Edge Slat Lubrication Tool A57007

EFFECTIVITY LUBRICATE R OUTBD SLAT MAIN/AUX TRACK ROLLERS 12-21-08-3A 12-007-c1-2 PAGE 1 OF 11 AUG 22/08

AIRLINE CARD NO.

		5A5 - 101
		TASK CARD
INSP		
		(3) Circuit Breaker Lockout Clip (Commercially Available)
	В.	Consumable Materials
		(1) D00633 Grease - BMS 3-33 (Preferred)
		(2) D00013 Grease - MIL-PRF-23827 (Alternate)
		(3) D00070 Oil - Hydraulic, Petroleum Base, MIL-H-5606
	С.	References
		(1) AMM 06-44-00/201, Wing Access Doors and Panels
		(2) AMM 24-22-00/201, Electrical Power - Control
		(3) AMM 27-81-00/201, Leading Edge Slat System
		(4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
		(5) AMM 32-00-15/201, Landing Gear Door Locks
		(6) AMM 32-00-20/201, Landing Gear Downlocks
		(7) AMM 78-31-00/201, Thrust Reverser System
	D.	Access
		(1) Location Zones 211/212 Control Cabin 510/610 Wing Leading Edge - Inboard 520/620 Wing Leading Edge - Outboard 730/740 Left/Right Main Landing Gear and Doors
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TASK CARD

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		(2) Access Panels			
		511BB/611BB Inboard Lower Leading Edge (L and R Wings)			
		511CB/611CB LE Slat Power Drive Unit (Left and Right Wings)			
		511DB/611DB Inboard LE Slat Side Brace Links			
		511FB/611FB Inboard Lower Leading Edge (L and R Wings)			
		511KB/611KB Inboard Lower Leading Edge, Pressure Relief Panel			
		511LB/611LB Inboard Lower Leading Edge (L and R Wings)			
		511NB/611NB Inboard Lower Leading Edge (L and R Wings)			
		511QB/611QB Inboard Lower Leading Edge (L and R Wings)			
		511RB/611RB Inboard Lower Leading Edge (L and R Wings)			
		521AEB/621AEB Outboard Lower Leading Edge (L and R Wings)			
		521AFB/621AFB Outboard Lower Leading Edge (L and R Wings) 521ALB/621ALB Outboard Lower Leading Edge (L and R Wings)			
		521AMB/621AMB Lower LE, Pressure Relief Panel (L and R Wings)			
		521BB/621BB Outboard Lower Leading Edge (L and R Wings)			
		521EB/621EB Outboard Lower Leading Edge (L and R Wings)			
		521HB/621HB Outboard Lower Leading Edge (L and R Wings)			
		521JB/621JB Outboard Lower Leading Edge (L and R Wings)			
		521PB/621PB Outboard Lower Leading Edge (L and R Wings)			
		521RB/621RB Outboard Lower Leading Edge (L and R Wings)			
		621SB Outboard Lower Leading Edge (Right Wing)			
		621QB Outboard Lower Leading Edge (Right Wing)			
		521TB/621TB Outboard Lower Leading Edge (L and R Wings)			
		521YB/621YB Outboard Lower Leading Edge (L and R Wings)			
		521ZB/621ZB Outboard Lower Leading Edge (L and R Wings)			
		E. Prepare for Servicing			
		WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE			
		OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.			
		WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR			
		WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.			
		(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).			
		(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).			

EFFECTIVITY

SAS BOEING TASK CARD

AIRLINE CARD NO.

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KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.
- (4) Attach a DO-NOT-OPERATE tag to the flap control lever.
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard (10) LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.

EFFECTIVITY

LUBRICATE

R OUTBD SLAT MAIN/AUX TRACK ROLLERS

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TASK CARD

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AIRLINE CARD NO.

MECH INSP (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306). F. Procedure (1) Remove the applicable access panels for lubrication of the outboard slat main and auxiliary track rollers (AMM 06-44-00/201). WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL. (2) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time. (3) Lubricate the outboard slat main and auxiliary track rollers that are installed with bolts that have lube fitting (Fig. 302). (4) Lubricate the outboard slat auxiliary track rollers that are installed with solid bolts that do not have lube fitting. Use the tool A57007, or a bolt with lube fitting (Fig. 302): Manually move the outboard slat until the solid bolt at the aft end of the auxiliary track arm (Detail B, Fig. 302) is accessible for removal (AMM 27-81-00/201, Manually Extend and Retract the leading edge slats without Airplane Power). (b) Disconnect and remove the solid (non-lube fitting) bolt holding the roller bearing with your hand. NOTE: Be careful when you pull the bolt out, the bearing can fall out of the joint. Keep all disassembled parts together. Do a visual check for roller bearing damage. NOTE: The bearing must not show any signs of cracks on the inner or outer race, no tears in the liner, and no resistance found when turning the bearing by hand. (d) Lubricate the roller bearing with the tool A57007, if available.

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AIRLINE CARD NO.

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			(e)	If the tool A57007 is not available, install (on wing) the roller bearing with a bolt that has a lube fitting path and lubricate the roller bearing.
				NOTE: You might have to work around with the bolt and the roller bearing to align the lube groove in the bolt with the lube port in the roller bearing.
				1) Manually move the slat (as necessary) until the holes in the aft end of the auxiliary arm aligns with the slot in the auxiliary track for smooth removal/installation of the bolts (AMM 27-81-00/201, Manually Extend and Retract the Leading Edge slats without Airplane Power).
				Remove the bolt with lube fitting after you lubricated the roller bearing.
			(f)	Apply BMS 3-33 grease to the solid bolt and the roller bearing.
			(g)	Install the lubricated roller bearing with the solid (without lube fitting) bolt in the auxiliary track/arm joint.
				NOTE: Remove all grease from the bolt threads immediately before you install the nut or incorrect torque setting will occur.
			(h)	Tighten the nut between 30 to 50 pound-inches and install a cotter pin.
		(5)	part	ou cannot inject grease (lubricant does not squeeze out between s) through clogged roller bearing paths, clear its lube paths these steps:
			(a)	Remove the bearing and the lubrication fitting (AMM 27-81-01/401).

AIRLINE CARD NO.

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MECH INSP

(b) Use a squeeze bottle or similar device to force solvent (MEK, P-D-680 Stoddard, and TT-N-95 Naphtha are acceptable) into the lubrication path.

NOTE: The lubrication path is clear when the solvent easily flows through the lubrication path and is clean when exiting. It may be necessary to allow the solvent to stand in the grease path for five minutes to dissolve obstructions.

- (c) Clean and dry solvent from the grease path with compressed air.
- (d) Install a new lubrication fitting.
- (e) Inspect the bearing and replace it if damaged.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.

EFFECTIVITY

LUBRICATE

R OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A

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TASK CARD

MECH INSP

- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
- CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
- (8) Pressurize the center hydraulic system (AMM 29-11-00/201).
- (9) Remove the DO-NOT-OPERATE tag from the flap control lever.
- (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
- (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

R OUTBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3A

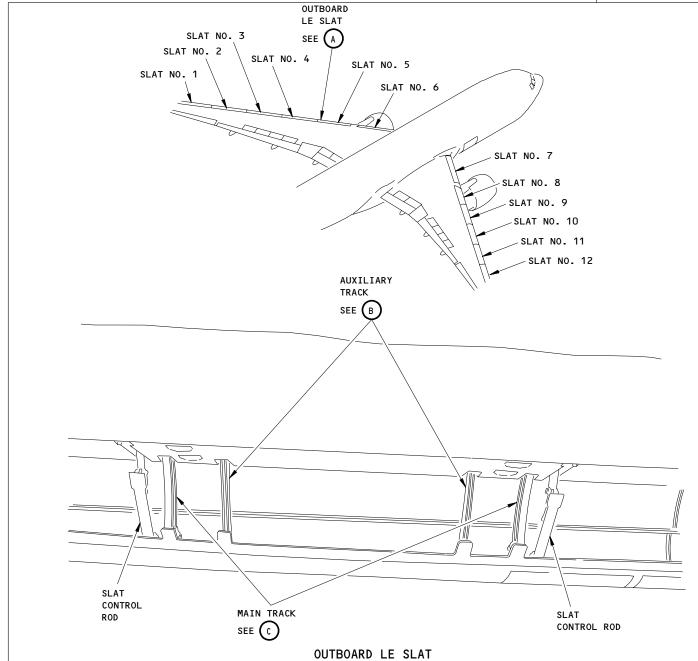
12-007-c1-2 PAGE 8 OF 11 AUG 22/08

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12-007-c1-2

AIRLINE CARD NO.



OUTBOARD LE SLAT

(AFT VIEW, SLAT EXTENDED)

(NO. 5 SLAT IS SHOWN)

(EXAMPLE, OUTBOARD SLATS NO. 1-5 LEFT WING AND NO. 8-12 RIGHT WING)



Lubrication for the Outboard LE Slat Figure 302 (Sheet 1)

EFFECTIVITY	LUBRICATE	R OUTBD SLAT MAIN/AUX TRACK ROLLERS
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BOEING 767 TASK CARD

12-007-c1-2

AIRLINE CARD NO.

NOTE: WHEN YOU WASH THE AREA WITH

PRESSURIZED WATER, SOME GREASE USUALLY WASHES OUT OF THE ROLLER BEARINGS. KEEP SUFFICIENT GREASE IN THE ROLLER

WITH SEALS INTACT.

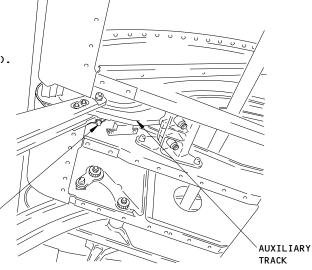
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BEARINGS AT ALL TIMES.

> <code>CAUTION</code>: MAKE SURE THE LUBRICANT PRESSURE IS LESS THAN 5000 PSI AND THE LUBRICANT FLOW RATE IS LESS THAN 0.25 LITERS PER MINUTE AT 68° F (20° C). THE GREASE FLOWS SLOWLY THROUGH THE ROLLER BEARING WHEN THE TEMPERATURE IS LOW. TOO MUCH PRESSURE OR TOO HIGH A FLOW RATE CAN BREAK THE SEALS. BEARINGS WITH SEALS BLOWN OUT MUST BE LUBRICATED TWICE AS OFTEN AS BEARINGS

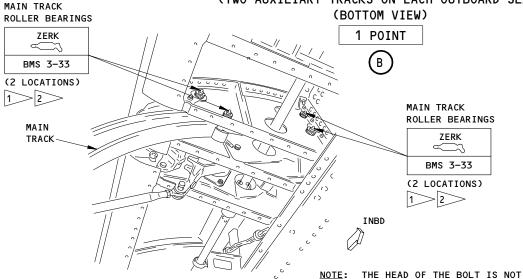
> AUXILIARY TRACK ROLLER BEARINGS

BMS 3-33 (1 LOCATION) 1>2>



ALWAYS ON THE INBOARD SIDE.

AUXILIARY TRACK (TWO AUXILIARY TRACKS ON EACH OUTBOARD SLAT)



MAIN TRACK (TWO MAIN TRACKS ON EACH OUTBOARD SLAT) (BOTTOM VIEW)

2 BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE) 4 POINTS

Lubrication for the Outboard LE Slat Figure 302 (Sheet 2)

EFFECTIVITY LUBRICATE R OUTBD SLAT MAIN/AUX TRACK ROLLERS 12-21-08-3A 12-007-c1-2 PAGE 10 OF 11 AUG 22/07

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12-007-c1-2

BOEING 767

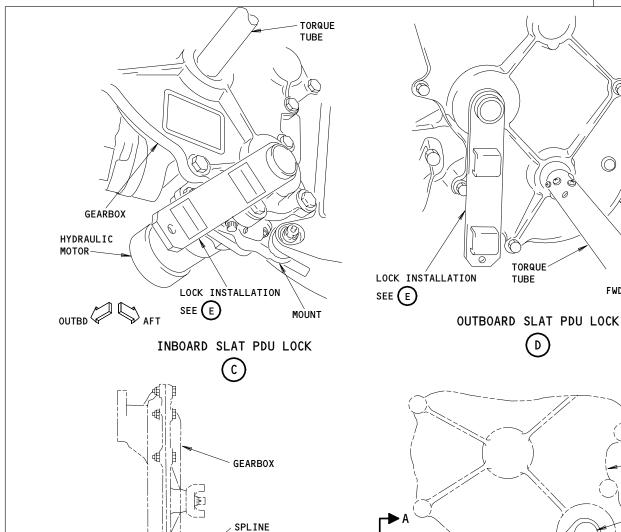
SAS

TASK CARD

AIRLINE CARD NO.

GEARBOX

INBD



GEARBOX SPLINE PDU LOCK-COVER LOCK INSTALLATION (EXAMPLE)

> THE SPLINE IS INSTALLED INTO THE GEARBOX AND IS HELD IN POSITION BY A BALL LOCKPIN THROUGH THE BOSS AND THE GEARBOX

BOSS

COVER

PDU LOCK

COVER

PDU Bypass Valve and PDU Ground Lock for the LE Slat Figure 306 (Sheet 2)

EFFECTIVITY R OUTBD SLAT MAIN/AUX TRACK ROLLERS LUBRICATE 12-21-08-3A 12-007-c1-2 PAGE 11 OF 11 AUG 22/07

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BALL

LOCKPIN

BOSS

STATION	
01/1/1014	
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2/116	



BOEING CARD NO.
12-008-C1-1

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL TASK CARD SKILL PHASE REVISION REV 800 NOTE AUG 22/08 AIRPL L WING LE 20 124XX APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE LUBRICATE L INBD SLAT MAIN/AUX TRACK ROLLERS **ALL** ALL ZONES ACCESS PANELS 511 5004 511CB 511EB 511HB 511MB NOTE

MECH INSP

MPD ITEM NUMBER

1. LUBRICATE THE INBOARD LE SLAT MAIN TRACK ROLLERS.
(1 TRACK PER LEFT WING).

12-21-08-3C 12-21-08-3C 12-21-08-3D

2. LUBRICATE THE INBOARD LE SLAT AUXILIARY TRACK ROLLERS.

12-21-08-3D

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION

INTERVAL NOTE FOR L INBD SLAT AUX TRACK ROLLERS ONLY:

FOR AIRPLANES INCORPORATING 767 SERVICE BULLETINS 57-0088, 57-0089, 57-0090, AND 57-0091, LUBRICATE EVERY 2C-CHECK OR 4 YEARS, WHICHEVER COMES LATER. THIS INTERVAL IS ALSO APPLICABLE TO AIRPLANES

LINE NUMBERS 919 AND ON.

ALL MAIN TRACK ROLLERS AND AIRPLANES NOT

OF THE L.E. SLATS PER MM REF 27-81-00.

INCORPORATING THESE BULLETINS SHOULD CONTINUE

LUBRICATING EVERY 6A CHECKS.

- Service the Leading Edge Slat System
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1
 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)

LUBRICATE L INBD SLAT MAIN/AUX TRACK ROLLERS

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AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

C. References

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
- (5) AMM 32-00-15/201, Landing Gear Door Locks
- (6) AMM 32-00-20/201, Landing Gear Downlocks
- (7) AMM 78-31-00/201, Thrust Reverser System
- D. Prepare for Servicing

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

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).
- (2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY

LUBRICATE

L INBD SLAT MAIN/AUX TRACK ROLLERS

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AIRLINE CARD NO.

12-008-c1-1

SAS BOEING TASK CARD

MECH INSP

KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.
- (4) Attach a DO-NOT-OPERATE tag to the flap control lever.
- Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- (10) Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.

EFFECTIVITY

LUBRICATE

L INBD SLAT MAIN/AUX TRACK ROLLERS

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12-000-01-1

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

E. Procedure

(1) Remove the applicable access panels for lubrication of the inboard slat main and auxiliary track rollers (AMM 06-44-00/201).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (2) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (3) Lubricate the inboard slat main and auxiliary track rollers that are installed with bolts that have lube fitting (Fig. 301).
- (4) Lubricate the inboard slat auxiliary track rollers that are installed with solid bolts that do not have lube fitting. Use the tool A57007, or a bolt with lube fitting (Fig. 301):
 - (a) Manually move the inboard slat until the solid bolt at the aft end of the auxiliary track arm (Detail B, Fig. 301) is accessible for removal (AMM 27-81-00/201, Manually Extend and Retract the leading edge slats without Airplane Power).
 - (b) Disconnect and remove the solid bolt holding the roller bearing with your hand.

NOTE: Be careful when you pull the bolt out, the bearing can fall out of the joint. Keep all disassembled parts together.

(c) Do a visual check for roller bearing damage.

<u>NOTE</u>: The bearing must not show any signs of cracks on the inner or outer race, no tears in the liner, and no resistance found when turning the bearing by hand.

EFFECTIVITY

LUBRICATE

L INBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3C

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TASK CARD

AIRLINE CARD NO.

MECH INSP			
		(d)	If the tool A57007 is not available, install (on wing) a bolt with lube fitting path and lubricate the roller bearing.
			NOTE: If you use a bolt with lube fitting to lubricate the roller bearing, you might have to work around with the bolt and bearing to align the lube groove in the bolt with the lube port in the bearing.
			1) Manually move the slat (as necessary) until the holes in the aft end of the auxiliary arm aligns with the slot in the auxiliary track for smooth removal/installation of the bolts (AMM 27-81-00/201, Manually Extend and Retract the Leading Edge slats without Airplane Power).
			Remove the bolt with lube fitting after you lubricated the roller bearing.
		(e)	Apply BMS 3-33 grease to the solid bolt and the roller bearing.
		(f)	Install the lubricated roller bearing with the solid (without lube fitting) bolt at the auxiliary track/arm joint.
			NOTE: Remove all grease from the bolt threads immediately before you install the nut or incorrect torque setting will occur.
		(g)	Tighten the nut between 290 to 510 pound-inches.
	(5)	part	ou cannot inject grease (lubricant does not squeeze out between s) through clogged roller bearing paths, clear its lube paths these steps:
		(a)	Remove the bearing and the lubrication fitting (AMM $27-81-01/401$).
		(b)	Use a squeeze bottle or similar device to force solvent (MEK, P-D-680 Stoddard, and TT-N-95 Naphtha are acceptable) into the lubrication path.
			NOTE: The lubrication path is clear when the solvent easily flows through the lubrication path and is clean when exiting. It may be necessary to allow the solvent to stand in the grease path for five minutes to dissolve
			obstructions.

EFFECTIVITY

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (c) Clean and dry solvent from the grease path with compressed air.
- (d) Install a new lubrication fitting.
- (e) Inspect the bearing and replace it if damaged.
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:

LUBRICATE L INBD SLAT MAIN/AUX TRACK ROLLERS

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BOEING CARD NO.

12-008-c1-1

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (a) 11H23, SLAT ALTN CONT INBD
- (b) 11H24, SLAT ALTN CONT OUTBD

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

> HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (8) Pressurize the center hydraulic system (AMM 29-11-00/201).
- (9) Remove the DO-NOT-OPERATE tag from the flap control lever.
- (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
- (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L INBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3C

12-008-c1-1 PAGE 7 OF 10 AUG 22/08

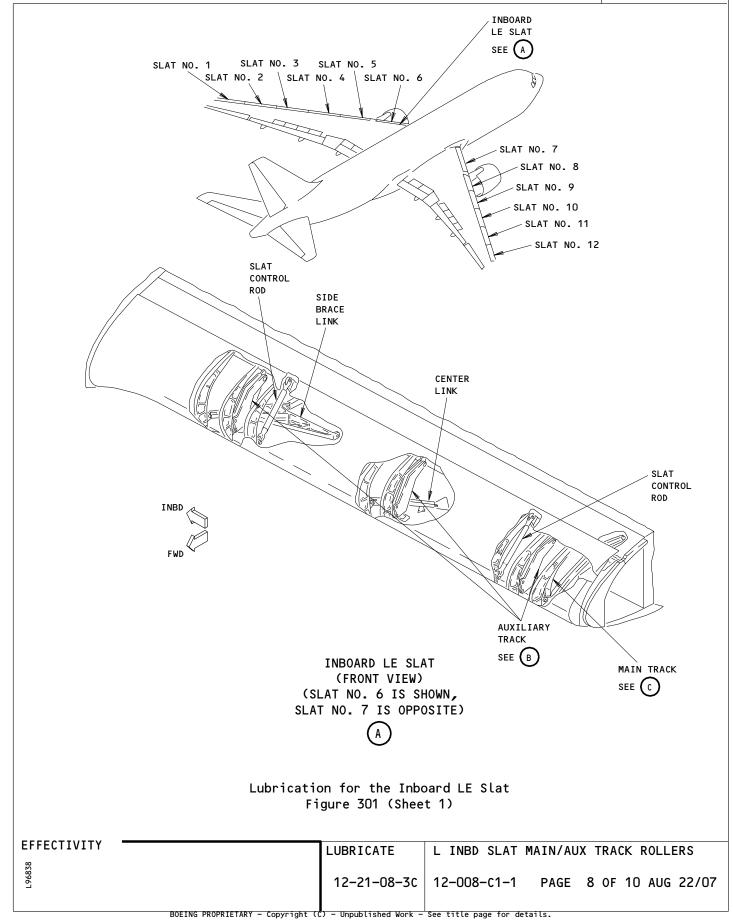
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AIRLINE CARD NO.



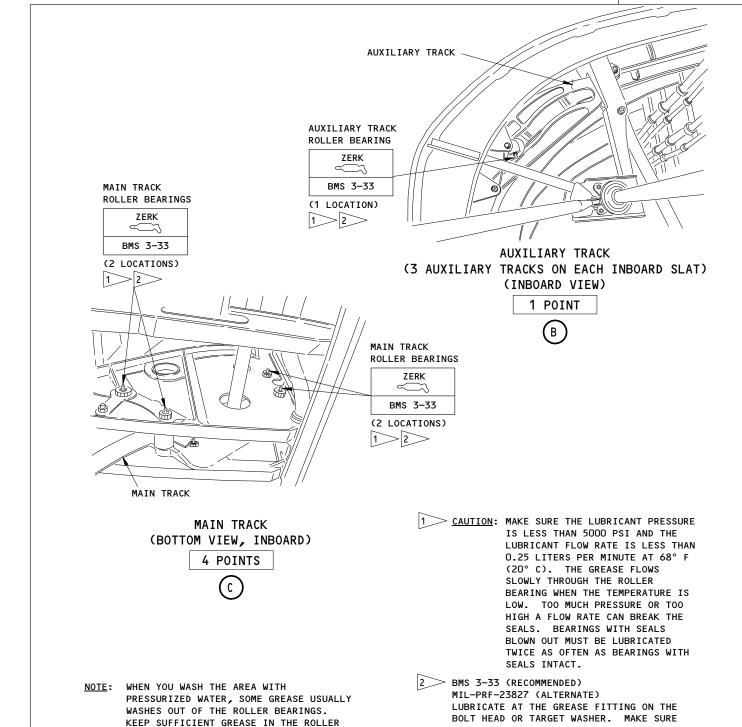
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BEARINGS AT ALL TIMES.



12-008-c1-1

AIRLINE CARD NO.



Lubrication for the Inboard LE Slat Figure 301 (Sheet 2)

GREASE GOES OUT OF THE BEARING ON AT

LEAST ONE SIDE.

LUBRICATE L INBD SLAT MAIN/AUX TRACK ROLLERS

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AIRLINE CARD NO.

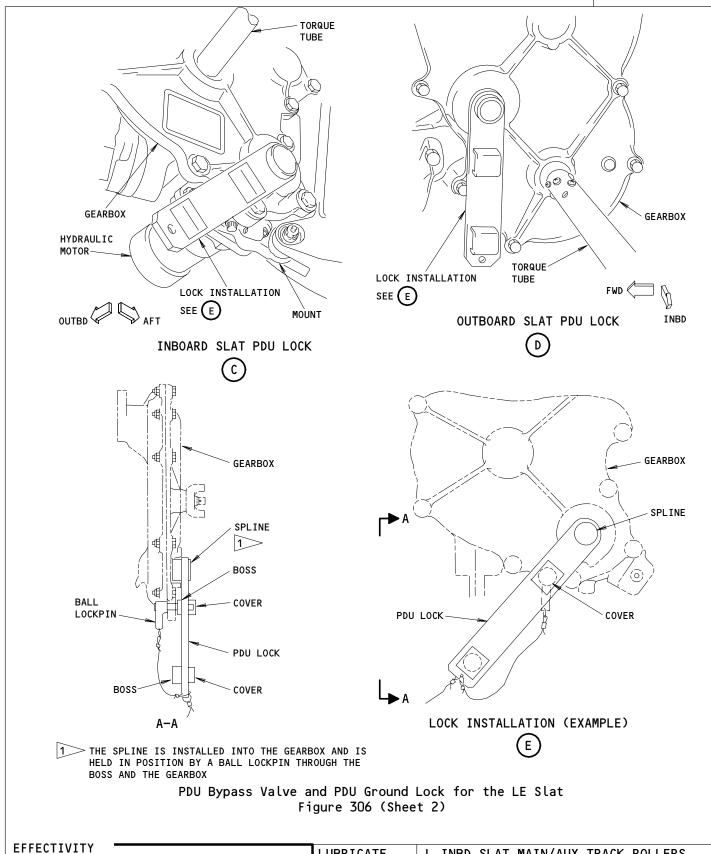
L INBD SLAT MAIN/AUX TRACK ROLLERS

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12-008-c1-1

SAS

BOEING 767 TASK CARD



LUBRICATE

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12-21-08-3C

STATION	
TAIL NO.	
DATE	┪

SKILL

WORK AREA



BOEING CARD NO.
12-008-C1-2

AIRLINE CARD NO.

PHASE

TASK CARD

AIRPL R WING LE 2C NOTE 124XX 008 AUG 22/08
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

ALL

ALL

ALL

ZONES ACCESS PANELS

611 5004 611CB 611EB 611HB 611MB NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE INBOARD LE SLAT MAIN TRACK ROLLERS. 12-21-08-3C 12-21-08-3C (1 TRACK PER RIGHT WING) 12-21-08-3D

2. LUBRICATE THE INBOARD LE SLAT AUXILIARY TRACK 12-21-08-3D ROLLERS.

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION OF THE T.E. SLATS PER MM REF 27-81-00.

INTERVAL NOTE FOR R INBD SLAT AUX TRACK ROLLERS ONLY:

FOR AIRPLANES INCORPORATING 767 SERVICE BULLETINS 57-0088, 57-0089, 57-0090, AND 57-0091, LUBRICATE EVERY 2C-CHECK OR 4 YEARS, WHICHEVER COMES LATER. THIS INTERVAL IS ALSO APPLICABLE TO AIRPLANES

LINE NUMBERS 919 AND ON.

ALL MAIN TRACK ROLLERS AND AIRPLANES NOT

INCORPORATING THESE BULLETINS SHOULD CONTINUE

LUBRICATING EVERY 6A CHECKS.

- 1. <u>Service the Leading Edge Slat System</u>
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1
 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)

LUBRICATE R INBD SLAT MAIN/AUX TRACK ROLLERS

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AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

C. References

- (1) AMM 06-44-00/201, Wing Access Doors and Panels
- (2) AMM 24-22-00/201, Electrical Power Control
- (3) AMM 27-81-00/201, Leading Edge Slat System
- (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
- (5) AMM 32-00-15/201, Landing Gear Door Locks
- (6) AMM 32-00-20/201, Landing Gear Downlocks
- (7) AMM 78-31-00/201, Thrust Reverser System
- D. Prepare for Servicing

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

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).
- (2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY

LUBRICATE

R INBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3C | 12-008-C1-2 PAGE 2 OF 10 APR 22/08

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.
- (4) Attach a DO-NOT-OPERATE tag to the flap control lever.
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard (10) LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.

EFFECTIVITY

LUBRICATE

R INBD SLAT MAIN/AUX TRACK ROLLERS

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AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

E. Procedure

(1) Remove the applicable access panels for lubrication of the inboard slat main and auxiliary track rollers (AMM 06-44-00/201).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (2) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (3) Lubricate the inboard slat main and auxiliary track rollers that are installed with bolts that have lube fitting (Fig. 301).
- (4) Lubricate the inboard slat auxiliary track rollers that are installed with solid bolts that do not have lube fitting. Use the tool A57007, or a bolt with lube fitting (Fig. 301):
 - (a) Manually move the inboard slat until the solid bolt at the aft end of the auxiliary track arm (Detail B, Fig. 301) is accessible for removal (AMM 27-81-00/201, Manually Extend and Retract the leading edge slats without Airplane Power).
 - (b) Disconnect and remove the solid bolt holding the roller bearing with your hand.

NOTE: Be careful when you pull the bolt out, the bearing can fall out of the joint. Keep all disassembled parts together.

(c) Do a visual check for roller bearing damage.

<u>NOTE</u>: The bearing must not show any signs of cracks on the inner or outer race, no tears in the liner, and no resistance found when turning the bearing by hand.

EFFECTIVITY

LUBRICATE

R INBD SLAT MAIN/AUX TRACK ROLLERS

12-21-08-3C

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TASK CARD

AIRLINE CARD NO.

				TASK CARD
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			(d)	If the tool A57007 is not available, install (on wing) a bolt with lube fitting path and lubricate the roller bearing.
				NOTE: If you use a bolt with lube fitting to lubricate the roller bearing, you might have to work around with the bolt and bearing to align the lube groove in the bolt with the lube port in the bearing.
				1) Manually move the slat (as necessary) until the holes in the aft end of the auxiliary arm aligns with the slot in the auxiliary track for smooth removal/installation of the bolts (AMM 27-81-00/201, Manually Extend and Retract the Leading Edge slats without Airplane Power).
				Remove the bolt with lube fitting after you lubricated the roller bearing.
			(e)	Apply BMS 3-33 grease to the solid bolt and the roller bearing.
			(f)	Install the lubricated roller bearing with the solid (without lube fitting) bolt at the auxiliary track/arm joint.
				NOTE: Remove all grease from the bolt threads immediately before you install the nut or incorrect torque setting will occur.
			(g)	Tighten the nut between 290 to 510 pound-inches.
		(5)	part	ou cannot inject grease (lubricant does not squeeze out between s) through clogged roller bearing paths, clear its lube paths these steps:
			(a)	Remove the bearing and the lubrication fitting (AMM $27-81-01/401$).
			(b)	Use a squeeze bottle or similar device to force solvent (MEK, P-D-680 Stoddard, and TT-N-95 Naphtha are acceptable) into the lubrication path.
				NOTE: The lubrication path is clear when the solvent easily flows through the lubrication path and is clean when exiting. It may be necessary to allow the solvent to stand in the grease path for five minutes to dissolve obstructions.

EFFECTIVITY

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MECH INSP

	() BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

- (c) Clean and dry solvent from the grease path with compressed air.
- (d) Install a new lubrication fitting.
- (e) Inspect the bearing and replace it if damaged.
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:

LUBRICATE R INBD SLAT MAIN/AUX TRACK ROLLERS

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BOEING CARD NO.

12-008-c1-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP (a) 11H23, SLAT ALTN CONT INBD (b) 11H24, SLAT ALTN CONT OUTBD WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED. CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE. (8) Pressurize the center hydraulic system (AMM 29-11-00/201). (9) Remove the DO-NOT-OPERATE tag from the flap control lever. (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position. (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

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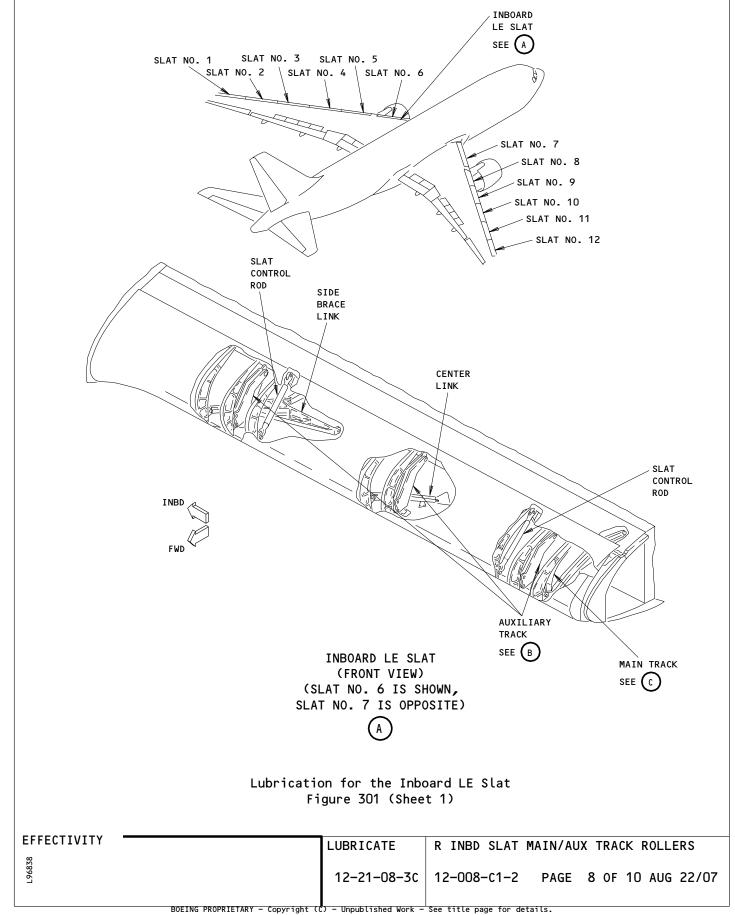
BOEING CARD NO.

12-008-C1-2

AIRLINE CARD NO.

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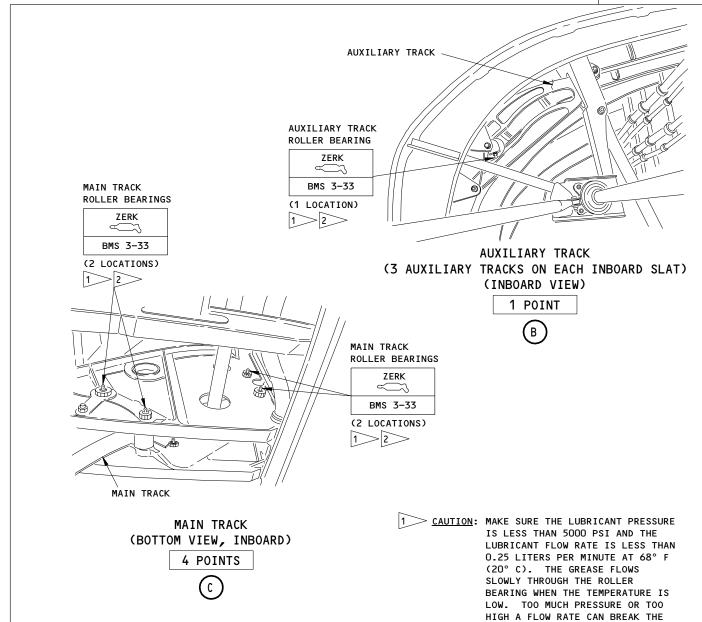
767 TASK CARD



AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



NOTE: WHEN YOU WASH THE AREA WITH PRESSURIZED WATER, SOME GREASE USUALLY WASHES OUT OF THE ROLLER BEARINGS. KEEP SUFFICIENT GREASE IN THE ROLLER BEARINGS AT ALL TIMES.

SEALS. BEARINGS WITH SEALS BLOWN OUT MUST BE LUBRICATED TWICE AS OFTEN AS BEARINGS WITH

SEALS INTACT.

> BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE) LUBRICATE AT THE GREASE FITTING ON THE BOLT HEAD OR TARGET WASHER. MAKE SURE GREASE GOES OUT OF THE BEARING ON AT LEAST ONE SIDE.

Lubrication for the Inboard LE Slat Figure 301 (Sheet 2)

EFFECTIVITY R INBD SLAT MAIN/AUX TRACK ROLLERS LUBRICATE 12-21-08-3C 12-008-c1-2 PAGE 9 OF 10 AUG 22/07

AIRLINE CARD NO.

12-008-c1-2

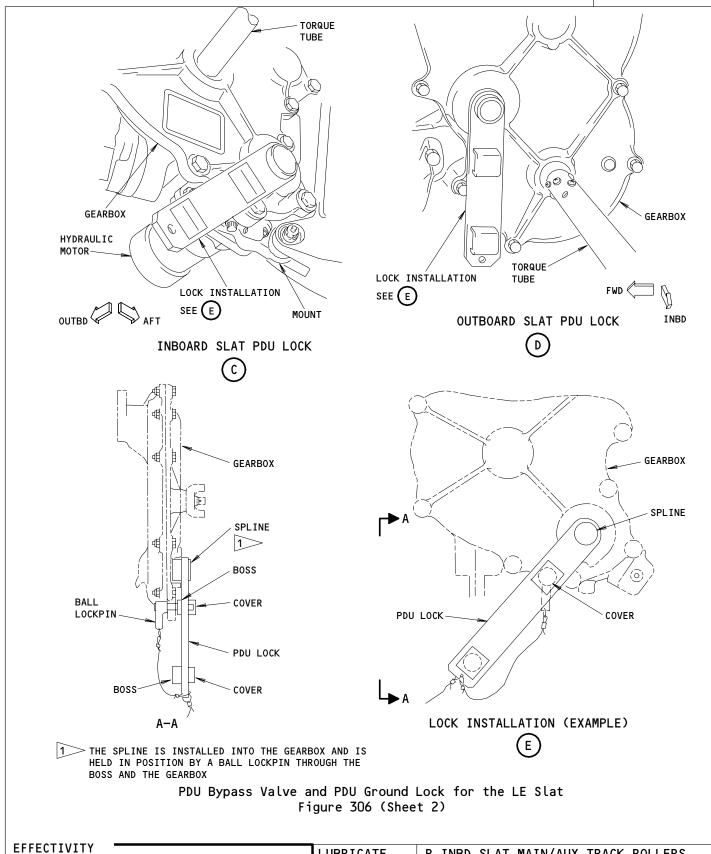
R INBD SLAT MAIN/AUX TRACK ROLLERS

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BOEING 767 TASK CARD



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12-21-08-3C

SKILL

WORK AREA



BOEING CARD NO.

12-008-03-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL L WING LE 1C 11212 012 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

LUBRICATE

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

STRUCTURAL ILLUSTRATION REFERENCE

AIRPLANE

AIRPLANE

ALL

ALL

ZONES ACCESS PANELS

521 5004 511CB 611CB

RELATED TASK

MECH INSP MPD ITEM NUMBER

LUBRICATE THE LEFT OUTBOARD LE SLAT TRACK HOUSING AND DRAIN TUBE

12-21-08-3G

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION OF THE LE SLATS PER MM REF 27-61-00.

- Service the Leading Edge Slat System
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1
 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
 - B. Consumable Materials
 - (1) G00009 Organic Corrosion Inhibiting Compound BMS 3-23, Type II (any class or grade)
 - C. References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks
 - (7) AMM 78-31-00/201, Thrust Reverser System

LUBRICATE L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

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SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH INSP

D. Prepare for Servicing

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE

THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).

(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

> HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.

(4) Attach a DO-NOT-OPERATE tag to the flap control lever.

Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6F24, ALTN SLAT OUTBD PWR

EFFECTIVITY

LUBRICATE

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3G | 12-008-03-1 PAGE 2 OF 7 APR 22/08

SAS BOEING TASK CARD

AIRLINE CARD NO.

- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.
- (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

Procedure

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (2) Remove the access panels 521AFB, 521ZB, 521TB, 521JB, 521EB and 521BB, to get access to the openings of the nine slat track housing cans at the left wing (AMM 06-44-00/201).
- Remove the 533AB dry bay access door aft of slat 6 (next to the right side of left wing/engine strut) for access to the drain openings inside the dry bay/wing structure (AMM 28-11-06/401, AMM 06-44-00/201).

EFFECTIVITY

LUBRICATE

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3G

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SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- (4) Apply corrosion protective coating BMS 3-23, Type II (any class or grade) to slat track housing cans and drain tubes with the steps that follow (Fig. 305):
 - (a) Plug drain openings at the bottom surface of left wing for slats 1 thru 4.
 - (b) Plug drain opening for slat 5 inside dry bay/wing structure.
 - Use a squeeze bottle with nozzle or hose, or any similar device and fill with BMS 3-23 (thru the openings of slat track housings) the can of slat track housing and the drain tube.
 - (d) Remove the plugs and drain excess BMS 3-23.
 - Blow air through the tubes (120 PSI maximum) from the drain openings at the wing bottom surface and from the drain openings inside the dry bay/wing structure.
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.

EFFECTIVITY

LUBRICATE

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3G | 12-008-03-1 PAGE 4 OF 7 AUG 22/08

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN WARNING: HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
- CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
- (8) Pressurize the center hydraulic system (AMM 29-11-00/201).
- (9) Remove the DO-NOT-OPERATE tag from the flap control lever.
- (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
- (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3G | 12-008-03-1 PAGE 5 OF 7 AUG 22/08

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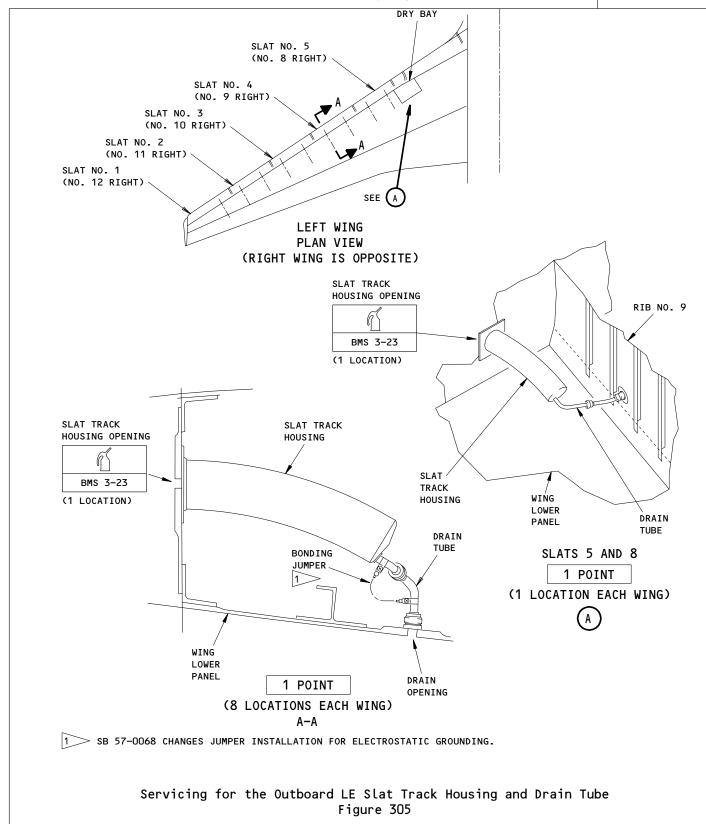
AIRLINE CARD NO.

L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

PAGE 6 OF 7 APR 22/00

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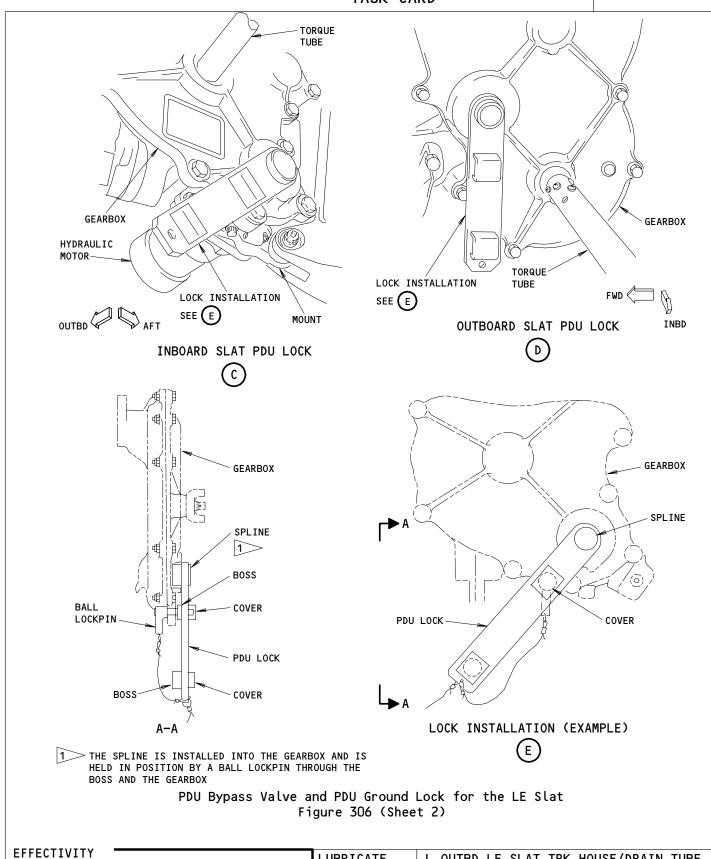
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L OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

PAGE 7 OF 7 AUG 22/05

STATION	
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SKILL

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BOEING CARD NO. 12-008-03-2

MPD

PHASE

AIRLINE CARD NO.

TASK CARD

AIRPL R WING LE 1C 11212 012 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

LUBRICATE R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

AIRPLANE ENGINI

ALL ALL

ZONES ACCESS PANELS

621 5004 511CB 611CB

RELATED TASK

MECH INSP MPD ITEM NUMBER

LUBRICATE THE RIGHT OUTBOARD LE SLAT TRACK HOUSING AND DRAIN TUBE.

12-21-08-3K

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION OF THE LE SLATS PER MM REF 27-61-00.

- Service the Leading Edge Slat System
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1
 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
 - B. Consumable Materials
 - (1) G00009 Organic Corrosion Inhibiting Compound BMS 3-23, Type II (any class or grade)
 - C. References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks
 - (7) AMM 78-31-00/201, Thrust Reverser System

LUBRICATE R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3K 12-008-03-2 PAGE 1 OF 7 APR 22/08

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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D. Prepare for Servicing

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE

THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).

(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

> HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.

(4) Attach a DO-NOT-OPERATE tag to the flap control lever.

Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6F24, ALTN SLAT OUTBD PWR

EFFECTIVITY

LUBRICATE

R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3K | 12-008-03-2 PAGE 2 OF 7 APR 22/08

BOEING 767 TASK CARD

AIRLINE CARD NO.

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		(6)	Open	these	circuit	breakers	on	the	overhead	panel,	P11,	and	ınstall
١										,	,		

locks and attach DO-NOT-CLOSE tags:

- (a) 11H23, SLAT ALTN CONT INBD
- (b) 11H24, SLAT ALTN CONT OUTBD
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.
- (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

Procedure

MECH INSP

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (2) Remove the access panels 621BB, 621EB, 621JB, 621TB, 621ZB and 621AFB, to get access to the openings of the nine slat track housing cans at the right wing (AMM 06-44-00/201)
- Remove the 633AB dry bay access door aft of slat 7 (next to the left side of right wing/engine strut) for access to the drain openings inside the dry bay/wing structure (AMM 28-11-06/401, AMM 06-44-00/201).

EFFECTIVITY	LUBRICATE	R OUTBD LE	SLAT TRK	HOUSE/	'DRAIN	TUBE
	12_21_02_7/	12_002_07_2	DACE	7 AE	7 1116	22/08

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (4) Apply corrosion protective coating BMS 3-23, Type II (any class or grade) to slat track housing cans and drain tubes with the steps that follow (Fig. 305):
 - (a) Plug drain openings at the bottom surface of right wing for slats 9 thru 12.
 - (b) Plug drain opening for slat 8 inside dry bay/wing structure.
 - (c) Use a squeeze bottle with nozzle or hose, or any similar device and fill with BMS 3-23 (thru the openings of slat track housings) the can of slat track housing and the drain tube.
 - (d) Remove the plugs and drain excess BMS 3-23.
 - (e) Blow air through the tubes (120 PSI maximum) from the drain openings at the wing bottom surface and from the drain openings inside the dry bay/wing structure.
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS.

THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO
PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

(4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.

EFFECTIVITY

LUBRICATE

R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3K

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AIRLINE CARD NO.

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TASK CARD

MECH INSP

- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
- CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
- (8) Pressurize the center hydraulic system (AMM 29-11-00/201).
- (9) Remove the DO-NOT-OPERATE tag from the flap control lever.
- (10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
- (11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3K

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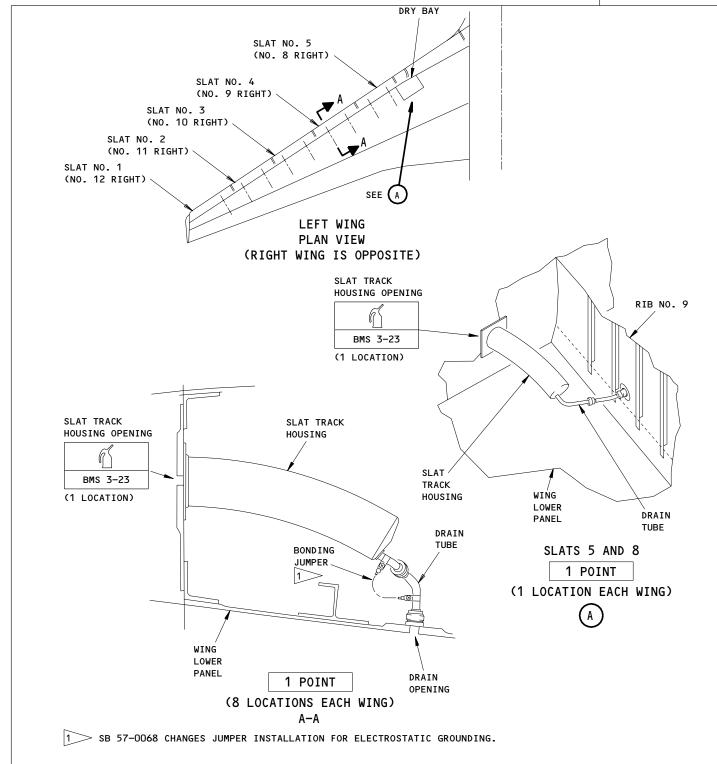
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Servicing for the Outboard LE Slat Track Housing and Drain Tube Figure 305

LUBRICATE R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

12-21-08-3K 12-008-03-2 PAGE 6 OF 7 AUG 22/01

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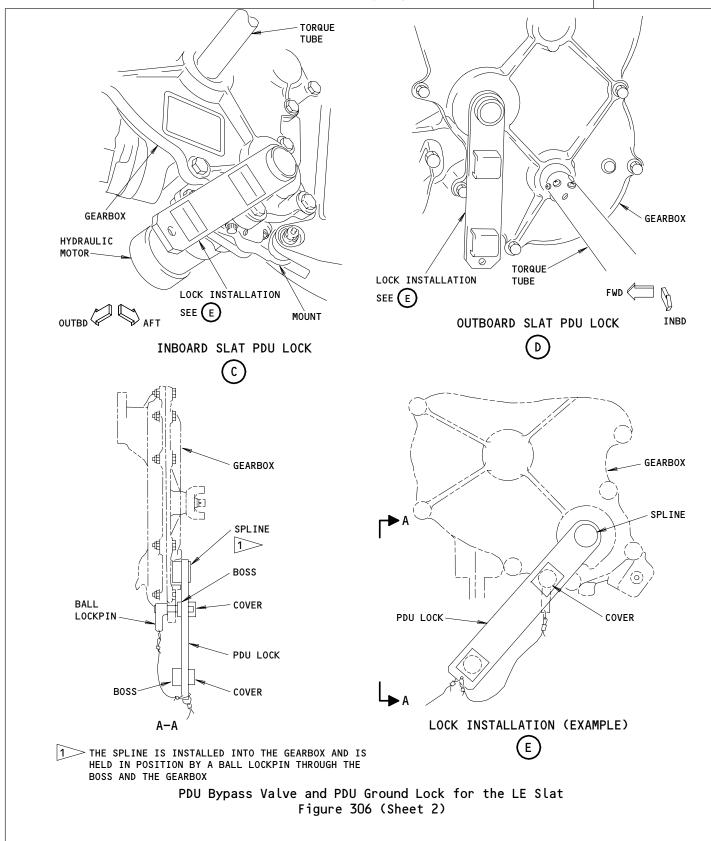
R OUTBD LE SLAT TRK HOUSE/DRAIN TUBE

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BOEING CARD NO.

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AIRLINE CARD NO.

TASK CARD

ALL

MPD

ALL

PHASE

AIRPL L WING LE 03000 HRS 10606 009 APR 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

LUBRICATE LEFT INBD LE SLAT SIDE BRACE LINK

INTERVAL

ZONES ACCESS PANELS

511 5004 511CB 511DB

RELATED TASK

MPD ITEM NUMBER

LUBRICATE LEFT INBOARD LE SLAT SIDE BRACE LINKS.

12-21-08-3E

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION OF THE L.E. SLATS PER MM REF 27-61-00.

- Service the Leading Edge Slat System
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - C. References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks
 - (7) AMM 78-31-00/201, Thrust Reverser System

LUBRICATE LEFT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E 12-009-01-1 PAGE 1 OF 8 DEC 22/07

12-009-01-1

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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D. Prepare for Servicing

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE

THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).

(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

> HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.

(4) Attach a DO-NOT-OPERATE tag to the flap control lever.

Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6F24, ALTN SLAT OUTBD PWR

EFFECTIVITY

LUBRICATE

LEFT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-1 PAGE 2 OF 8 APR 22/08

12-009-01-1

SAS BOEING TASK CARD

AIRLINE CARD NO.

- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- (9) Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.
- (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

Procedure

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (2) Lubricate the inboard slat side brace links (Fig. 304).
- Put the Airplane Back to Its Usual Condition
 - Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

EFFECTIVITY

LUBRICATE

LEFT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-1 PAGE 3 OF 8 AUG 22/08

12-009-01-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

EFFECTIVITY

LUBRICATE

LEFT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-1

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12-009-01-1

AIRLINE CARD NO.

		TASK CARD
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		WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.
		CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
		(8) Pressurize the center hydraulic system (AMM 29-11-00/201).
		(9) Remove the DO-NOT-OPERATE tag from the flap control lever.
		(10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.
		(11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

LEFT INBD LE SLAT SIDE BRACE LINK

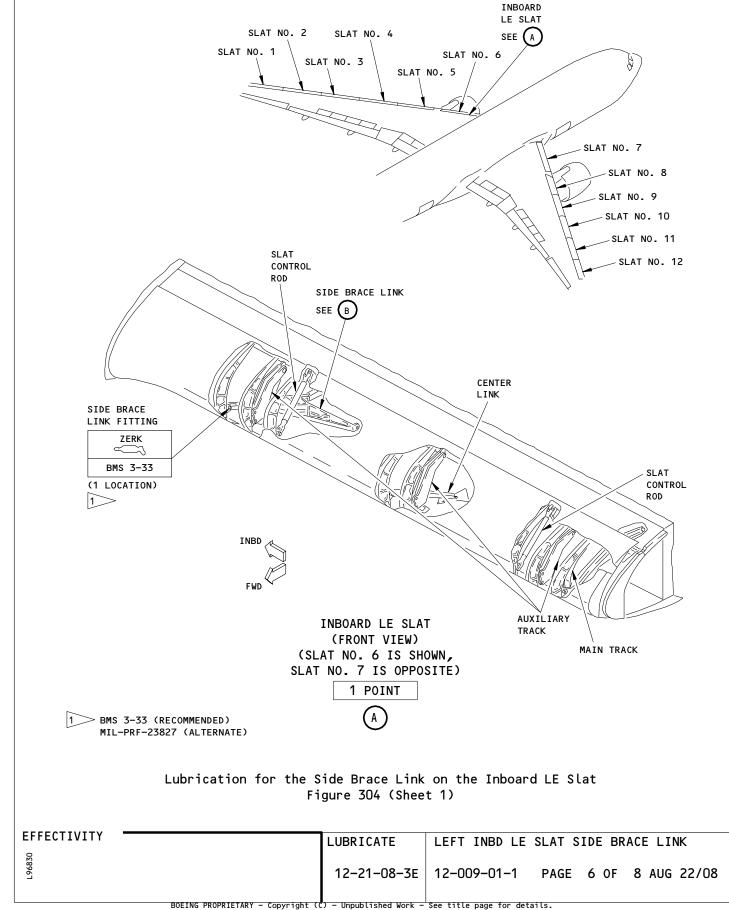
12-21-08-3E | 12-009-01-1 PAGE 5 OF 8 AUG 22/08

BOEING 767

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767 TASK CARD 12-009-01-1

AIRLINE CARD NO.



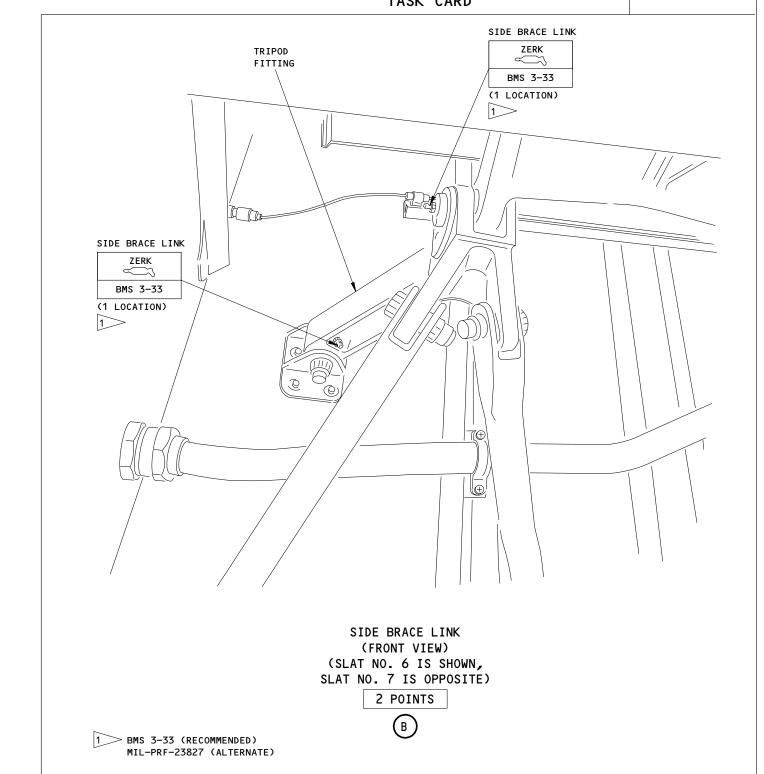
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LUBRICATE LEFT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E 12-009-01-1 PAGE 7 OF 8 APR 22/09

Lubrication for the Side Brace Link on the Inboard LE Slat Figure 304 (Sheet 2)

AIRLINE CARD NO.

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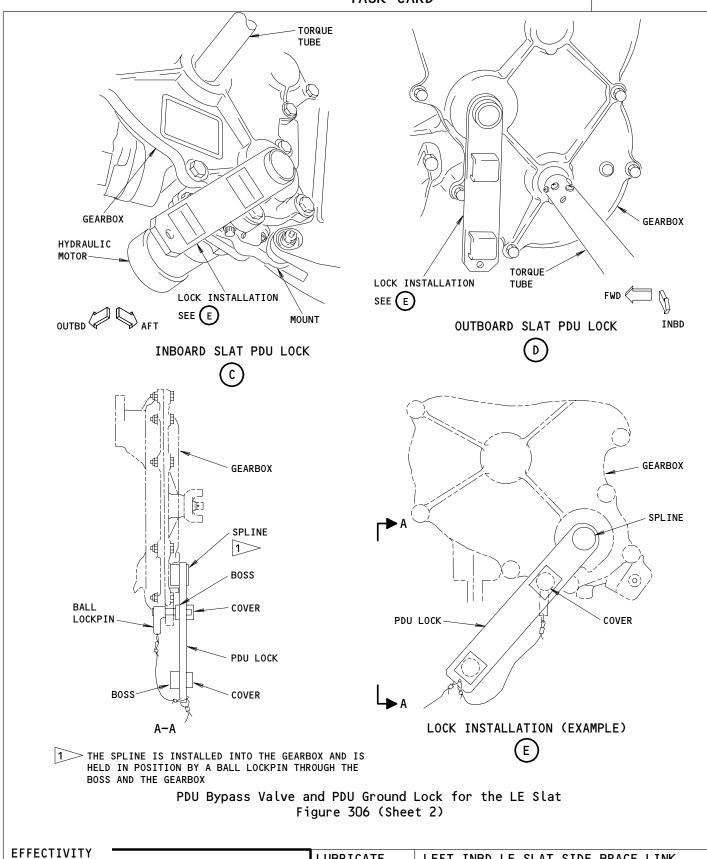
LEFT INBD LE SLAT SIDE BRACE LINK

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BOEING 767 TASK CARD



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BOEING CARD NO. 12-009-01-2

AIRLINE CARD NO.

SKILL WORK AREA RE		RELA	ATED TASK		INTERVAL		PHASE	MPD	TA	SK CARD	
									REV	RE	VISION
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TASK			TITLE	•		STRUCTURAL ILLUSTRATION RE	FERENCE	AP	PLICABI	LITY	
								AIRPLAN	E	ENGINE	
LUBRI	CATE	RIGH	IT INBD	LE SLAT S	SIDE BRACE	LINK					
									ALL		ALL
	ZONES						ACCESS PANELS				

ZONES

5004 611CB 611DB 611

MPD ITEM NUMBER MECH INSP

LUBRICATE RIGHT INBOARD LE SLAT SIDE BRACE LINKS.

12-21-08-3E

ACCESS NOTE: SPECIAL ACCESS 5004 REQUIRES EXTENSION OF THE L.E. SLATS PER MM REF 27-61-00.

- Service the Leading Edge Slat System
 - A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip (Commercially Available)
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks
 - (7) AMM 78-31-00/201, Thrust Reverser System

EFFECTIVITY LUBRICATE RIGHT INBD LE SLAT SIDE BRACE LINK 12-21-08-3E | 12-009-01-2 PAGE 1 OF 8 DEC 22/07

12-009-01-2

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH INSP

D. Prepare for Servicing

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE

THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).

(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

> HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.

(4) Attach a DO-NOT-OPERATE tag to the flap control lever.

Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6F24, ALTN SLAT OUTBD PWR

EFFECTIVITY

LUBRICATE

RIGHT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-2

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AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- (9) Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- (10) Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.
- (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

E. Procedure

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (2) Lubricate the inboard slat side brace links (Fig. 304).
- F. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

EFFECTIVITY

LUBRICATE

RIGHT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E

12-009-01-2 PAGE 3 OF 8 AUG 22/08

12-009-01-2 AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT WARNING: TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

EFFECTIVITY

LUBRICATE

RIGHT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-2 PAGE 4 OF 8 AUG 22/08

12-009-01-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED

SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(8) Pressurize the center hydraulic system (AMM 29-11-00/201).

(9) Remove the DO-NOT-OPERATE tag from the flap control lever.

(10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.

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

EFFECTIVITY

LUBRICATE

RIGHT INBD LE SLAT SIDE BRACE LINK

12-21-08-3E | 12-009-01-2

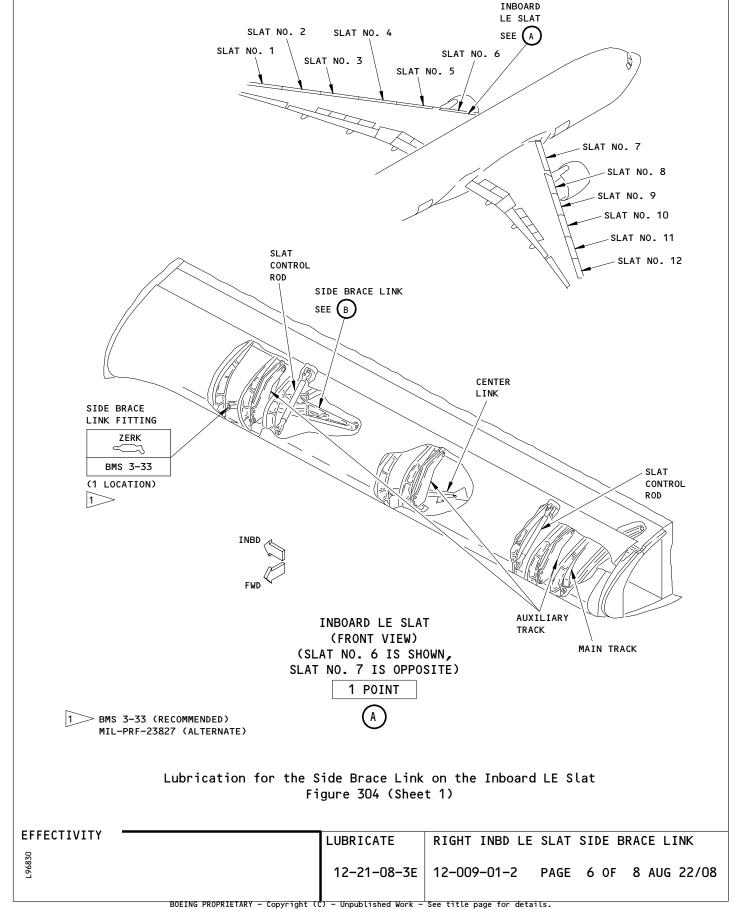
12-009-01-2 PAGE 5 OF 8 AUG 22/08

12-009-01-2

AIRLINE CARD NO.

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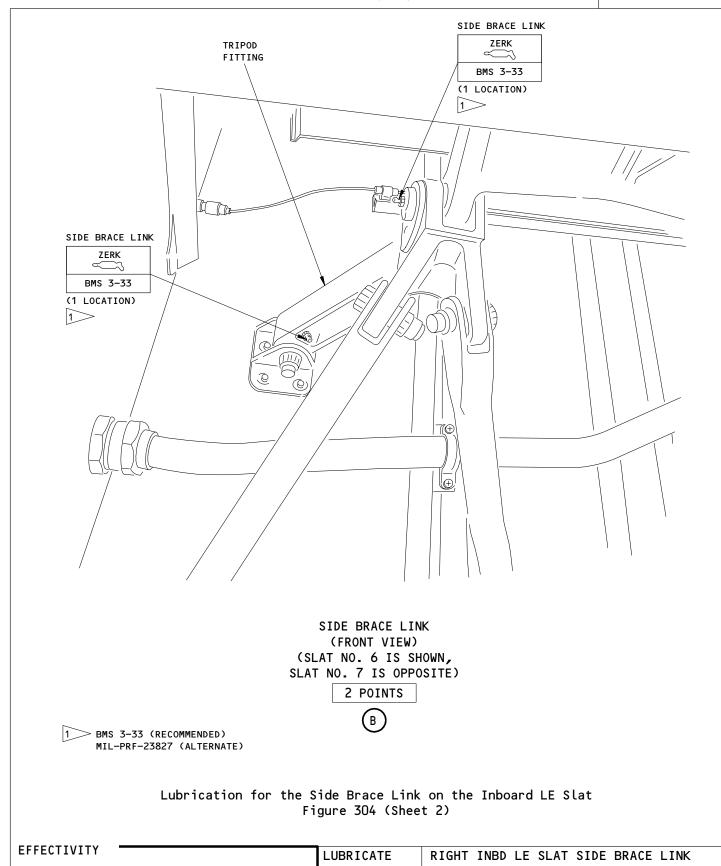


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AIRLINE CARD NO.

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12-21-08-3E

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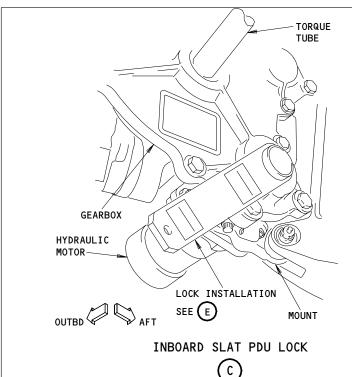
PAGE 7 OF 8 APR 22/09

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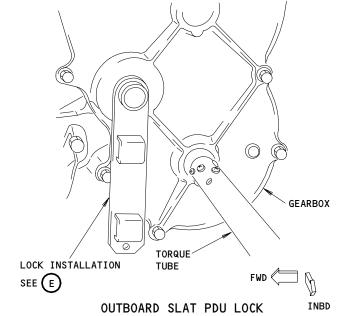
BOEING 767

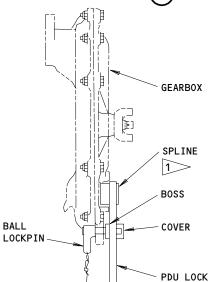
TASK CARD

AIRLINE CARD NO.

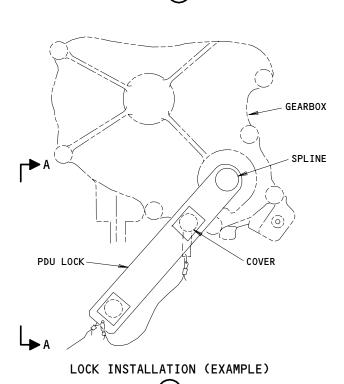


SAS





BOSS



> THE SPLINE IS INSTALLED INTO THE GEARBOX AND IS HELD IN POSITION BY A BALL LOCKPIN THROUGH THE BOSS AND THE GEARBOX

COVER

PDU Bypass Valve and PDU Ground Lock for the LE Slat Figure 306 (Sheet 2)

EFFECTIVITY

LUBRICATE 12-21-08-3E RIGHT INBD LE SLAT SIDE BRACE LINK

12-009-01-2 PAGE 8 OF 8 AUG 22/08

STATION	
TAIL NO.	\neg
TAIL NO.	
DATE	

WORK AREA



BOEING CARD NO. 12-010-01-1

AIRLINE CARD NO.

TASK CARD

RELATED TASK INTERVAL SKILL PHASE REV REVISION 800 AIRPL L WING LE 1C AUG 22/08 11212 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS **ALL** ALL

ZONES ACCESS PANELS

125 126 510 520 511BB 511CB 511FB 511KB 511LB 511NB 511QB 511RB **521AEB** 521AFB 521ALB 521AMB 521EB 521HB 521JB 521PB 521RB 521TB

521YB 521ZB 821

MECH INSP

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS. SLATS 1-6 LEFT WING/BODY FAIRING A/C MIX BAY

12-21-08-3F

MPD ITEM NUMBER

- Service the Leading Edge Slat System
 - Equipment
 - (1) Leading Edge Slat Groundlock A27007-1 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip (Commercially Available)
 - Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
 - References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - AMM 24-22-00/201, Electrical Power Control (2)
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems (4)
 - AMM 32-00-15/201, Landing Gear Door Locks (5)
 - AMM 32-00-20/201, Landing Gear Downlocks (6)
 - (7) AMM 78-31-00/201, Thrust Reverser System

EFFECTIVITY LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS 12-21-08-3F 12-010-01-1 PAGE 1 OF 10 AUG 22/07

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP
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D. Prepare for Servicing

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE

THRUST REVERSER CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).

(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN

HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR

WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.

(4) Attach a DO-NOT-OPERATE tag to the flap control lever.

(5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6F24, ALTN SLAT OUTBD PWR

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-1 PAGE 2 OF 10 APR 22/08

SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP		
		(6)	Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
			(a) 11H23, SLAT ALTN CONT INBD
			(b) 11H24, SLAT ALTN CONT OUTBD
		(7)	Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
		(8)	Remove the access panel 611CB to get to the inboard slat PDU (AMM $06-44-00/201$).
		(9)	Remove the access panel 511CB to get to the outboard slat PDU (AMM $06-44-00/201$).
		(10)	Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
		(11)	Install a DO-NOT-OPERATE tag on the manual override lever.
		(12)	Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).
	E	. Proc	edure
		<u>WARN</u>	ING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.
		(1)	Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
		(2)	Lubricate the slat drive shaft couplings (Fig. 303).
			NOTE: To lubricate the coupling inside the mounting structure of the Side of Body Angle Gearbox for the outboard slats, remove the access cover (Fig. 303).

F. Put the Airplane Back to Its Usual Condition

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-1 PAGE 3 OF 10 AUG 22/08

12-010-01-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

(1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS.

THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO
PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-1 PAGE 4 OF 10 AUG 22/08

12-010-01-1

SAS BOEING

AIRLINE CARD NO.

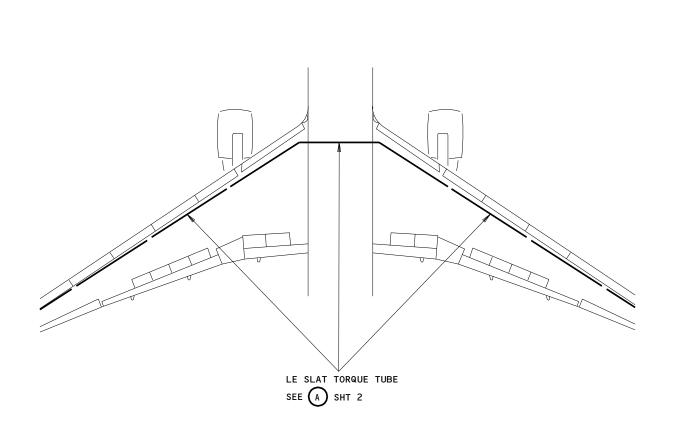
		SAS 767 TASK CARD	AIRLINE CARD NO.
MECH	INSP		
		WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SUF HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, F FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POU SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT WHEN HYDRAULIC POWER IS SUPPLIED.	RUDDER, VERED
		CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR I MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.	ROM THE
		(8) Pressurize the center hydraulic system (AMM 29-11-00/201)).
		(9) Remove the DO-NOT-OPERATE tag from the flap control lever	`.
		(10) Move the flap control lever to the zero-unit detent and r the TE flaps and LE slats move to the fully retracted pos	
		(11) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	

SAS

767
TASK CARD

12-010-01-1

AIRLINE CARD NO.



Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 1)

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS

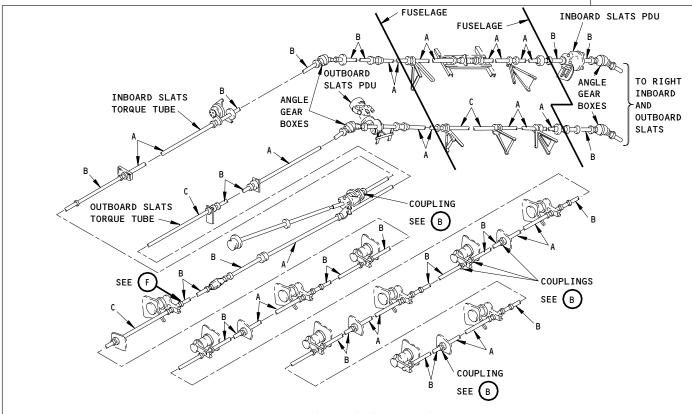
12-21-08-3F 12-010-01-1 PAGE 6 0F 10 AUG 22/08

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FOEING 767 TASK CARD



LE SLAT TORQUE TUBES
(LEFT WING AND FUSELAGE ARE SHOWN,
RIGHT WING IS OPPOSITE)



1> TYPE OF TORQUE TUBE IS CALLED OUT BY LETTERS A, B, OR C.

- LUBRICATE TORQUE TUBE TYPE "A" (ONE COUPLING).
 - LUBRICATE TORQUE TUBE TYPE "B" (TWO COUPLINGS).
- TORQUE TUBE TYPE "C" DOES NOT HAVE COUPLING TO BE GREASED.

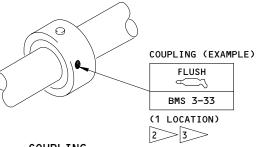
BETWEEN THE FOUR ANGLE GEAR BOXES: THERE ARE NINETEEN COUPLINGS (SEVEN TYPE "A" AND SIX TYPE "B" TORQUE TUBES).

AT EACH WING:

THERE ARE THIRTY FIVE COUPLINGS (SEVEN TYPE "A" AND FOURTEEN TYPE "B" TORQUE TUBES).

CLEAN OFF ALL OF THE GREASE FROM THE EXTERNAL SIDE OF THE COUPLING.

BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)



COUPLING (EXAMPLE)

(89 COUPLINGS TOTAL FOR THE SLAT DRIVE SYSTEM 1)

1 POINT

Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 2)

LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS

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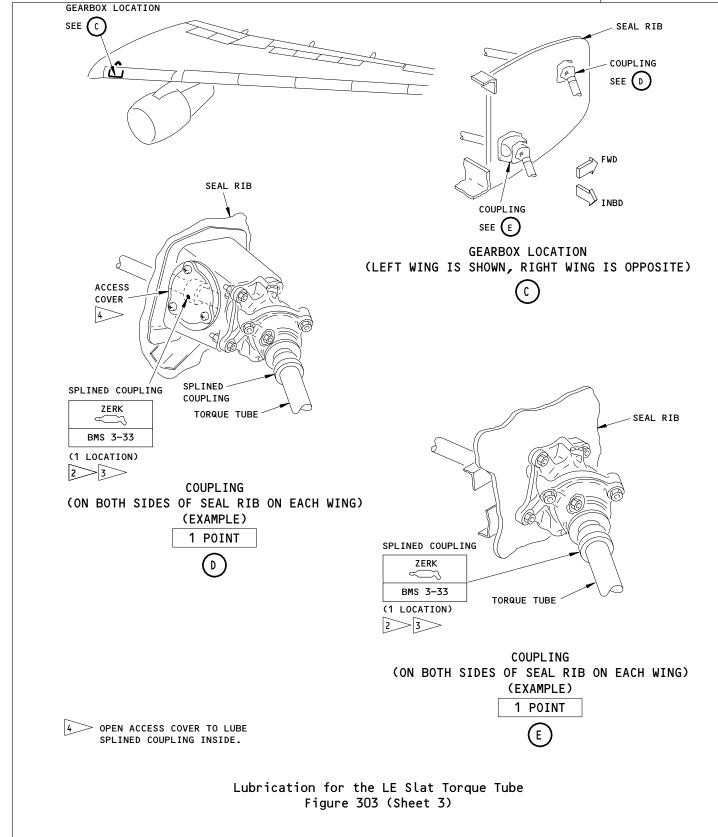
LEFT LE SLAT DRIVE SHAFT COUPLINGS

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767 TASK CARD



LUBRICATE

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12-21-08-3F

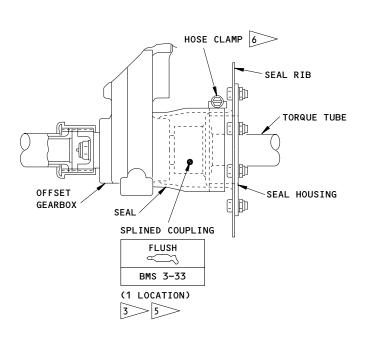
EFFECTIVITY

AIRLINE CARD NO.

12-010-01-1

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COUPLING (BETWEEN OFFSET GEARBOX AND SEAL RIB AT SLATS 5 AND 8)



5 REMOVE SEAL TO LUBRICATE COUPLING

> TORQUE 15 TO 20 POUND-INCHES (1.7 TO 2.2 NEWTON-METERS)

Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 4)

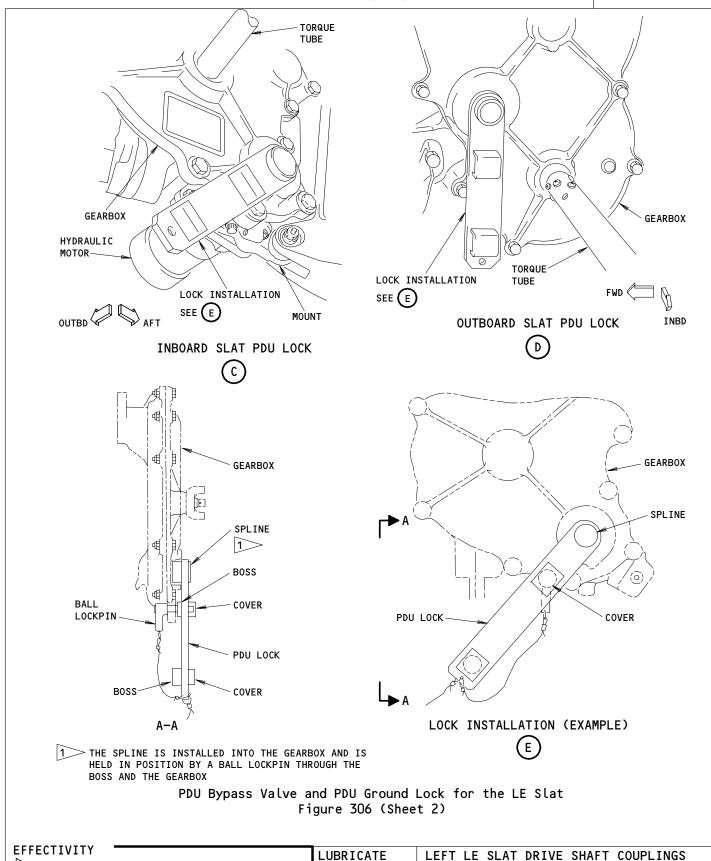
EFFECTIVITY LUBRICATE LEFT LE SLAT DRIVE SHAFT COUPLINGS 12-21-08-3F 12-010-01-1 PAGE 9 OF 10 AUG 22/08

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STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO.

12-010-01-2

AIRLINE CARD NO.

PHASE

TASK CARD

AIRPL R WING LE 1C 11212 014 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS

AIRPLANE ENGINI
ALL ALL

ZONES ACCESS PANELS

611BB 611CB 611FB 611KB 611LB 611NB 611QB 611RB 621AEB 621AFB 621ALB 621AMB 621EB 621HB 621JB 621PB 621RB 621TB

INTERVAL

621YB 621ZB NOTE

MECH INSP

610 620

SKILL

MPD ITEM NUMBER

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS.

RELATED TASK

12-21-08-3F

SLATS 7-12

RIGHT WING/BODY FAIRING

ACCESS NOTE: AIRPLANE WILL HAVE EITHER ACCESS PANEL 621SB OR ACCESS PANELS 621PB, 621QB, AND 621RB.

Service the Leading Edge Slat System

- A. Equipment
 - (1) Leading Edge Slat Groundlock A27007-1 (2 Necessary)
 - (2) Circuit Breaker Lockout Clip
 (Commercially Available)
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Alternate)
- C. References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 24-22-00/201, Electrical Power Control
 - (3) AMM 27-81-00/201, Leading Edge Slat System
 - (4) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (5) AMM 32-00-15/201, Landing Gear Door Locks
 - (6) AMM 32-00-20/201, Landing Gear Downlocks

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-2 PAGE 1 OF 10 AUG 22/07

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (7) AMM 78-31-00/201, Thrust Reverser System
- D. Prepare for Servicing

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

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (1) Do these procedures: Thrust Reverser Deactivation for Ground Maintenance (AMM 78-31-00/201) and open the doors for the landing gears and install the door locks (AMM 32-00-15/201).
- (2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (3) Make sure that the TE flaps and LE slats are in the fully extended position, and that the flap control lever is in the 30-unit detent.
- (4) Attach a DO-NOT-OPERATE tag to the flap control lever.
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-2 PAGE 2 OF 10 APR 22/08

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Remove the access panel 611CB to get to the inboard slat PDU (AMM 06-44-00/201).
- (9) Remove the access panel 511CB to get to the outboard slat PDU (AMM 06-44-00/201).
- (10) Move the manual override levers on the bypass valve for the inboard LE slat and outboard LE slat power drive unit (PDU) to the No. 1 (bypass) position (Fig. 306).
- (11) Install a DO-NOT-OPERATE tag on the manual override lever.
- (12) Install the PDU locks in the inboard LE slat and outboard LE slat PDUs (Fig. 306).

E. Procedure

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (1) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (2) Lubricate the slat drive shaft couplings (Fig. 303).

NOTE: To lubricate the coupling inside the mounting structure of the Side of Body Angle Gearbox for the outboard slats, remove the access cover (Fig. 303).

F. Put the Airplane Back to Its Usual Condition

EFFECTIVITY

LUBRICATE

RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F

12-010-01-2 PAGE 3 OF 10 AUG 22/08

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(1) Remove the DO-NOT-OPERATE tag and move the manual override lever on the bypass valve for the inboard and outboard PDUs to the No. 2 (normal) position (Fig. 306).

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (2) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (3) Remove the PDU locks from the inboard LE slat and outboard LE slat PDUs (Fig. 306).

WARNING: DO NOT LET OBJECTS GET IN THE HOUSING ASSEMBLY OF THE SLAT TRACK. THIS WILL HELP PREVENT A PUNCTURE OF THE HOUSING ASSEMBLY THAT COULD CAUSE A FUEL LEAK. THE FUEL LEAK COULD CAUSE A FIRE AND POSSIBLE DEATH OR INJURY TO PERSONNEL.

- (4) Keep clean and free of all unwanted objects (FOD), the housing (can) assemblies of the slat main tracks, at all time.
- (5) Install the access panels/doors that you removed for the tasks of lubrication, oil replenishment, and/or protective coating application (AMM 06-44-00/201, AMM 28-11-06/401).
- (6) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6F24, ALTN SLAT OUTBD PWR
- (7) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-2 PAGE 4 OF 10 AUG 22/08

12-010-01-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

<u>CAUTION</u>: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(8) Pressurize the center hydraulic system (AMM 29-11-00/201).

(9) Remove the DO-NOT-OPERATE tag from the flap control lever.

(10) Move the flap control lever to the zero-unit detent and make sure the TE flaps and LE slats move to the fully retracted position.

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

EFFECTIVITY

LUBRICATE

RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F

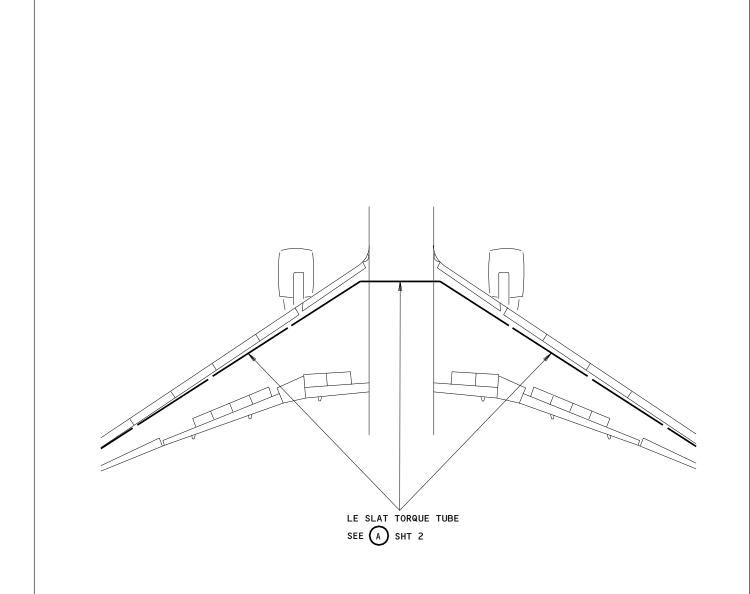
12-010-01-2 PAGE 5 OF 10 AUG 22/08

AIRLINE CARD NO.

12-010-01-2

SAS





Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 1)

EFFECTIVITY RIGHT LE SLAT DRIVE SHAFT COUPLINGS LUBRICATE 12-21-08-3F 12-010-01-2 PAGE 6 OF 10 AUG 22/08

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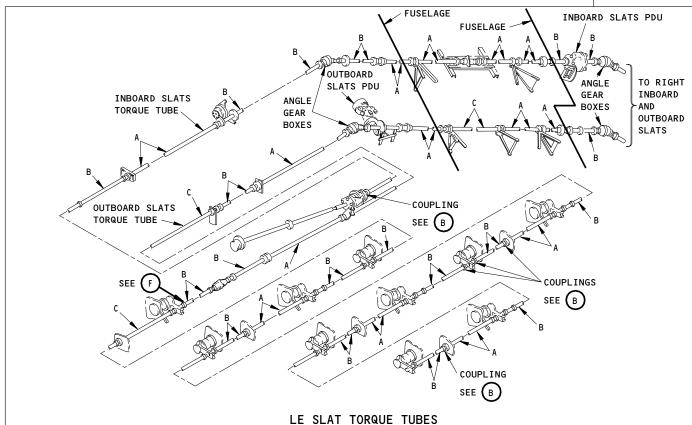
767

SAS

BOEING TASK CARD

12-010-01-2

AIRLINE CARD NO.



(LEFT WING AND FUSELAGE ARE SHOWN, RIGHT WING IS OPPOSITE)



1> TYPE OF TORQUE TUBE IS CALLED OUT BY LETTERS A, B, OR C.

- LUBRICATE TORQUE TUBE TYPE "A" (ONE COUPLING).
- LUBRICATE TORQUE TUBE TYPE "B" (TWO COUPLINGS).
- TORQUE TUBE TYPE "C" DOES NOT HAVE COUPLING TO BE GREASED.

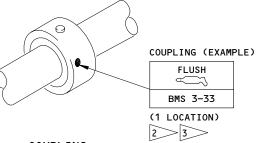
BETWEEN THE FOUR ANGLE GEAR BOXES: THERE ARE NINETEEN COUPLINGS (SEVEN TYPE "A" AND SIX TYPE "B" TORQUE TUBES).

AT EACH WING:

THERE ARE THIRTY FIVE COUPLINGS (SEVEN TYPE "A" AND FOURTEEN TYPE "B" TORQUE TUBES).

> CLEAN OFF ALL OF THE GREASE FROM THE EXTERNAL SIDE OF THE COUPLING.

BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)



COUPLING (EXAMPLE)

(89 COUPLINGS TOTAL FOR THE SLAT DRIVE SYSTEM 1>>)

1 POINT В

Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 2)

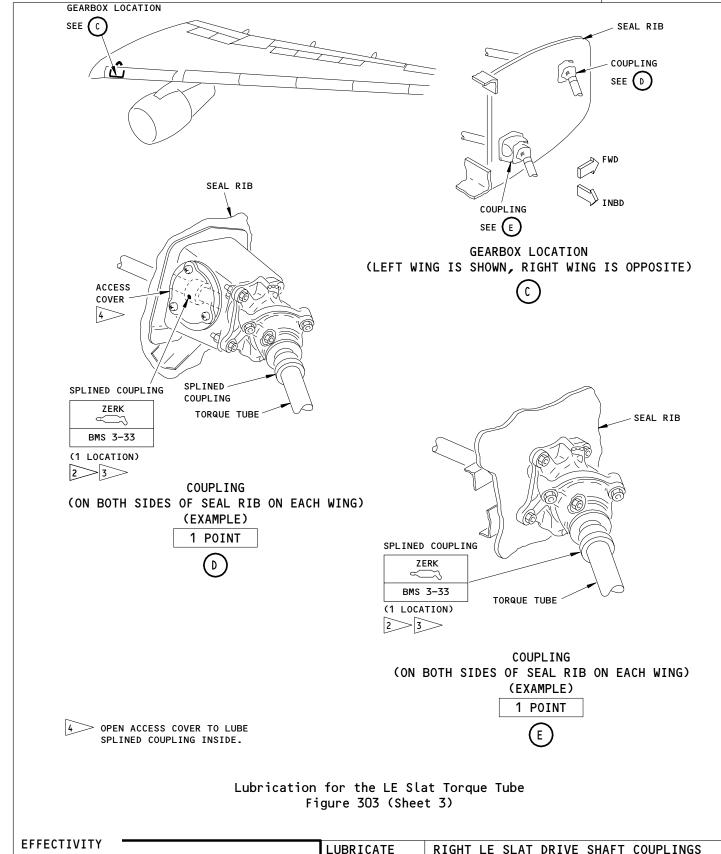
EFFECTIVITY LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS 12-21-08-3F 12-010-01-2 PAGE 7 OF 10 AUG 22/08

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AIRLINE CARD NO.

SAS

767 TASK CARD



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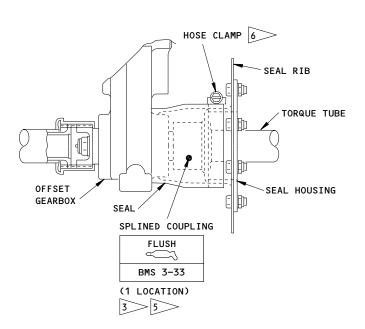
PAGE 8 OF 10 AUG 22/08

12-010-01-2

AIRLINE CARD NO.

POEING 767 TASK CARD

SAS



COUPLING (BETWEEN OFFSET GEARBOX AND SEAL RIB AT SLATS 5 AND 8)



5 REMOVE SEAL TO LUBRICATE COUPLING

6 TORQUE 15 TO 20 POUND-INCHES (1.7 TO 2.2 NEWTON-METERS)

Lubrication for the LE Slat Torque Tube Figure 303 (Sheet 4)

LUBRICATE RIGHT LE SLAT DRIVE SHAFT COUPLINGS

12-21-08-3F 12-010-01-2 PAGE 9 OF 10 AUG 22/08

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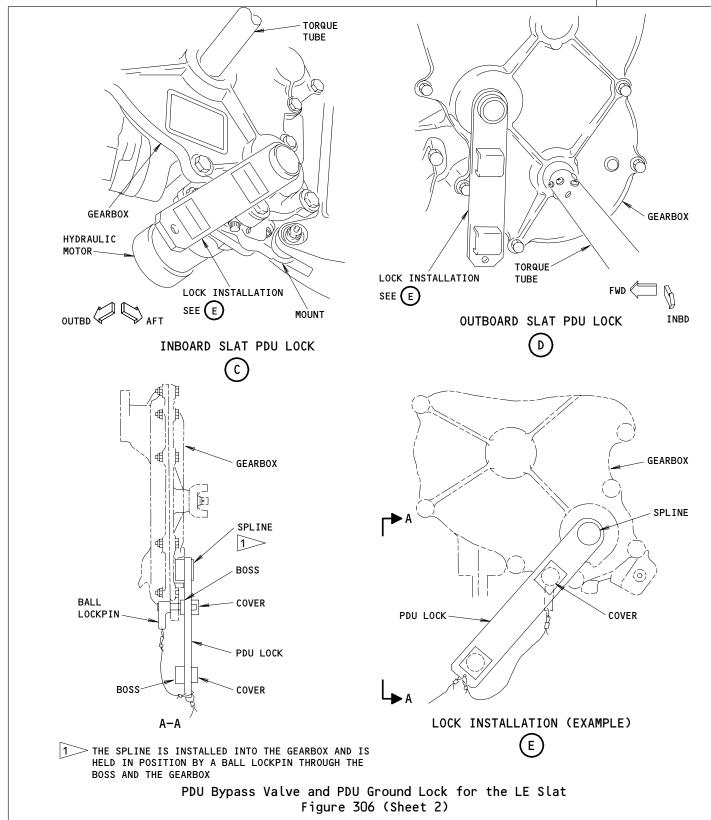
RIGHT LE SLAT DRIVE SHAFT COUPLINGS

PAGE 10 OF 10 AUG 22/08

12-010-01-2

SAS

FOEING 767 TASK CARD



LUBRICATE

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12-21-08-3F

EFFECTIVITY

STA	TION]									BOE	ING CARD NO.
TAI	L NO.		C	A C			<i>TEIN</i>	G				11-C1-1
D	ATE	-	2	AS			767				AIRI	LINE CARD NO.
						TAS	K CARD					
SKILL	WORK AR	REA	REI	_ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRPL	L WING	TE				1C				11212	007	AUG 22/09
TAS LUBR I		LEFT	TE FL		TTLE SHA	FT COUPL	INGS	STRUCTURAL	. ILLUSTRATIO	N REFERENCE	AF AIRPLAN	PPLICABILITY IE ENGINE
											ALL	ALL
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	211 217 740	2 555	566	1004	437DI	В 5002	551XBX	552FB	561AB	NOTE		
MECH INSP												MPD ITEM NUMBER

1. LUBRICATE LEFT TE FLAP DRIVE SHAFT COUPLINGS AND SUPPORT BEARINGS.

12-21-09-3A 12-21-09-3A 12-21-09-3I

2. LUBRICATE THE LEFT TE OFF-SET TEE GEARBOX.

12-21-09-3I

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING THE LANDING GEAR THROUGH THE WHEEL WELL

DOORS PER MM REF 32-00-15.

SPECIAL ACCESS 5002 REQUIRES EXTENDING THE

T.E. FLAPS PER MM REFERENCE 27-51-00.

- 1. Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - (4) C00259 Primer BMS 10-11 Type 1
 - (5) A00436 Sealant BMS 5-45 (Supersedes BMS 5-26 Sealant)
 - References
 - (1) AMM 24-22-00/201, Electrical Power Control

12-011-c1-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (2) AMM 27-51-00/201, Trailing Edge Flap System
- (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
- (4) AMM 32-00-15/201, Landing Gear Door Lock
- (5) AMM 32-00-20/201, Landing Gear Downlock
- D. Access
 - (1) Location Zones

144 Right MLG Wheel Well
211/212 Control Cabin
555/655 Inboard Trailing Edge Flap
566/666 Outboard Trailing Edge Flap
730/740 Left/Right Main Landing Gear and Doors

- E. Prepare for Servicing
 - WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO THE EQUIPMENT.
 - CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
 - (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
 - (2) Install a DO-NOT-OPERATE tag on the flap control lever.
 - (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

EFFECTIVITY

LUBRICATE

LEFT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A

12-011-C1-1 PAGE 2 OF 11 APR 22/08

12-011-c1-1

AIRLINE CARD NO.

S FORING 767 TASK CARD

MECH INSP

- (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR

LUBRICATE LEFT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A 12-011-C1-1 PAGE 3 OF 11 APR 22/08

AIRLINE CARD NO.

12-011-c1-1

SAS BOEING TASK CARD

MECH INSP

- (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

LEFT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A

12-011-c1-1 PAGE 4 OF 11 AUG 22/09

12-011-C1-1

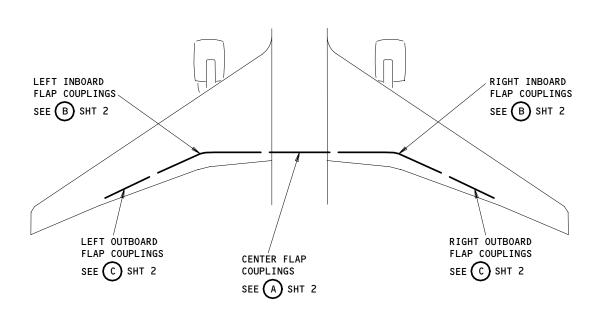
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BOEING 767

TASK CARD

SAS

AIRLINE CARD NO.



Lubrication for the TE Flap Drive Figure 304 (Sheet 1)

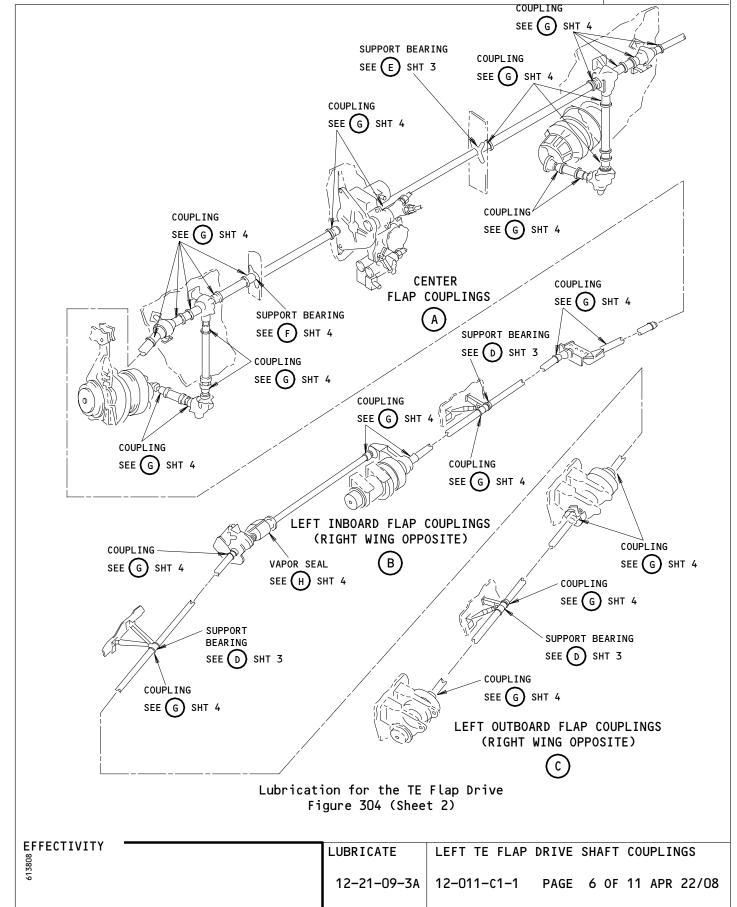
LUBRICATE LEFT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A 12-011-c1-1 PAGE 5 OF 11 APR 22/08

12-011-c1-1

SAS FOEING
767
TASK CARD

AIRLINE CARD NO.



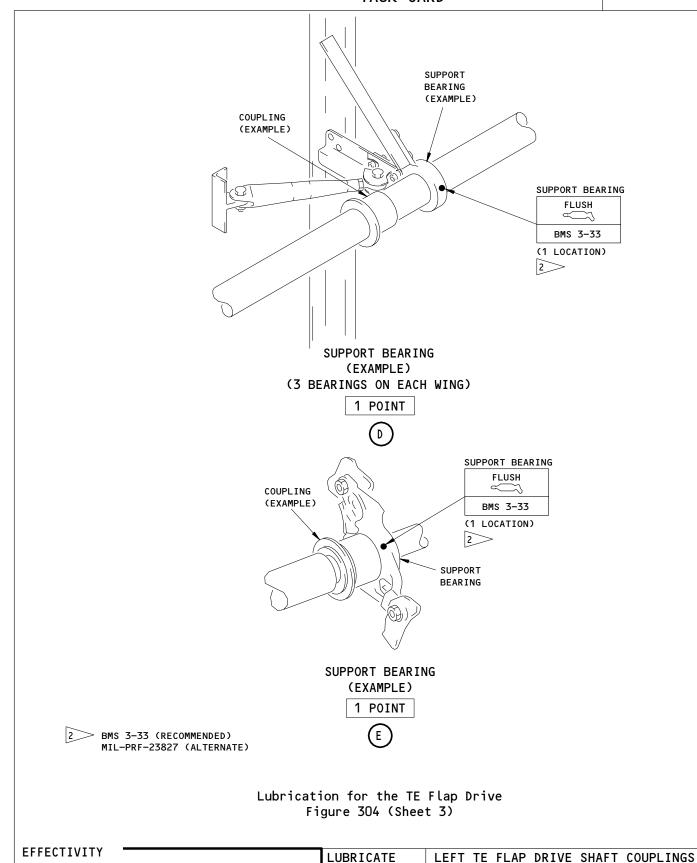
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BOEING TASK CARD

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AIRLINE CARD NO.



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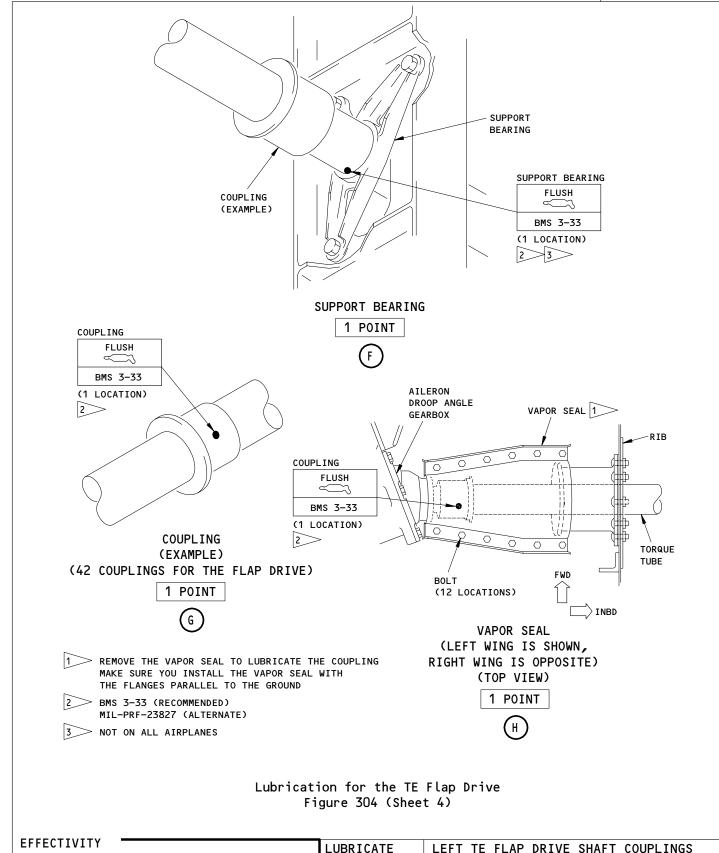
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AIRLINE CARD NO.







12-21-09-3A

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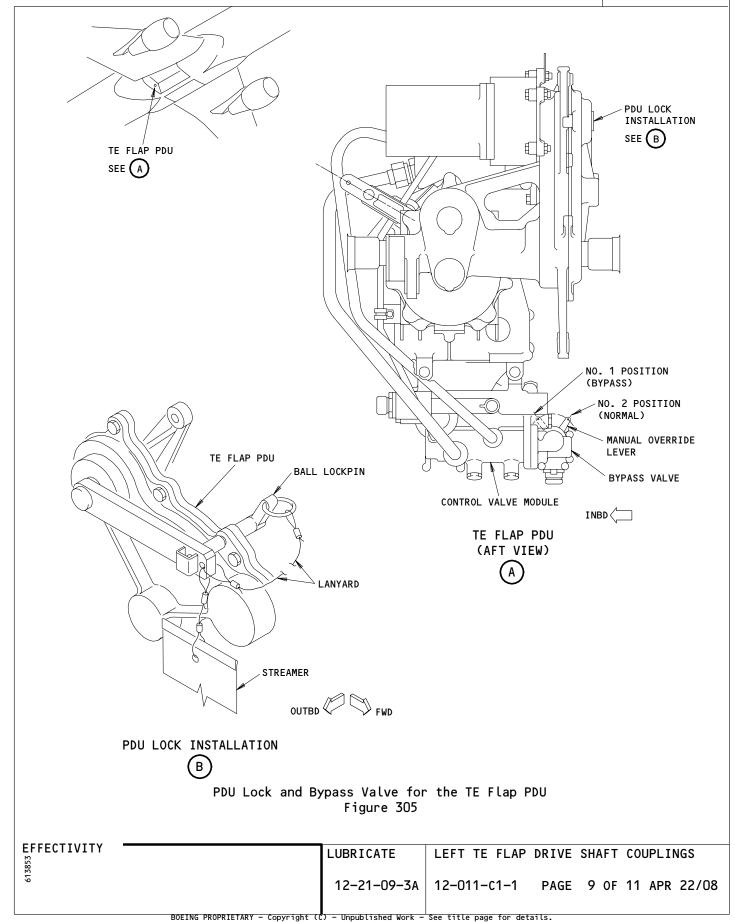
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AIRLINE CARD NO.

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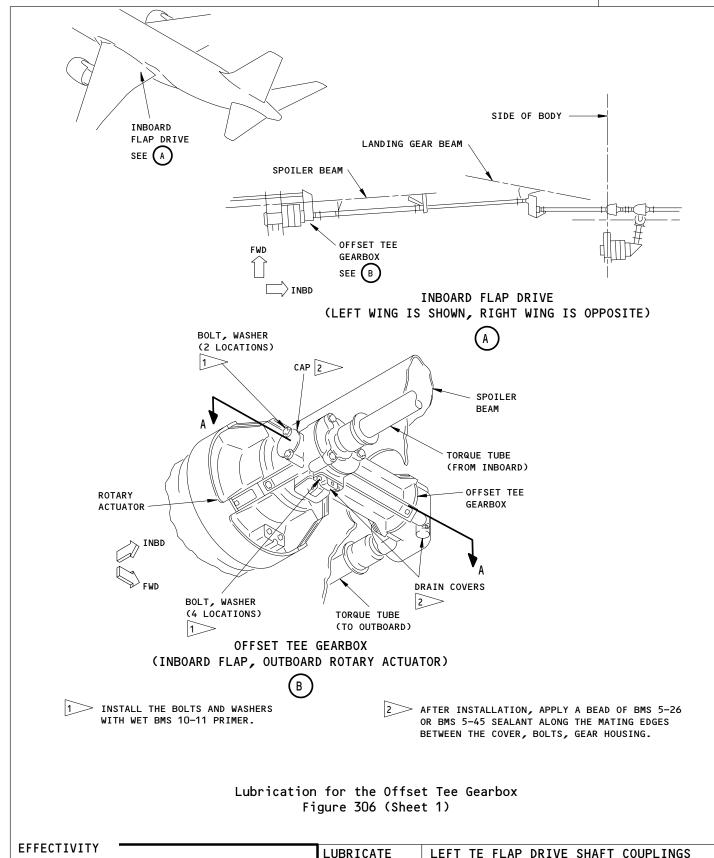


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AIRLINE CARD NO.

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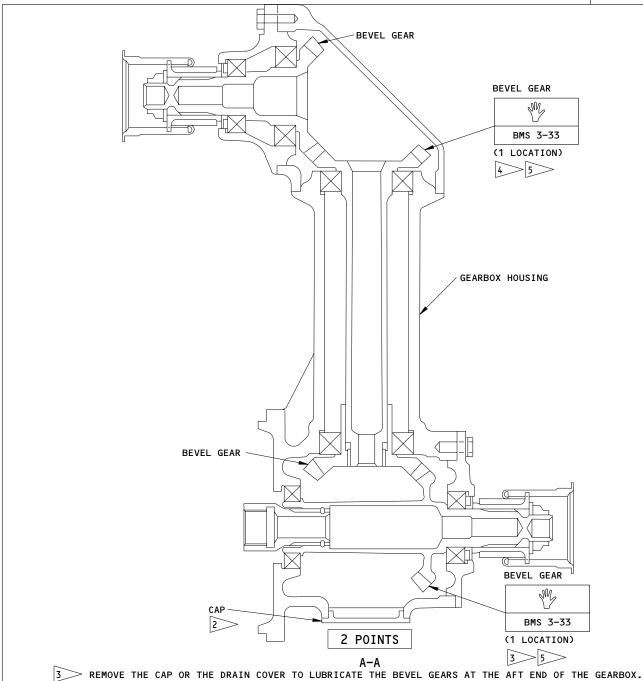
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12-011-c1-1

AIRLINE CARD NO.

SAS





APPLY 0.25 LB OF GREASE BMS 3-33 TO THE BEVEL GEARS BY HAND OR HAND PUMP.

REMOVE THE DRAIN COVER TO LUBRICATE THE BEVEL GEARS AT THE FORWARD END OF THE GEARBOX. APPLY 0.25 LB OF GREASE BMS 3-33 TO THE BEVEL GEARS BY HAND OR HAND PUMP.

5 BMS 3-33 (RECOMMENDED) MIL-G-21164 AND MIL-PRF-23827 (ALTERNATE)

> Lubrication for the Offset Tee Gearbox Figure 306 (Sheet 2)

EFFECTIVITY LEFT TE FLAP DRIVE SHAFT COUPLINGS LUBRICATE 12-21-09-3A 12-011-c1-1 PAGE 11 OF 11 APR 22/08

STA	ATION
TAI	IL NO.
1	DATE

WORK AREA



BOEING CARD NO.

12-011-C1-2

AIRLINE CARD NO.

PHASE

TASK CARD

AIRPL R WING TE 1C 11212 007 AUG 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

LUBRICATE RIGHT TE FLAP DRIVE SHAFT COUPLINGS

RIGHT TE FLAP DRIVE SHAFT COUPLINGS

AIRPLANE ENGIN

ALL ALL

ZONES ACCESS PANELS

RELATED TASK

144 211 212 655 666 1004 447DB 5002 651XBX 652FB 661AB NOTE 730 740

MECH INSP

SKILL

MPD ITEM NUMBER

1. LUBRICATE RIGHT TE FLAP DRIVE SHAFT COUPLINGS AND 12-21-09-3A 12-21-09-3A SUPPORT BEARINGS. 12-21-09-3I

2. LUBRICATE THE RIGHT TE OFFSET TEE GEARBOX. 12-21-09-31

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING

THE LANDING GEAR THROUGH THE WHEEL WELL

DOORS PER MM REF 32-00-15.

SPECIAL ACCESS 5002 REQUIRES EXTENDING THE

T.E. FLAPS PER MM REFERENCE 27-51-00.

Lubrication for the Trailing Edge Flap System

- A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - (4) C00259 Primer BMS 10-11 Type 1
 - (5) A00436 Sealant BMS 5-45 (Supersedes BMS 5-26 Sealant)
- C. References
 - (1) AMM 24-22-00/201, Electrical Power Control

LUBRICATE RIGHT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A 12-011-C1-2 PAGE 1 OF 11 AUG 22/07

AIRLINE CARD NO.

12-011-c1-2

SAS FOR TASK CARD

MECH INSP

- (2) AMM 27-51-00/201, Trailing Edge Flap System
- (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
- (4) AMM 32-00-15/201, Landing Gear Door Lock
- (5) AMM 32-00-20/201, Landing Gear Downlock
- D. Access
 - (1) Location Zones

144 Right MLG Wheel Well
211/212 Control Cabin
555/655 Inboard Trailing Edge Flap
566/666 Outboard Trailing Edge Flap
730/740 Left/Right Main Landing Gear and Doors

- E. Prepare for Servicing
 - WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO THE EQUIPMENT.
 - CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
 - (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
 - (2) Install a DO-NOT-OPERATE tag on the flap control lever.
 - (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

EFFECTIVITY

LUBRICATE

RIGHT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A

12-011-C1-2 PAGE 2 OF 11 APR 22/08

12-011-c1-2

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH	INSP
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- (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR

EFFECTIVITY

LUBRICATE

RIGHT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A

12-011-C1-2 PAGE 3 OF 11 APR 22/08

12-011-c1-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

RIGHT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A

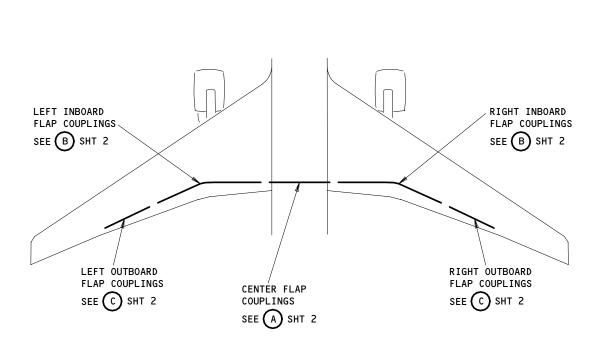
12-011-c1-2 PAGE 4 OF 11 AUG 22/09

12-011-C1-2

AIRLINE CARD NO.

SAS





Lubrication for the TE Flap Drive Figure 304 (Sheet 1)

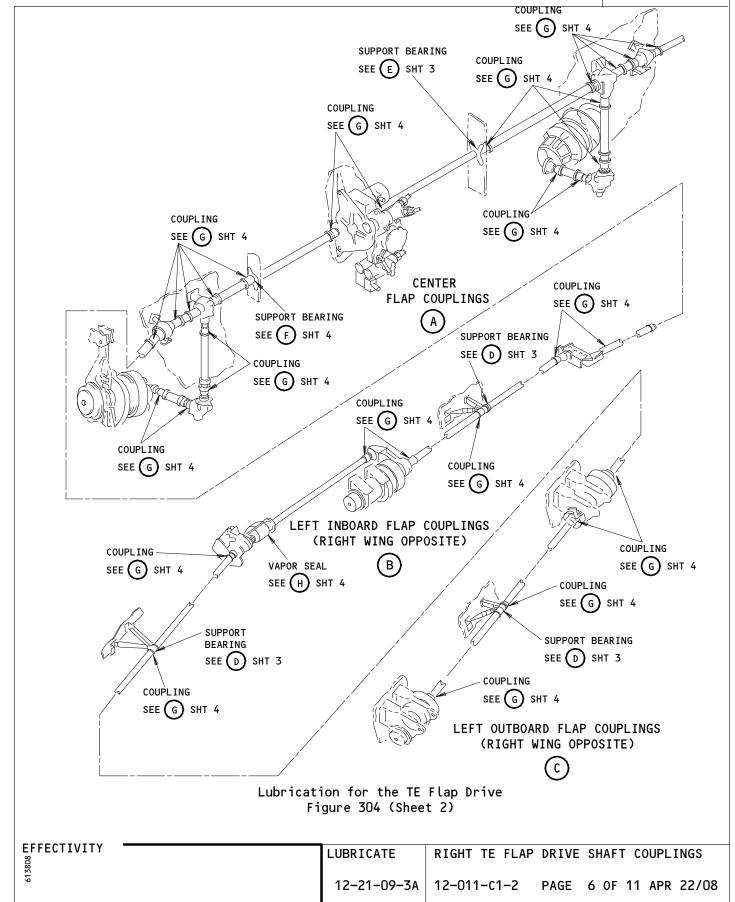
EFFECTIVITY LUBRICATE RIGHT TE FLAP DRIVE SHAFT COUPLINGS 12-21-09-3A 12-011-c1-2 PAGE 5 OF 11 APR 22/08

12-011-c1-2

AIRLINE CARD NO.

SAS

767
TASK CARD

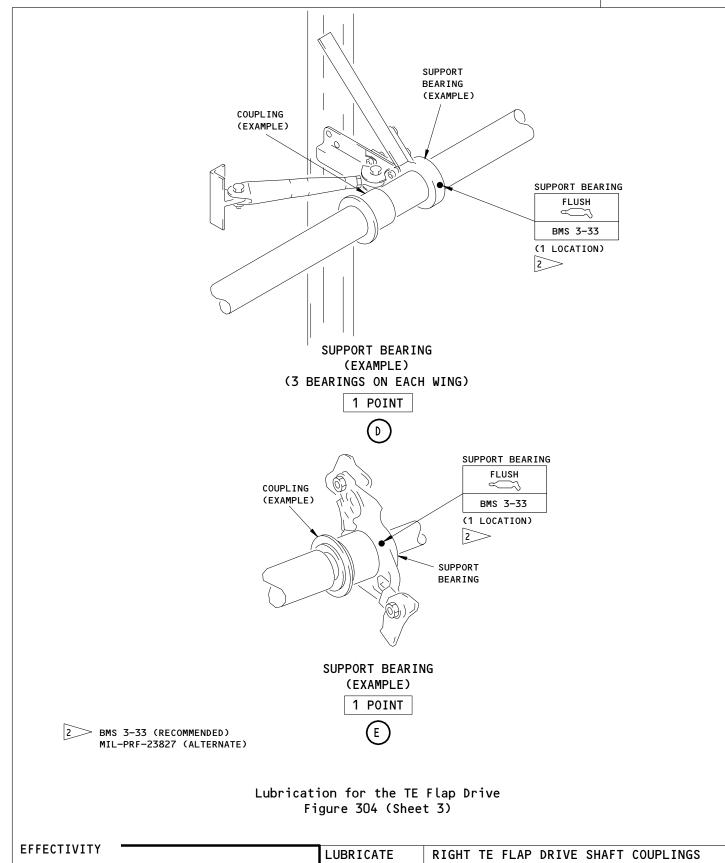


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AIRLINE CARD NO.

SAS

767 TASK CARD



12-21-09-3A

12-011-c1-2

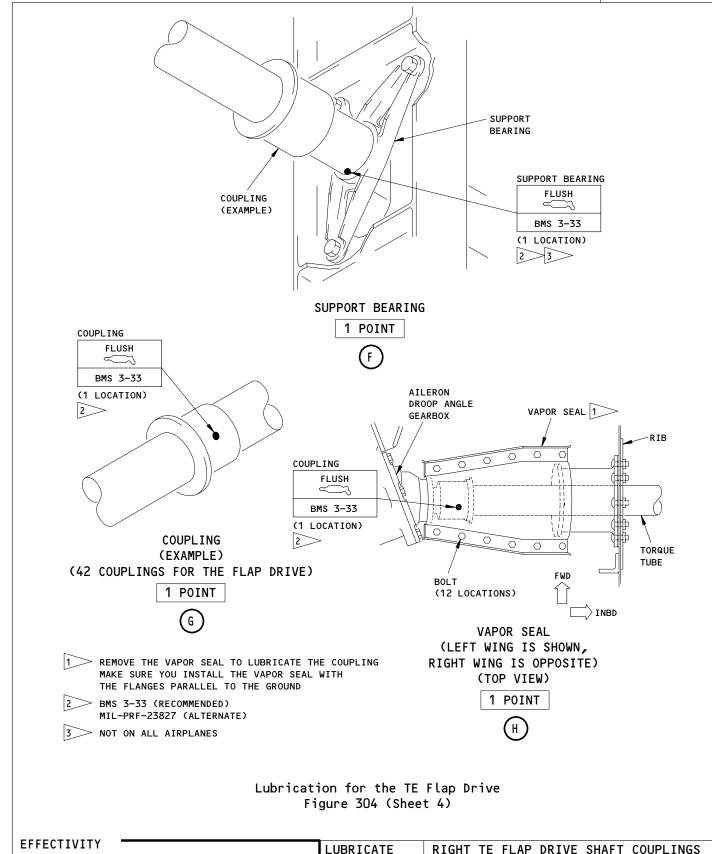
PAGE 7 OF 11 APR 22/08

12-011-C1-2

AIRLINE CARD NO.

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12-21-09-3A

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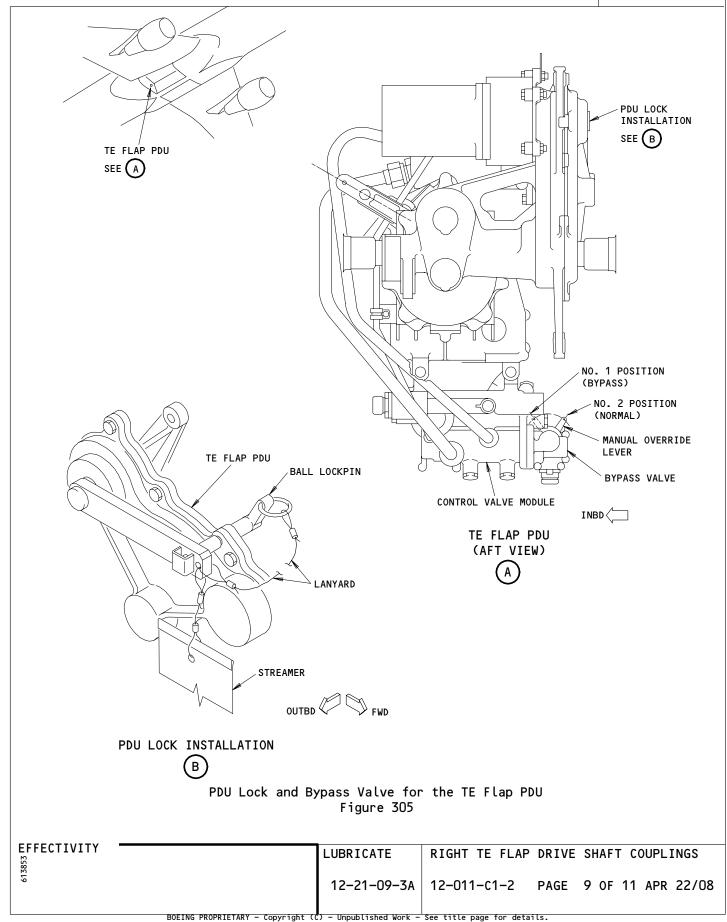
PAGE 8 OF 11 APR 22/08

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AIRLINE CARD NO.

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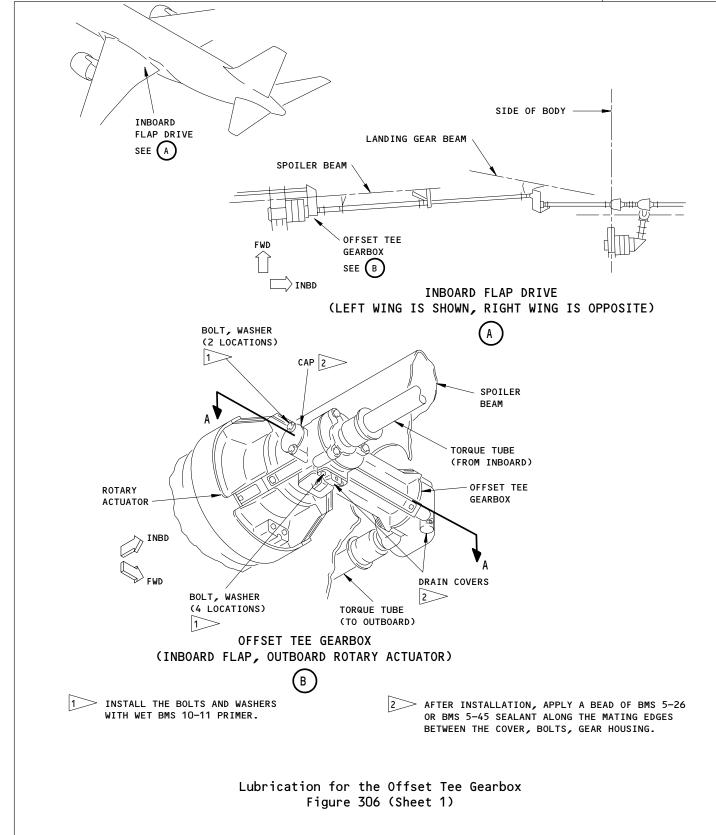


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AIRLINE CARD NO.

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12-21-09-3A

RIGHT TE FLAP DRIVE SHAFT COUPLINGS

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12-011-C1-2

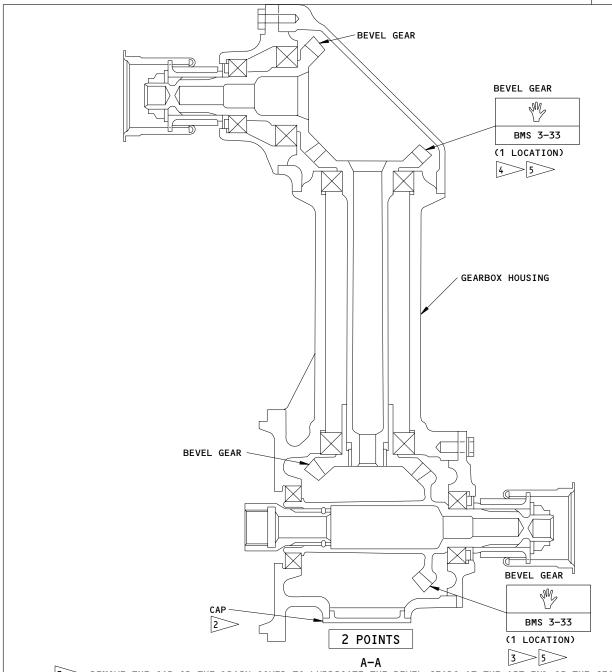
EFFECTIVITY

12-011-C1-2

AIRLINE CARD NO.

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A-A

REMOVE THE CAP OR THE DRAIN COVER TO LUBRICATE THE BEVEL GEARS AT THE AFT END OF THE GEARBOX.

APPLY 0.25 LB OF GREASE BMS 3-33 TO THE BEVEL GEARS BY HAND OR HAND PUMP.

REMOVE THE DRAIN COVER TO LUBRICATE THE BEVEL GEARS AT THE FORWARD END OF THE GEARBOX. APPLY 0.25 LB OF GREASE BMS 3-33 TO THE BEVEL GEARS BY HAND OR HAND PUMP.

BMS 3-33 (RECOMMENDED)
MIL-G-21164 AND MIL-PRF-23827 (ALTERNATE)

Lubrication for the Offset Tee Gearbox Figure 306 (Sheet 2)

LUBRICATE RIGHT TE FLAP DRIVE SHAFT COUPLINGS

12-21-09-3A 12-011-C1-2 PAGE 11 OF 11 APR 22/08

STA	TION
TAI	L NO.
D	ATE
SKILL	WORK AREA



BOEING CARD NO.

12-012-C1-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL L WING TE 6A 10606 008 AUG 22/09

INTERVAL

TASK

LUBRICATE

L OUTBD TE FLAP DRIVE LINK/ROLLERS

TITLE

STRUCTURAL ILLUSTRATION REFERENCE
APPLICABILITY
AIRPLANE
ENGINE

ALL
ALL

ZONES ACCESS PANELS

566 5002 573EB NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE OUTBOARD TE FLAP DRIVE LINKAGES.

12-21-09-3B 12-21-09-3B 12-21-09-3C

2. LUBRICATE THE OUTBOARD TE FLAP DEFLECTION CONTROL TRACK ROLLERS.

12-21-09-3C

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock

LUBRICATE L OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B 12-012-C1-1 PAGE 1 OF 10 AUG 22/07

12-012-01-

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

D. Access

(1) Location Zones

144 Right MLG Wheel Well 211/212 Control Cabin

555/655 Inboard Trailing Edge Flap 566/666 Outboard Trailing Edge Flap

730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

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

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR

LUBRICATE L OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B 12-012-C1-1 PAGE 2 OF 10 APR 22/08

AIRLINE CARD NO.

SAS FOEING 767 TASK CARD

MECH INSP

- (b) 6D24, ALTN FLAP PWR
- (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

EFFECTIVITY

LUBRICATE

L OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B

12-012-C1-1 PAGE 3 OF 10 APR 22/08

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B

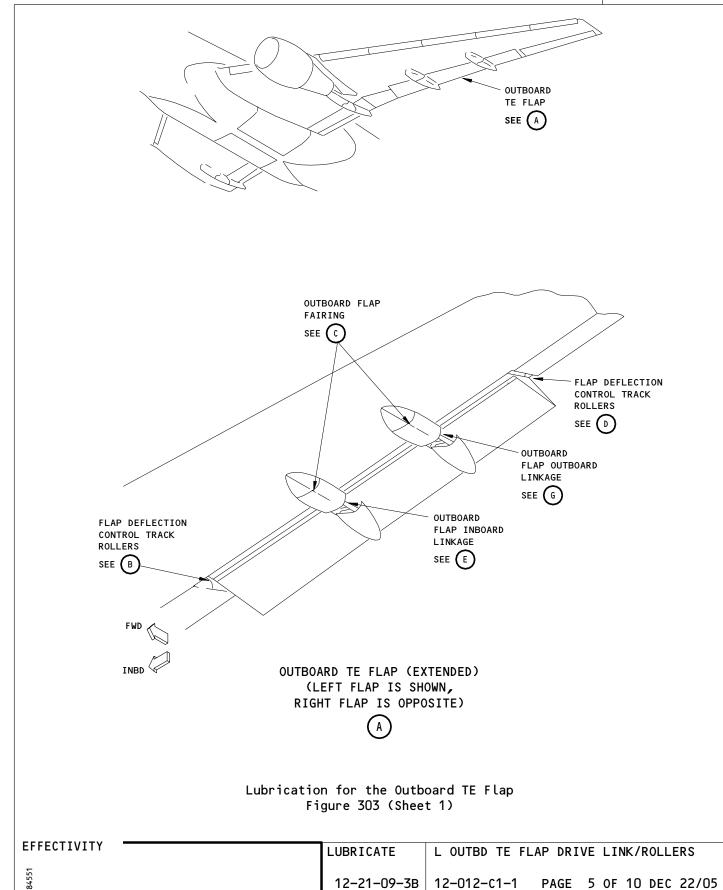
12-012-c1-1 PAGE 4 OF 10 AUG 22/09

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AIRLINE CARD NO.

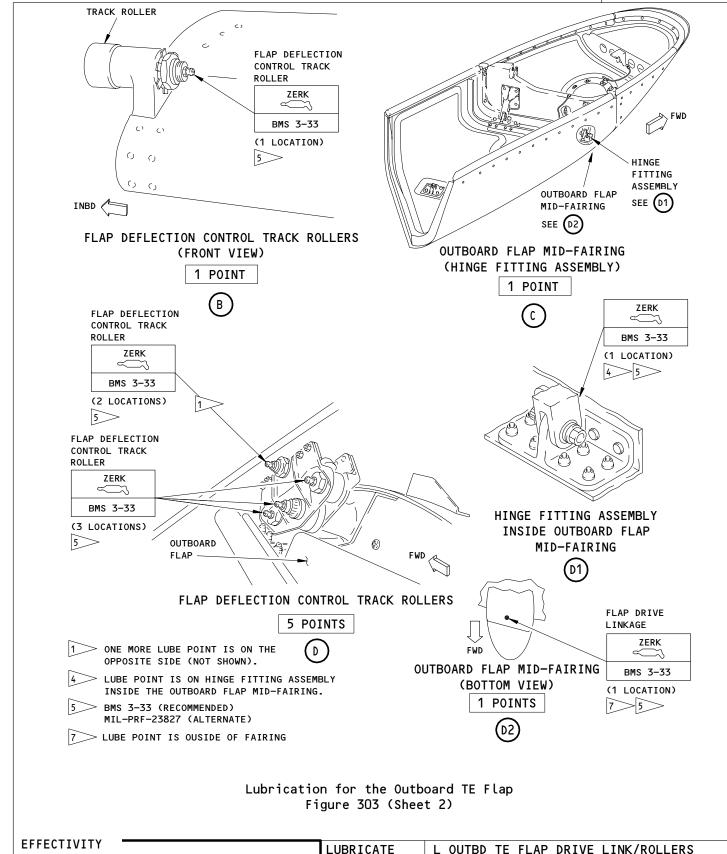


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AIRLINE CARD NO.

SAS

767 TASK CARD



12-21-09-3B

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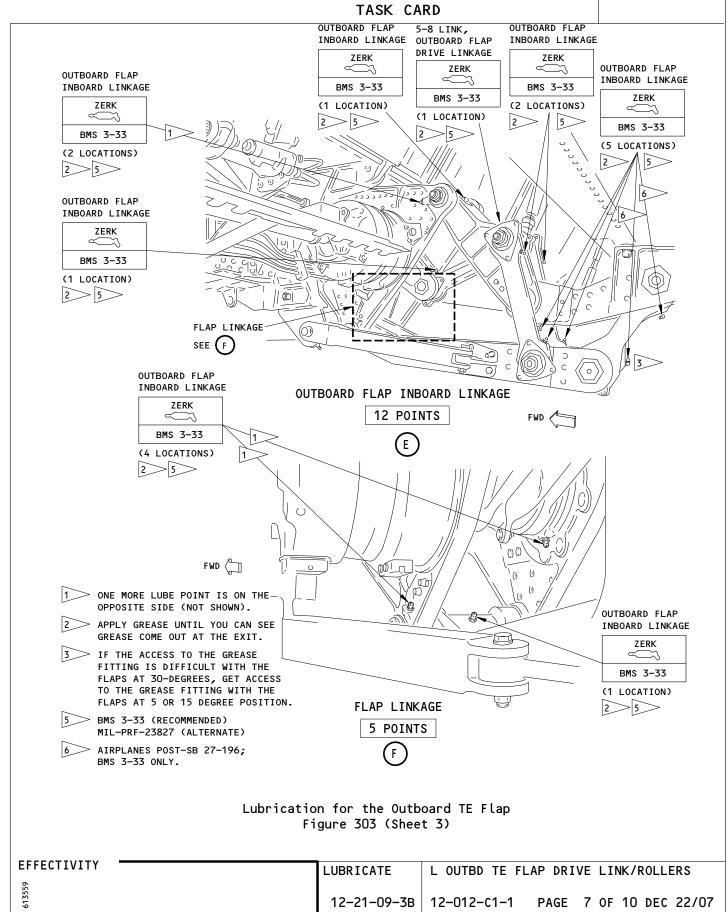
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12-012-C1-1

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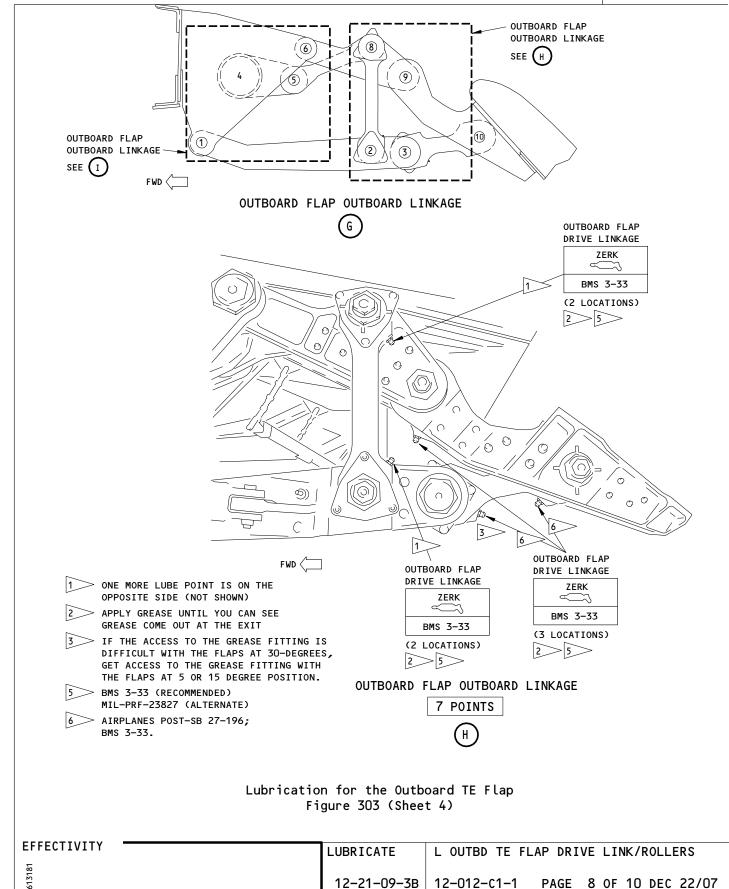
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AIRLINE CARD NO.

SAS

767
TASK CARD

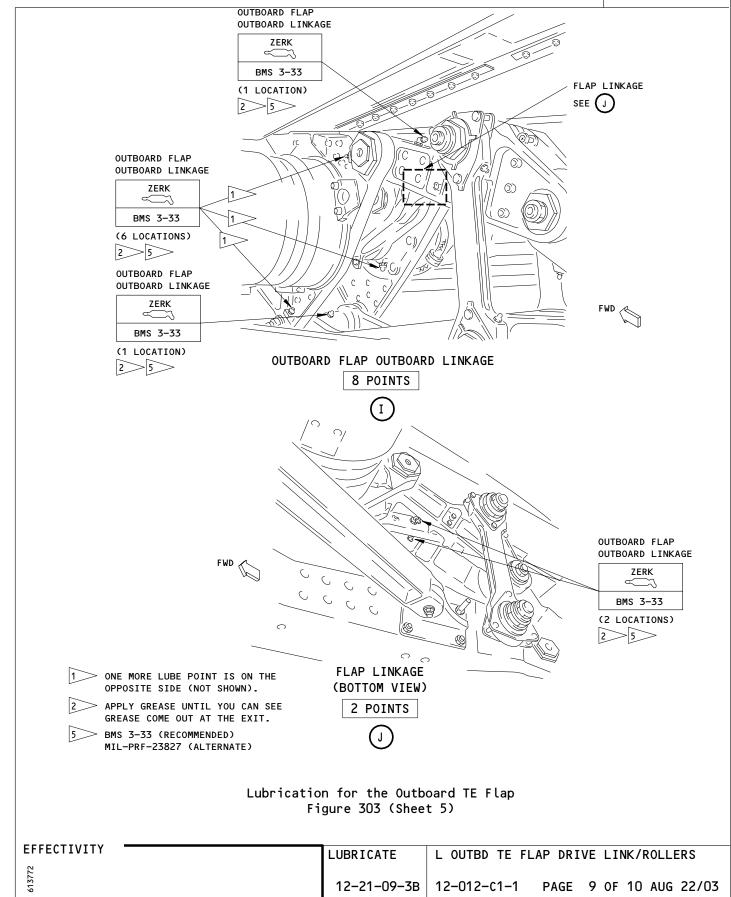


BOEING

767 TASK CARD

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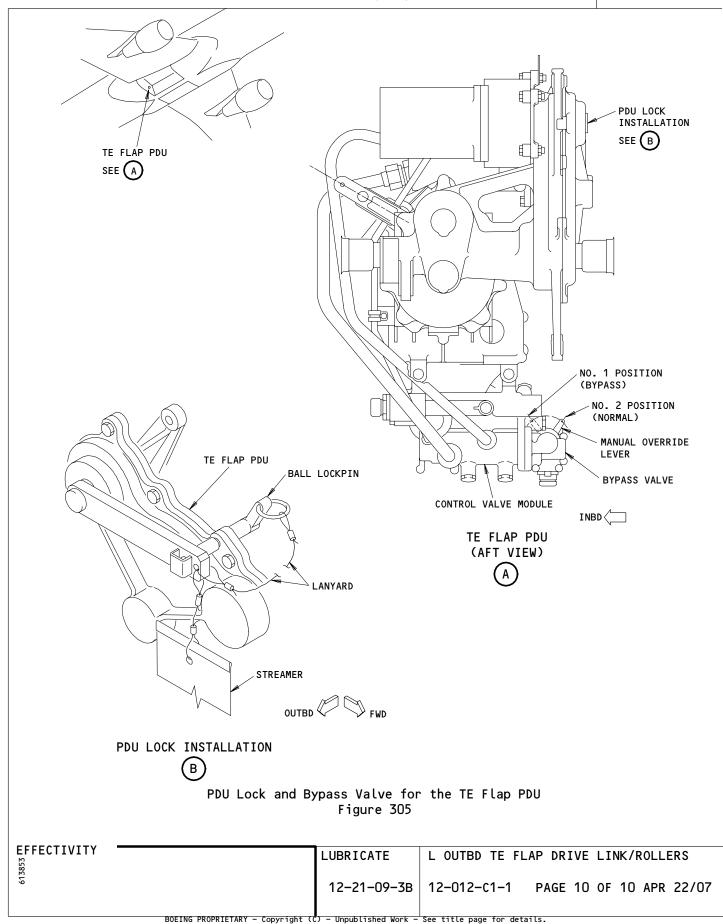


12-012-C1-1

AIRLINE CARD NO.

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STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO.
12-012-C1-2

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL R WING TE 6A 10606 008 AUG 22/09
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

LUBRICATE

R OUTBD TE FLAP DRIVE LINK/ROLLERS

TITLE

STRUCTURAL ILLUSTRATION REFERENCE
APPLICABILITY
AIRPLANE
ENGINE

ALL
ALL

ZONES ACCESS PANELS

666 5002 673EB NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE OUTBOARD TE FLAP DRIVE LINKAGES.

2. LUBRICATE THE OUTBOARD TE FLAP DEFLECTION CONTROL TRACK ROLLERS.

12-21-09-3C

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- 1. Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock

LUBRICATE R OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B 12-012-C1-2 PAGE 1 OF 10 AUG 22/07

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH INSP

D. Access

(1) Location Zones

144 Right MLG Wheel Well
211/212 Control Cabin
555/655 Inboard Trailing Edge Flap
0utboard Trailing Edge Flap
730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

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

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).
- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR

EFFECTIVITY

LUBRICATE

R OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B

12-012-C1-2 PAGE 2 OF 10 APR 22/08

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (b) 6D24, ALTN FLAP PWR
- (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD

EFFECTIVITY

LUBRICATE

R OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B

12-012-c1-2 PAGE 3 OF 10 APR 22/08

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

R OUTBD TE FLAP DRIVE LINK/ROLLERS

12-21-09-3B

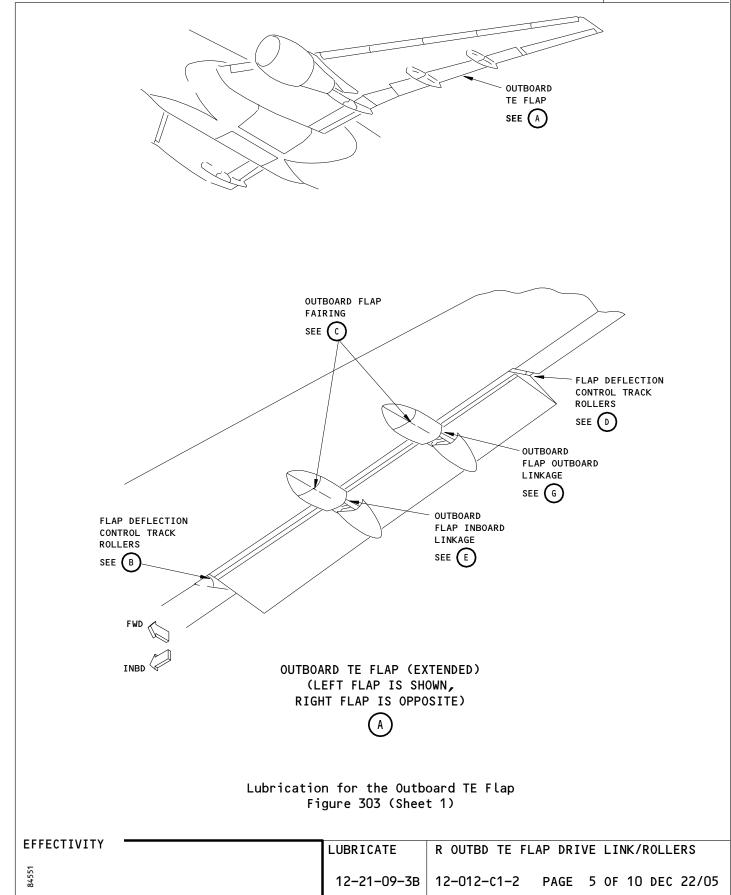
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AIRLINE CARD NO.

12-012-C1-2

SAS



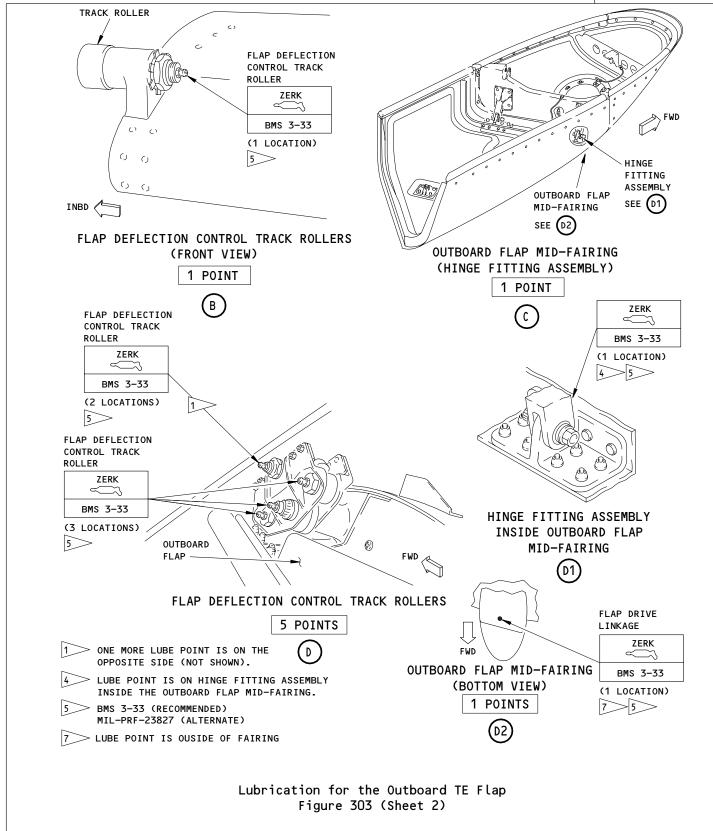


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AIRLINE CARD NO.

SAS





EFFECTIVITY

LUBRICATE

12-21-09-3B

R OUTBD TE FLAP DRIVE LINK/ROLLERS

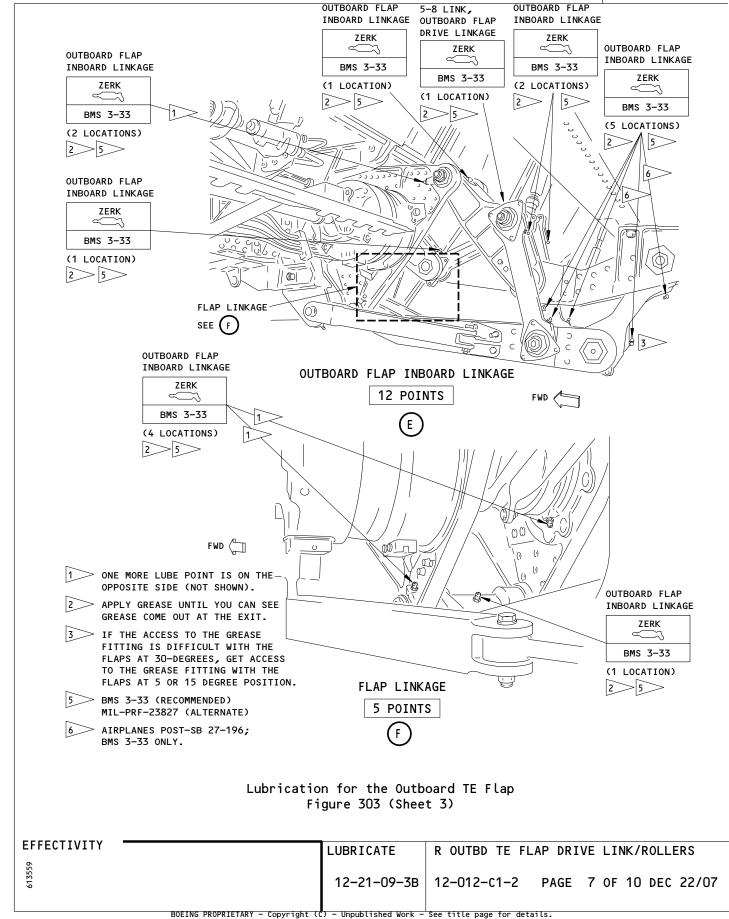
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12-012-c1-2

SAS

BOEING 767

TASK CARD

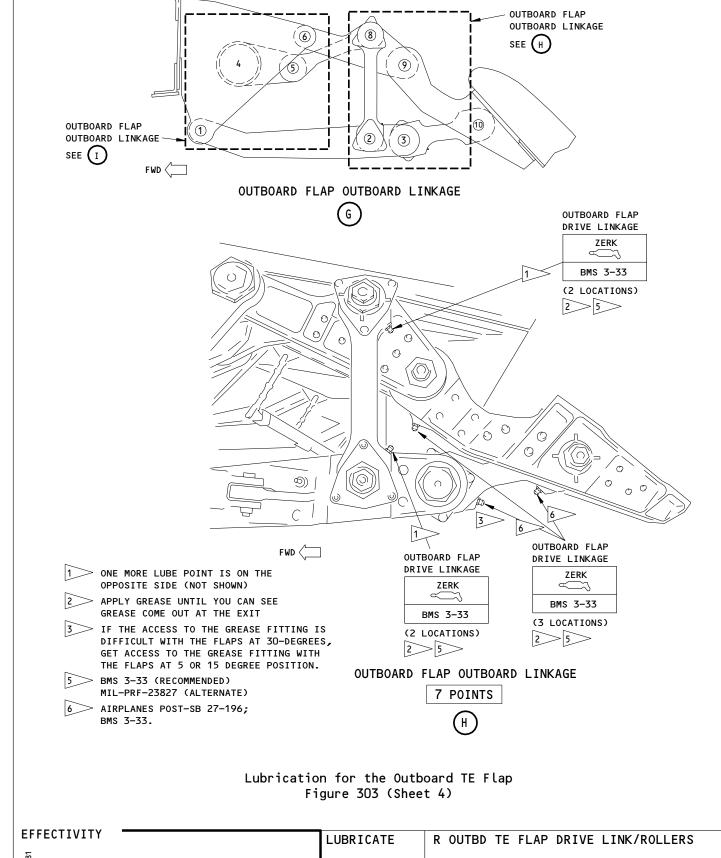


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AIRLINE CARD NO.

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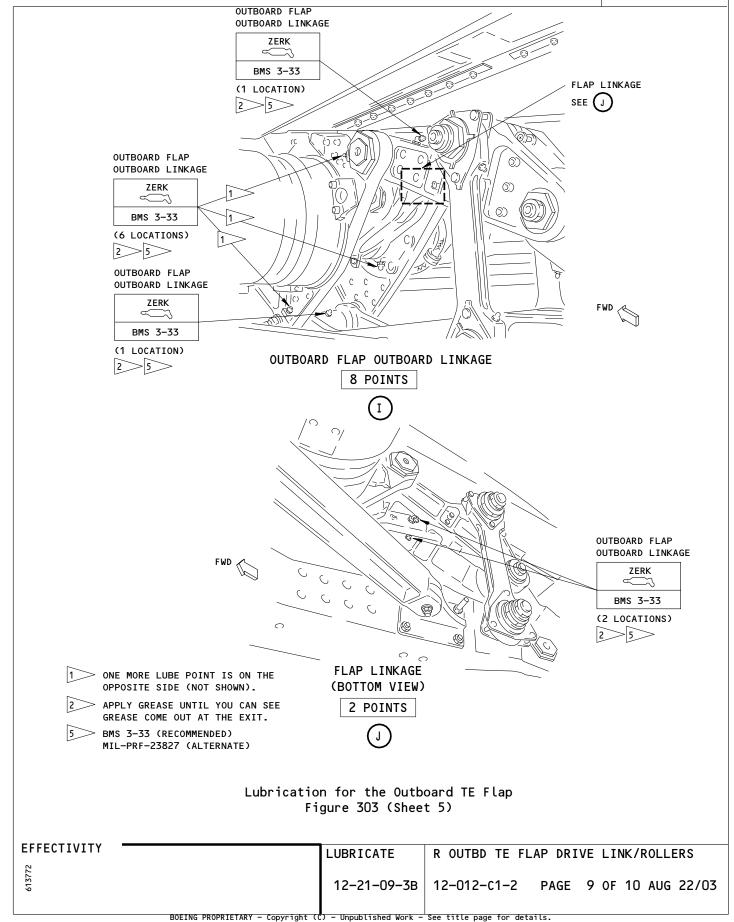
PAGE 8 OF 10 DEC 22/07

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AIRLINE CARD NO.

SAS



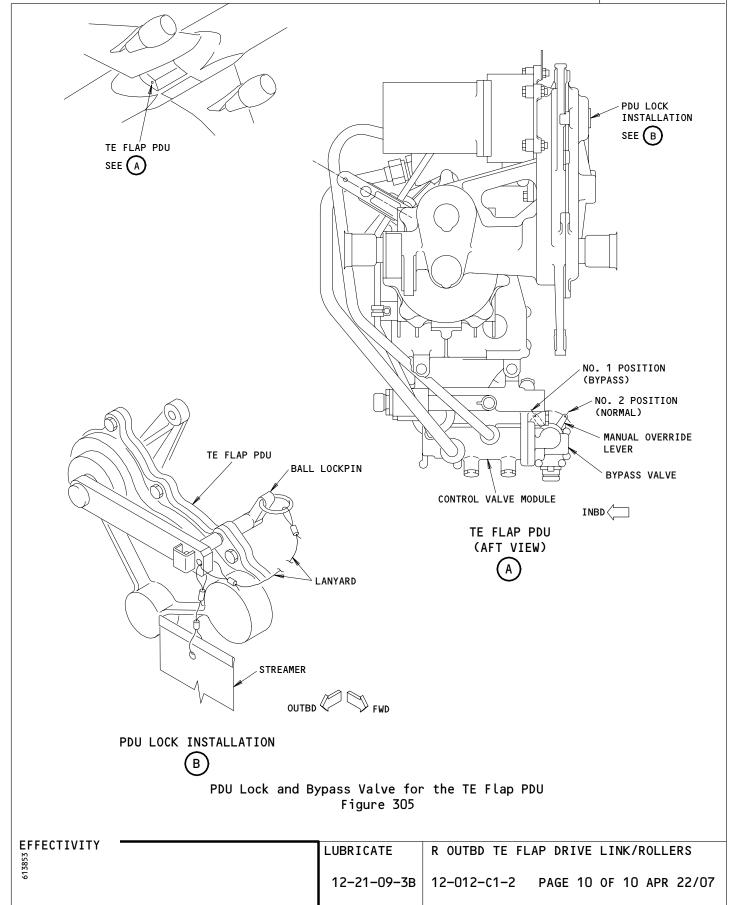


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AIRLINE CARD NO.

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SKILL	WORK ARI		RELATED TASK	
AIRPL TAS	L WING	TE		TITLE



BOEING CARD NO.

AIRLINE CARD NO.

RELATED TASK INTERVAL PHASE MPD TASK CARD REVISION

6A 10606 002 AUG 22/09

PL L WING IE OA TOUD UUZ AUG 22/U9

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

LUBRICATE L INBD TE FLAP AFT FLAP MECHANISM

ALL ALL

ZONES ACCESS PANELS

555 5002 NOTE

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE INBOARD TE FLAP AFT FLAP SLAVE DRIVE 12-21-09-3D 12-21-09-3D MECHANISM. 12-21-09-3E . 12-21-09-3F

2. LUBRICATE THE INBOARD TE FLAP AFT FLAP INBOARD 12-21-09-3E EXTERNAL HINGE.

3. LUBRICATE THE INBOARD TE FLAP AFT FLAP DEFLECTION 12-21-09-3F CONTROL ROLLERS.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems

LUBRICATE L INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D 12-013-C1-1 PAGE 1 OF 8 AUG 22/07

0

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (4) AMM 32-00-15/201, Landing Gear Door Lock
- (5) AMM 32-00-20/201, Landing Gear Downlock
- D. Access
 - (1) Location Zones

144 Right MLG Wheel Well
211/212 Control Cabin
555/655 Inboard Trailing Edge Flap
566/666 Outboard Trailing Edge Flap
730/740 Left/Right Main Landing Gear and Doors

- E. Prepare for Servicing
 - WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO THE EQUIPMENT.
 - CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.
 - (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
 - (2) Install a DO-NOT-OPERATE tag on the flap control lever.
 - (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
 - (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

L INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

12-013-c1-1 PAGE 2 OF 8 APR 22/08

AIRLINE CARD NO.

12-013-c1-1

BOEING 767 TASK CARD

MECH INSP

- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - Lubricate the applicable area(s) in the TE flap system.
- Put the Airplane Back to Its Usual Condition
 - Remove the DO-NOT-OPERATE tag from the flap control lever.
 - Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:

EFFECTIVITY

LUBRICATE

L INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

12-013-c1-1 PAGE 3 OF 8 APR 22/08

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (a) 11H23, SLAT ALTN CONT INBD
- (b) 11H24, SLAT ALTN CONT OUTBD
- (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

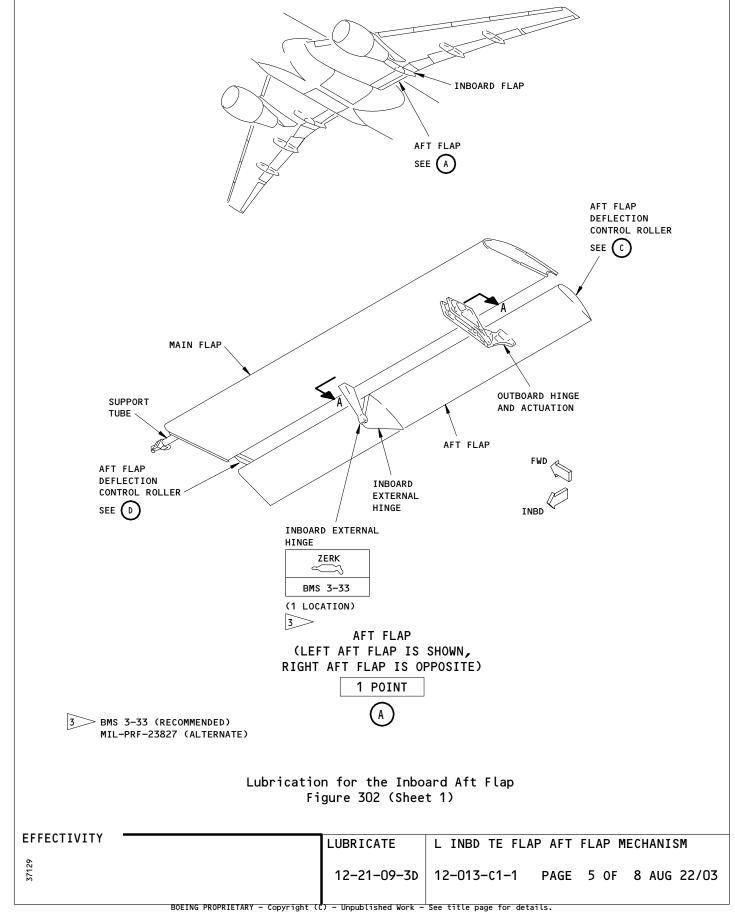
12-013-C1-1 PAGE 4 OF 8 AUG 22/09

12-013-C1-1

SAS

767
TASK CARD

AIRLINE CARD NO.



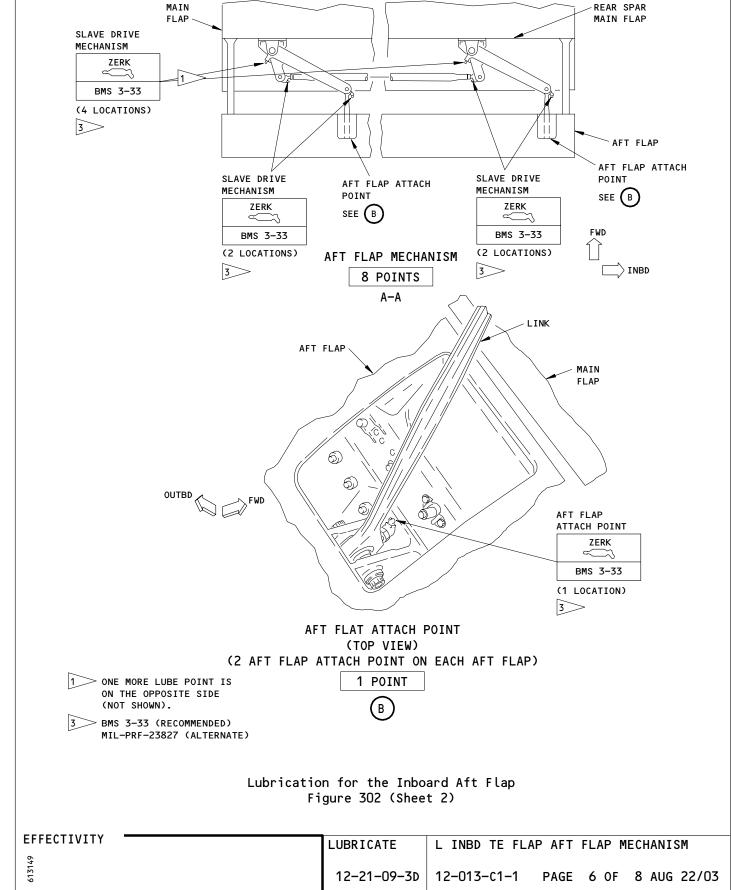
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BOEING CARD NO.

12-013-C1-1

AIRLINE CARD NO.



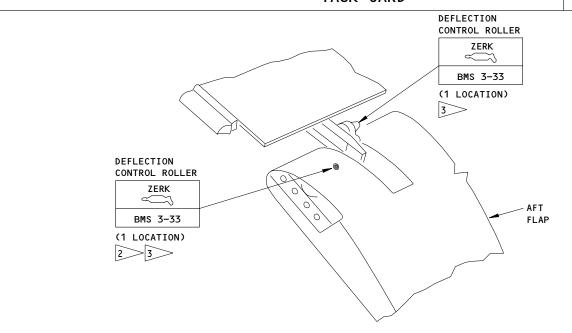
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BOEING 767

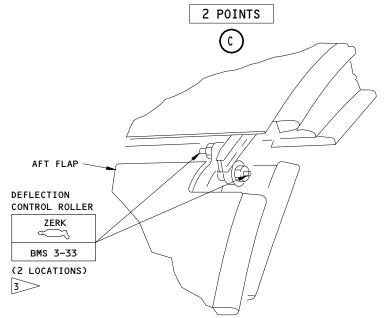
SAS

TASK CARD





AFT FLAP DEFLECTION CONTROL ROLLER



AFT FLAP DEFLECTION CONTROL ROLLER

2 POINTS > USE THE ACCESS THROUGH THE CUTOUT IN THE FLAP. > BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

> Lubrication for the Inboard Aft Flap Figure 302 (Sheet 3)

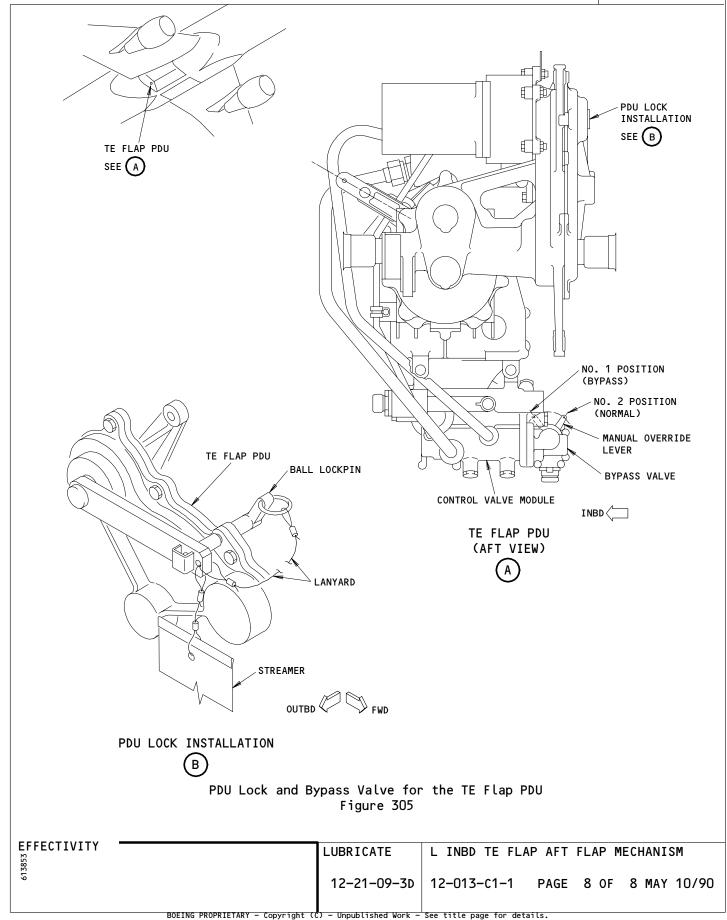
EFFECTIVITY LUBRICATE L INBD TE FLAP AFT FLAP MECHANISM 12-21-09-3D 12-013-c1-1 PAGE 7 OF 8 AUG 22/03

12-013-c1-1

AIRLINE CARD NO.

SAS





SKILL

WORK AREA



BOEING CARD NO.

12-013-C1-2

AIRLINE CARD NO.

PHASE MPD TASK CARD

AIRPL R WING TE 6A 10606 002 AUG 22/09
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

LUBRICATE

R INBD TE FLAP AFT FLAP MECHANISM

ALL

APPLICABILITY
AIRPLANE ENGINE

ALL

ALL

ZONES ACCESS PANELS

655 5002 NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE INBOARD TE FLAP AFT SLAVE DRIVE 12-21-09-3D 12-21-09-3D MECHANISM. 12-21-09-3E . 12-21-09-3F

2. LUBRICATE THE INBOARD TE FLAP AFT FLAP INBOARD 12-21-09-3E EXTERNAL HINGE.

3. LUBRICATE THE INBOARD TE FLAP AFT FLAP DEFLECTION 12-21-09-3F CONTROL ROLLERS.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems

LUBRICATE R INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D 12-013-C1-2 PAGE 1 OF 8 AUG 22/07

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(4) AMM 32-00-15/201, Landing Gear Door Lock

(5) AMM 32-00-20/201, Landing Gear Downlock

D. Access

(1) Location Zones

144 Right MLG Wheel Well
211/212 Control Cabin
555/655 Inboard Trailing Edge Flap

566/666 Outboard Trailing Edge Flap 730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO

PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL

OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS

OR DAMAGE TO THE EQUIPMENT.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.

(2) Install a DO-NOT-OPERATE tag on the flap control lever.

(3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Open the landing gear doors and install the door locks

(AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

R INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

12-013-C1-2 PAGE 2 OF 8 APR 22/08

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-NOT-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:

EFFECTIVITY

LUBRICATE

R INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

12-013-C1-2 PAGE 3 OF 8 APR 22/08

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (a) 11H23, SLAT ALTN CONT INBD
- (b) 11H24, SLAT ALTN CONT OUTBD
- (c) 11J24, FLAPS ALTN CONT
- (4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

R INBD TE FLAP AFT FLAP MECHANISM

12-21-09-3D

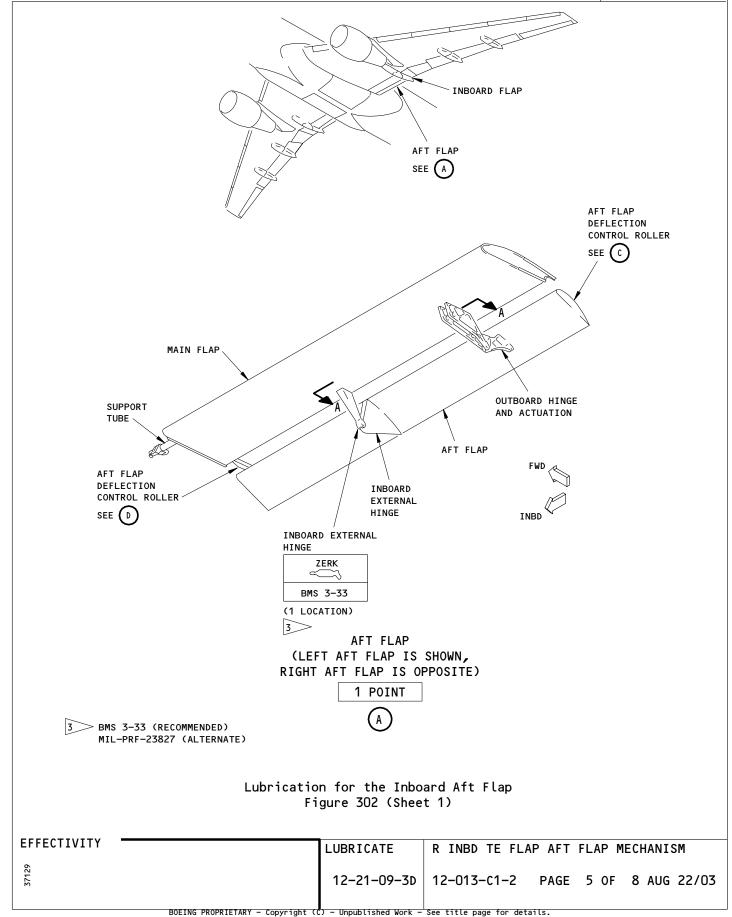
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AIRLINE CARD NO.

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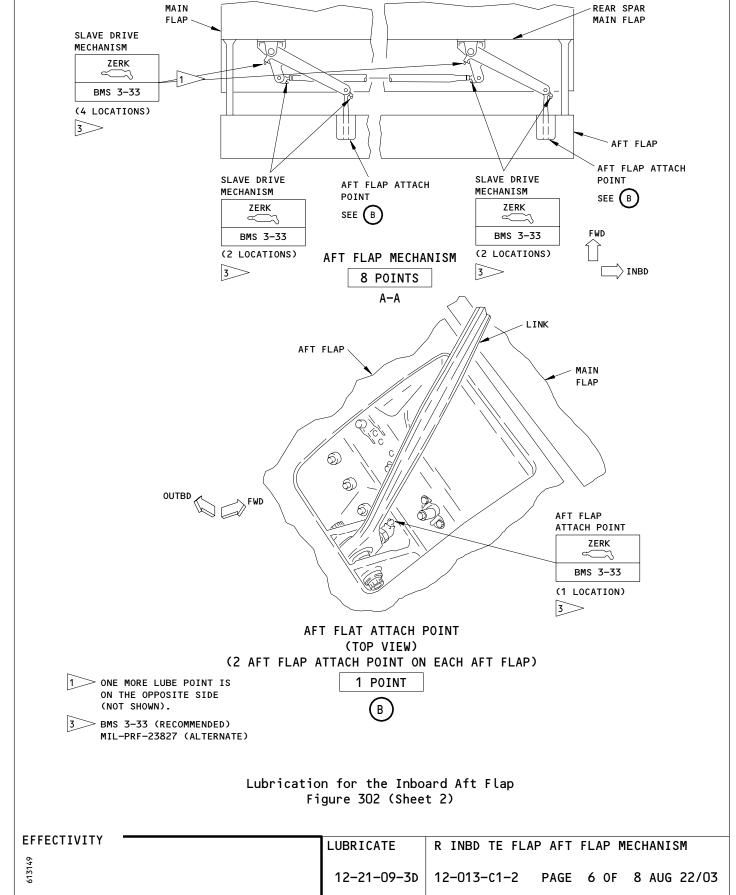


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AIRLINE CARD NO.

SAS

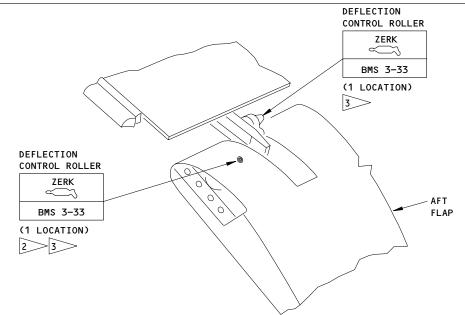




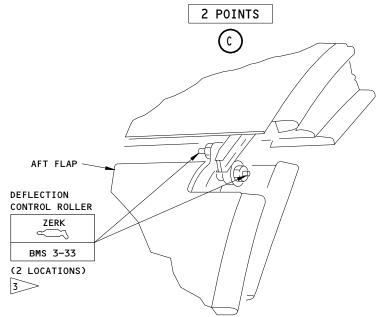
AIRLINE CARD NO.

SAS





AFT FLAP DEFLECTION CONTROL ROLLER



AFT FLAP DEFLECTION CONTROL ROLLER

2 POINTS > USE THE ACCESS THROUGH THE CUTOUT IN THE FLAP. > BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

> Lubrication for the Inboard Aft Flap Figure 302 (Sheet 3)

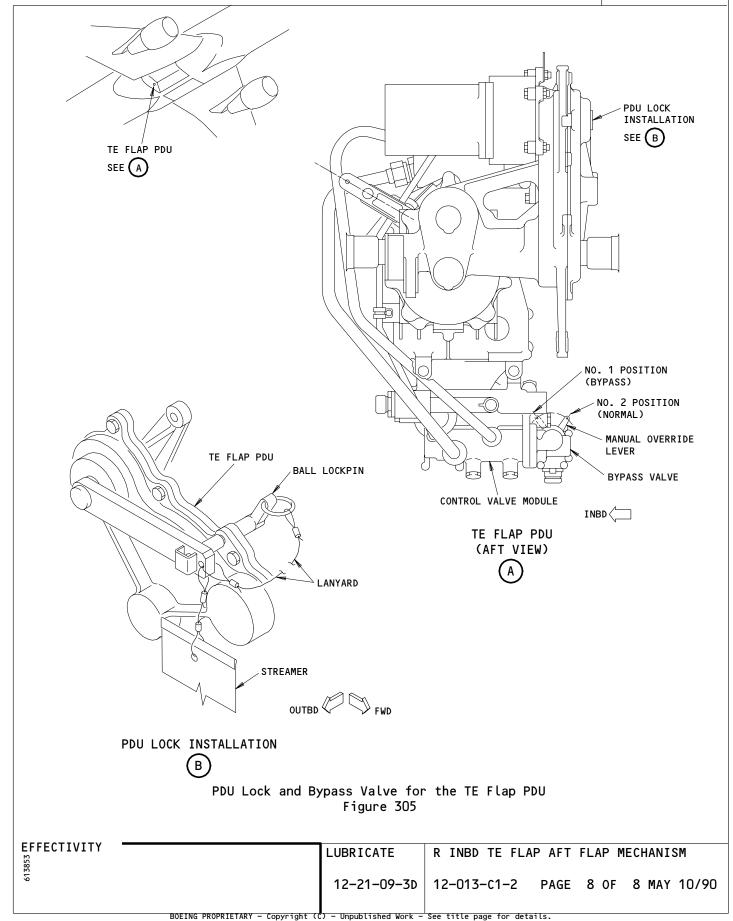
EFFECTIVITY LUBRICATE R INBD TE FLAP AFT FLAP MECHANISM 12-21-09-3D 12-013-c1-2 PAGE 7 OF 8 AUG 22/03

12-013-C1-2

AIRLINE CARD NO.

SAS

767 TASK CARD



STA	TION		
TAII	L NO.		
D	ATE		
SKILL	WORK AREA		



BOEING CARD NO.

12-014-01-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL L WING TE 6A 10606 006 AUG 22/09

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

ACCESS PANELS

LUBRICATE L INBD TE FLAP DRIVE LINKAGE NO. 3

AIRPLANE ENGINE
AIRPLANE ALL ALL

ZONES

RELATED TASK

550 5002

MECH INSP MPD ITEM NUMBER

LUBRICATE LEFT INBOARD TE FLAP DRIVE LINKAGE - NO. 3 SUPPORT.

12-21-09-3G

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock
 - D. Access

LUBRICATE L INBD TE FLAP DRIVE LINKAGE NO. 3

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SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

(1) Location Zones

144 Right MLG Wheel Well

211/212 Control Cabin

Inboard Trailing Edge Flap 555/655 Outboard Trailing Edge Flap 566/666

730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO WARNING:

PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL

OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS

OR DAMAGE TO THE EQUIPMENT.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

- (4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).
- Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR

EFFECTIVITY	LUBRICATE	L INBD TE FLA	DRIVE	LINKAGE NO. 3
	12-21-09-3G	12-014-01-1	PAGE	2 OF 10 APR 22/08

TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(c) 6F24, ALTN SLAT OUTBD PWR
		(6)	Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
			(a) 11H23, SLAT ALTN CONT INBD
			(b) 11H24, SLAT ALTN CONTROL OUTBD
			(c) 11J24, FLAPS ALTN CONT
		(7)	Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
		(8)	Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
		(9)	Install a DO-NOT-OPERATE tag on the manual override lever.
		(10)	Install the PDU lock in the TE flap PDU (Fig. 305).
		F. Proc	edures
		(1)	Lubricate the applicable area(s) in the TE flap system.
		G. Put	the Airplane Back to Its Usual Condition
		(1)	Remove the DO-NOT-OPERATE tag from the flap control lever.
		(2)	Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
			(a) 6D21, ALTN SLAT INBD PWR
			(b) 6D24, ALTN FLAP PWR
			(c) 6F24, ALTN SLAT OUTBD PWR
		(3)	Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
			(a) 11H23, SLAT ALTN CONT INBD
			(b) 11H24, SLAT ALTN CONT OUTBD

(c) 11J24, FLAPS ALTN CONT

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH II	NSP
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(4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING:

KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION:

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. WARNING: THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L INBD TE FLAP DRIVE LINKAGE NO. 3

12-21-09-3G | 12-014-01-1 PAGE 4 OF 10 AUG 22/09

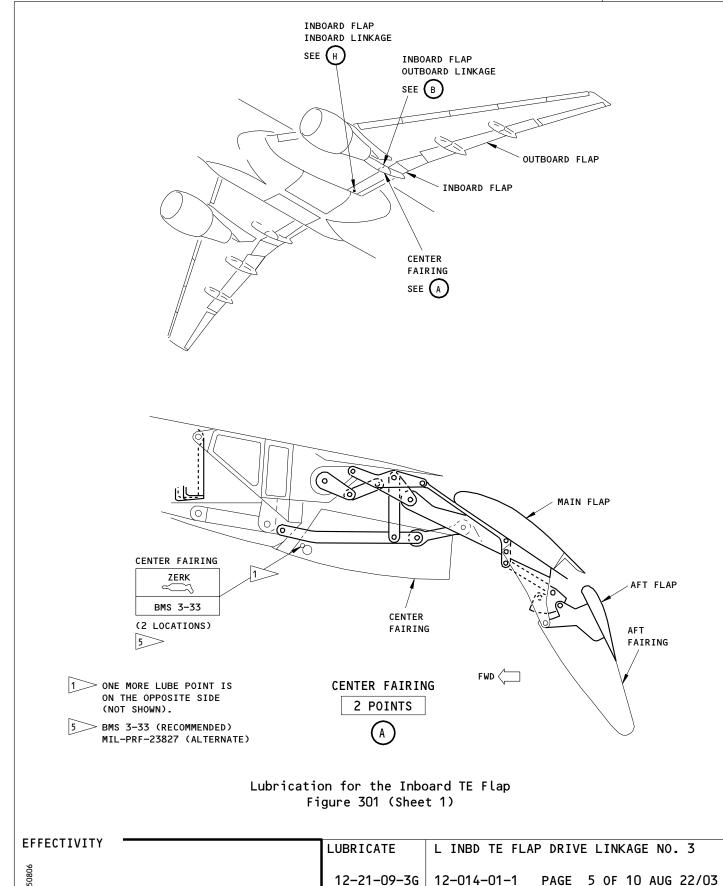
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SAS

BOEING TASK CARD

12-014-01-1

AIRLINE CARD NO.



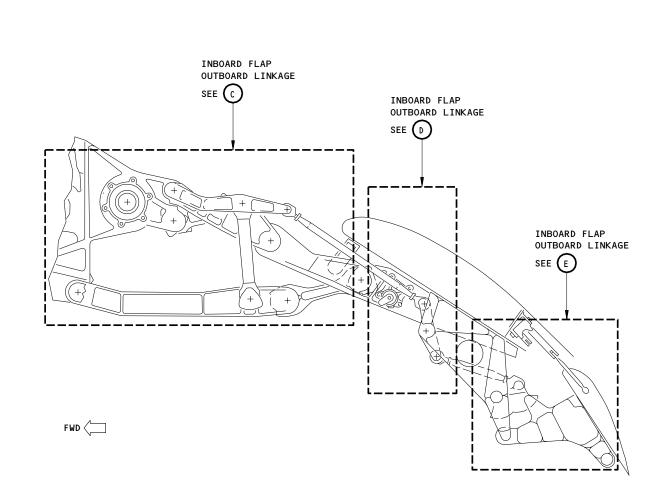
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BOEING 767

SAS

TASK CARD

AIRLINE CARD NO.



INBOARD FLAP OUTBOARD LINKAGE



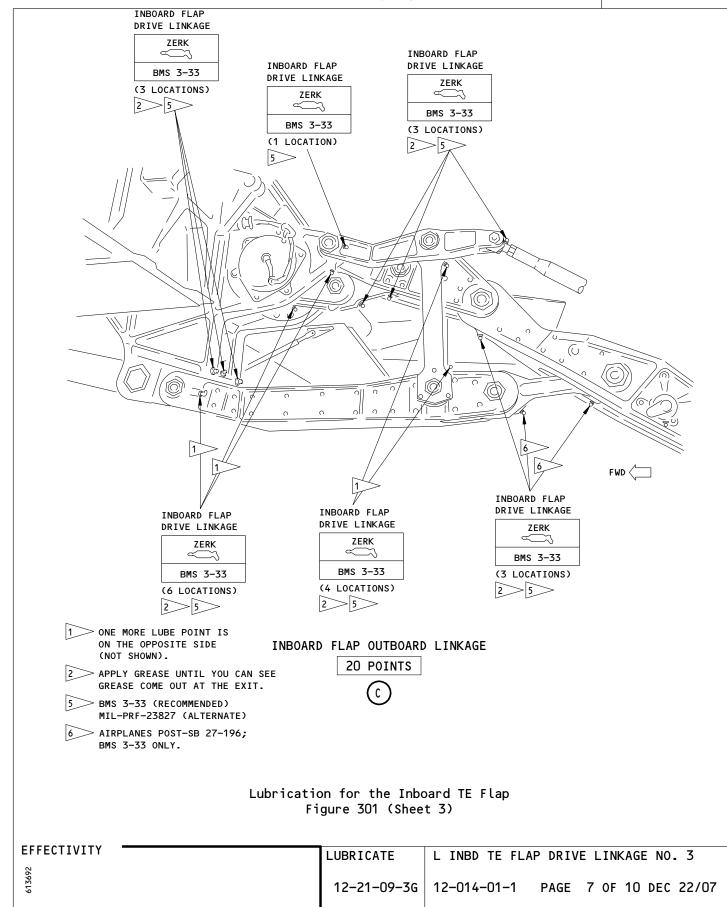
Lubrication for the Inboard TE Flap Figure 301 (Sheet 2)

EFFECTIVITY	LUBRICATE	L INBD TE FLA	P DRIVE	LINKAGE NO. 3
612296	12-21-09-3G	12-014-01-1	PAGE	6 OF 10 AUG 22/99

AIRLINE CARD NO.

SAS



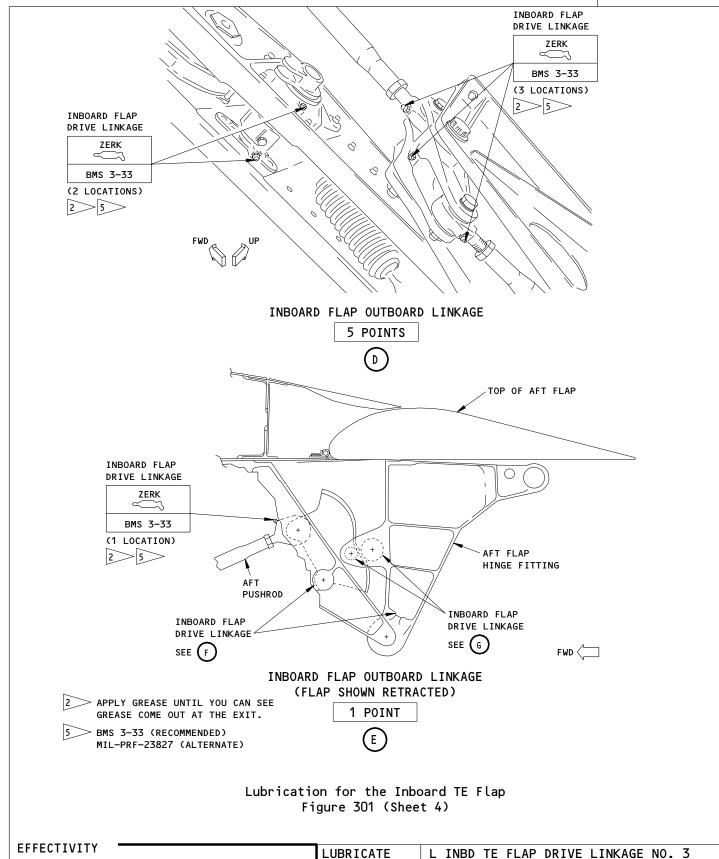


12-014-01-1

AIRLINE CARD NO.

SAS

767 TASK CARD



12-21-09-3G

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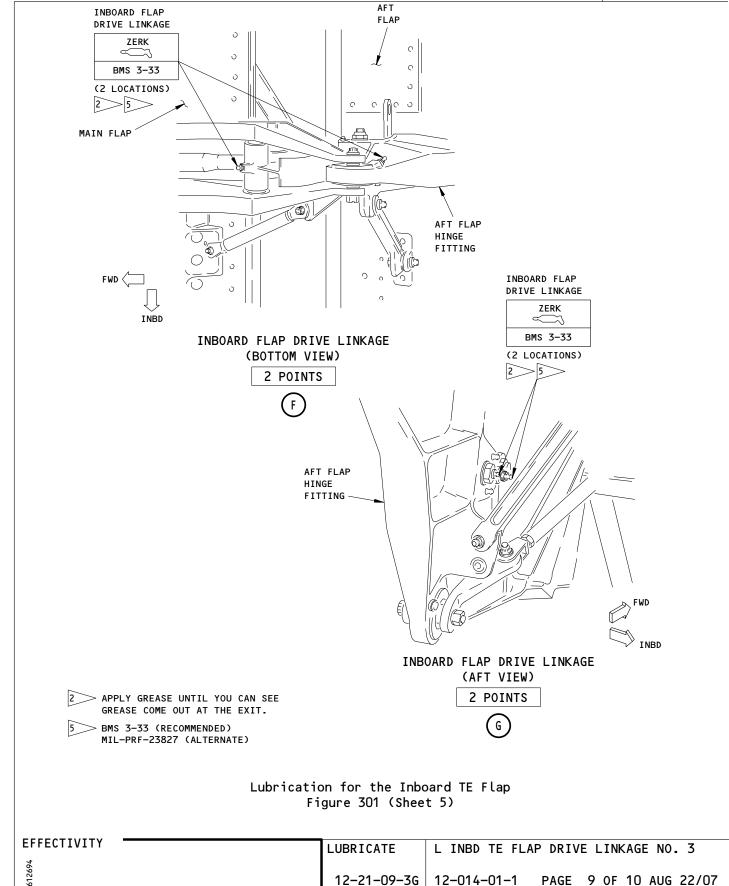
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PAGE 8 OF 10 AUG 22/03

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD

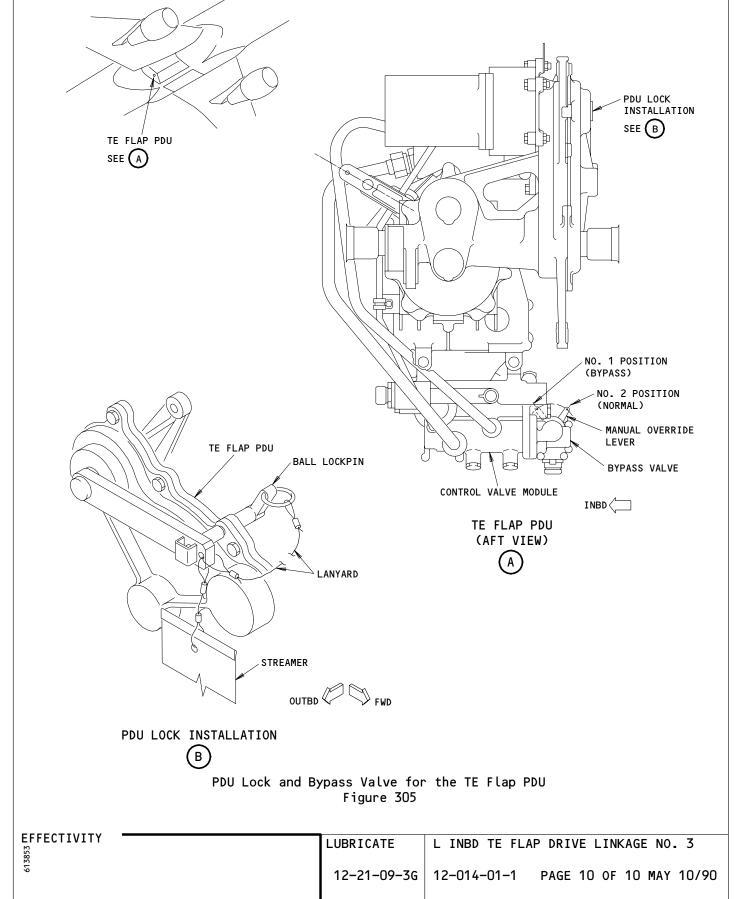


BOEING 767 TASK CARD

SAS

12-014-01-1

AIRLINE CARD NO.



STATION	
TAIL NO.	
DATE	٦



BOEING CARD NO.
12-014-01-2

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REVISION REV 006 AUG 22/09 AIRPL R WING TE 6A 10606 STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE LUBRICATE R INBD TE FLAP DRIVE LINKAGE NO. 6 ALL ALL ZONES ACCESS PANELS 5002 650

MECH INSP

LUBRICATE RIGHT INBOARD TE FLAP DRIVE LINKAGE - NO. 6 SUPPORT.

12-21-09-3G

MPD ITEM NUMBER

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock
 - D. Access

LUBRICATE R INBD TE FLAP DRIVE LINKAGE NO. 6

12-21-09-3G 12-014-01-2 PAGE 1 OF 10 AUG 22/07

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
------	------

(1) Location Zones

144 Right MLG Wheel Well

211/212 Control Cabin

Inboard Trailing Edge Flap 555/655 Outboard Trailing Edge Flap 566/666

730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO WARNING:

PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL

OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS

OR DAMAGE TO THE EQUIPMENT.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).

(5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

- (a) 6D21, ALTN SLAT INBD PWR
- (b) 6D24, ALTN FLAP PWR

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 6

12-21-09-3G | 12-014-01-2 PAGE 2 OF 10 APR 22/08

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (c) 6F24, ALTN SLAT OUTBD PWR
- Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- Put the Airplane Back to Its Usual Condition
 - Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
 - (c) 11J24, FLAPS ALTN CONT

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 6

12-21-09-3G | 12-014-01-2 PAGE 3 OF 10 APR 22/08

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS,

ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

(5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).

(6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. WARNING:

THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

(7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).

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

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 6

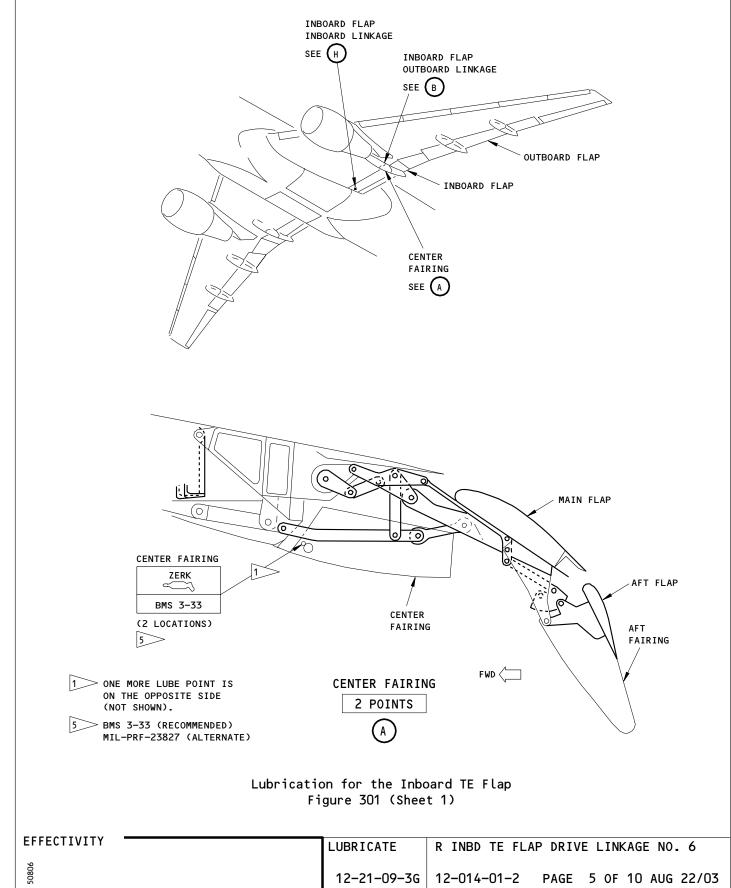
12-21-09-3G | 12-014-01-2 PAGE 4 OF 10 AUG 22/09

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SAS

767 TASK CARD

AIRLINE CARD NO.

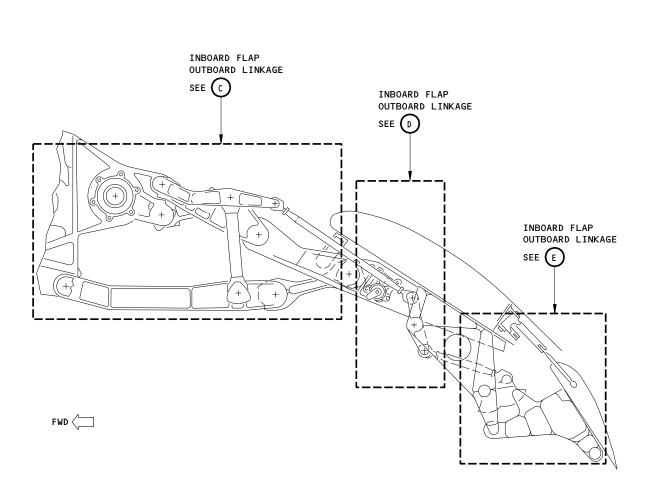


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AIRLINE CARD NO.





INBOARD FLAP OUTBOARD LINKAGE



Lubrication for the Inboard TE Flap Figure 301 (Sheet 2)

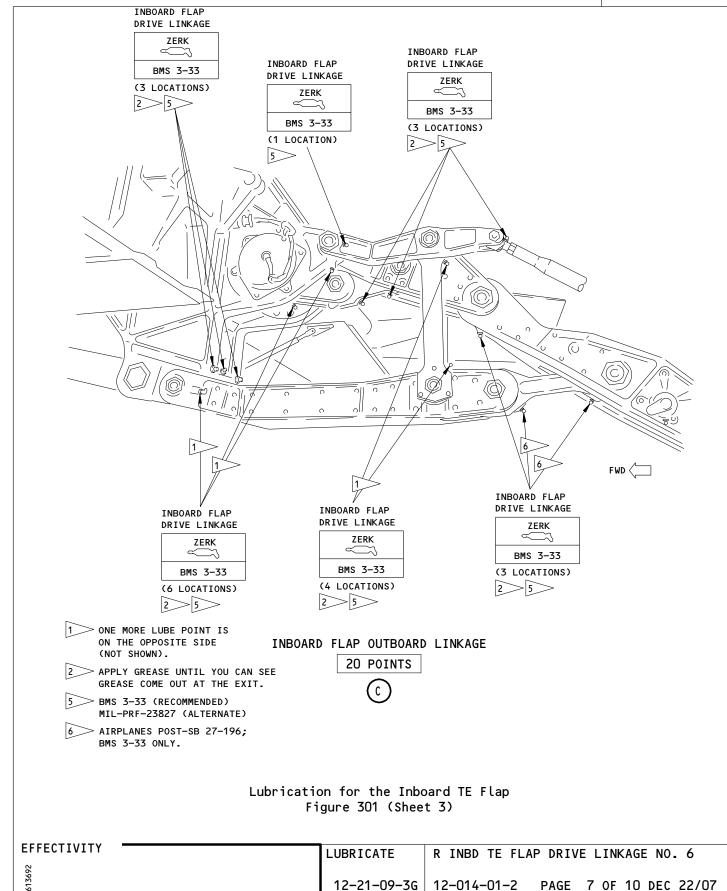
EFFECTIVITY	LUBRICATE	R INBD TE FLAP DRIVE LINKAGE NO. 6
6229	12-21-09-3G	12-014-01-2 PAGE 6 OF 10 AUG 22/99
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AIRLINE CARD NO.

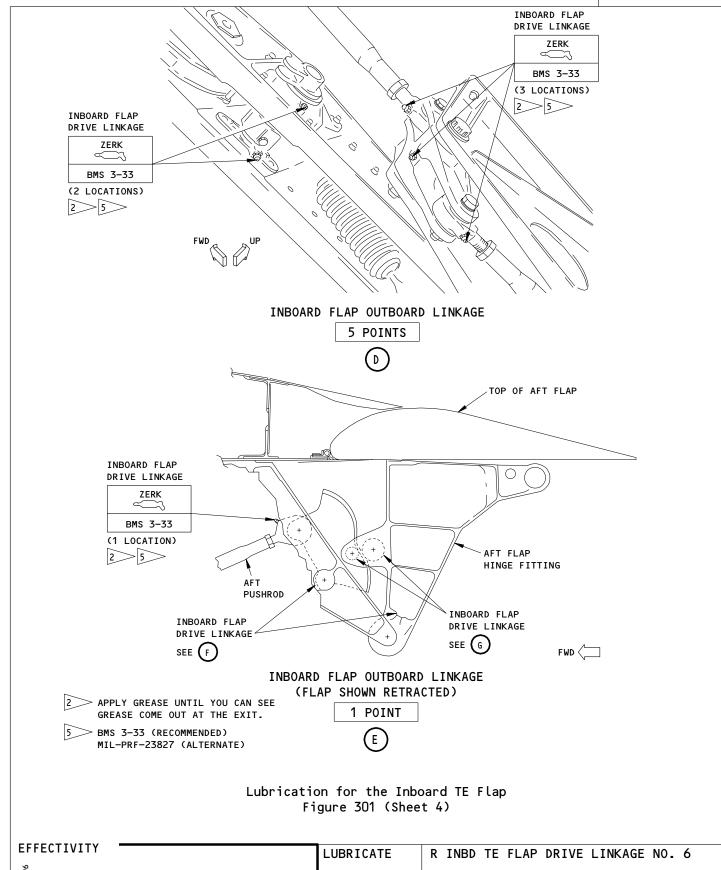


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AIRLINE CARD NO.

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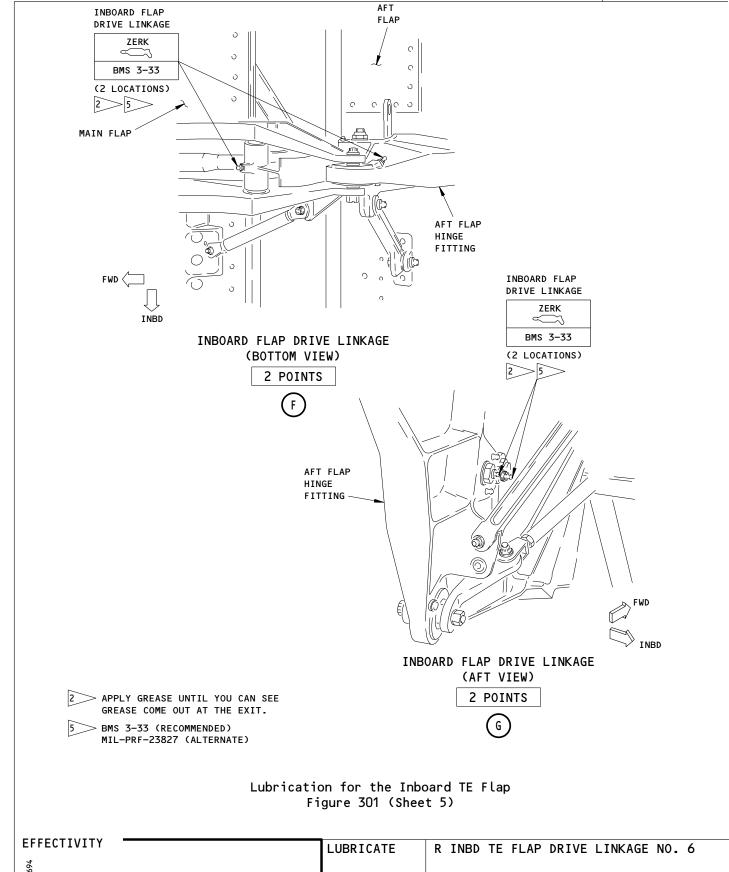
PAGE 8 OF 10 AUG 22/03

12-014-01-2

AIRLINE CARD NO.

SAS

767
TASK CARD



12-21-09-3G

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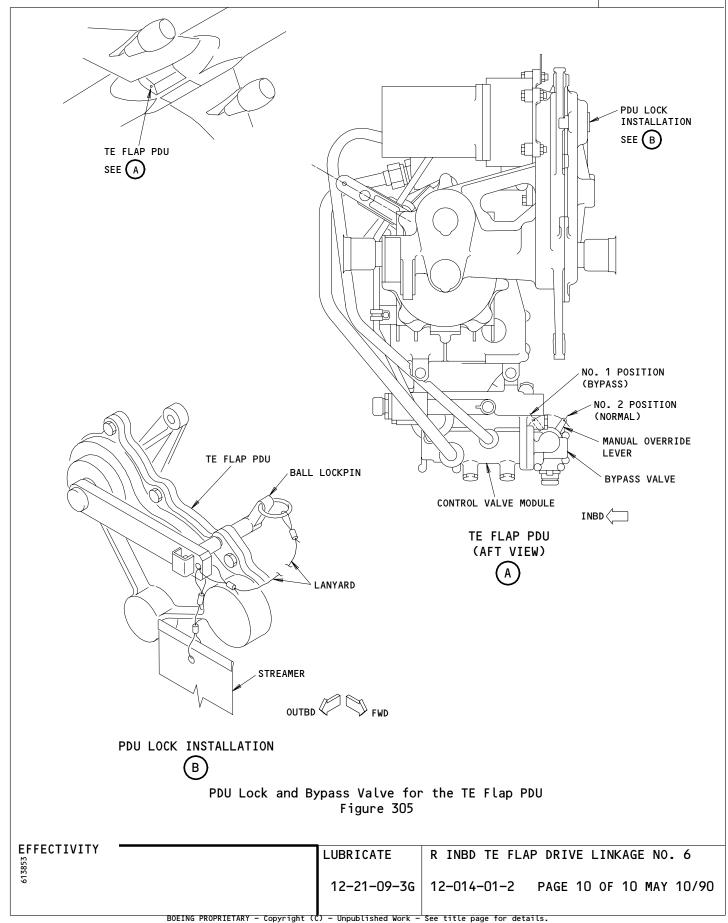
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12-014-01-2

AIRLINE CARD NO.

SAS

767 TASK CARD



STATION	
TAIL NO.	
DATE	١



BOEING CARD NO. 12-014-02-1

AIRLINE CARD NO.

SKILL	WORK AREA		REL	ATED TASK	INTERVAL		PHASE	REV	REVISION	
AIRPL	L W/B FAIRING				6A			10606	006	AUG 22/09
TASK		TITLE		STRUCTURAL ILLUSTRATION REFERENCE		APPLICABILITY				
LUBRI	CATE	L INE	BD TE	FLAP DRIVE	LINKAGES	NO. 4			AIRPLAN	
									ALL	ALL
	ZONES						ACCESS PANELS		•	

ZONES

195JL 5002

143 197

MECH INSP

LUBRICATE LEFT INBOARD TE FLAP DRIVE LINKAGE - NO. 4 SUPPORT.

12-21-09-3H

MPD ITEM NUMBER

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- 1. Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock
 - D. Access

EFFECTIVITY	LUBRICATE	L INBD TE FLA	AP DRIV	E LINK	CAGES NO. 4
	12-21-09-3н	12-014-02-1	PAGE	1 OF	9 AUG 22/07

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(1) Location Zones

144 Right MLG Wheel Well

211/212 Control Cabin

Inboard Trailing Edge Flap 555/655 Outboard Trailing Edge Flap 566/666

730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO WARNING:

PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL

OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS

OR DAMAGE TO THE EQUIPMENT.

MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN CAUTION:

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).

(5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6D24, ALTN FLAP PWR

EFFECTIVITY

LUBRICATE

L INBD TE FLAP DRIVE LINKAGES NO. 4

12-21-09-3H | 12-014-02-1 PAGE 2 OF 9 APR 22/08

TASK CARD

AIRLINE CARD NO.

			TASK CARD						
MECH	INSP								
			(c) 6F24, ALTN SLAT OUTBD PWR						
		((6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:						
			(a) 11H23, SLAT ALTN CONT INBD						
			(b) 11H24, SLAT ALTN CONTROL OUTBD						
			(c) 11J24, FLAPS ALTN CONT						
		((7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.						
		((8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).						
		((9) Install a DO-NOT-OPERATE tag on the manual override lever.						
		(10) Install the PDU lock in the TE flap PDU (Fig. 305).							
		F. P	F. Procedures(1) Lubricate the applicable area(s) in the TE flap system.						
		(
		G. P	Put the Airplane Back to Its Usual Condition						
		((1) Remove the DO-NOT-OPERATE tag from the flap control lever.						
		((2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:						
			(a) 6D21, ALTN SLAT INBD PWR						
			(b) 6D24, ALTN FLAP PWR						
			(c) 6F24, ALTN SLAT OUTBD PWR						
		((3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:						
			(a) 11H23, SLAT ALTN CONT INBD						
			(b) 11H24, SLAT ALTN CONT OUTBD						
			(c) 11J24, FLAPS ALTN CONT						

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

(4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE

EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

L INBD TE FLAP DRIVE LINKAGES NO. 4

12-21-09-3H

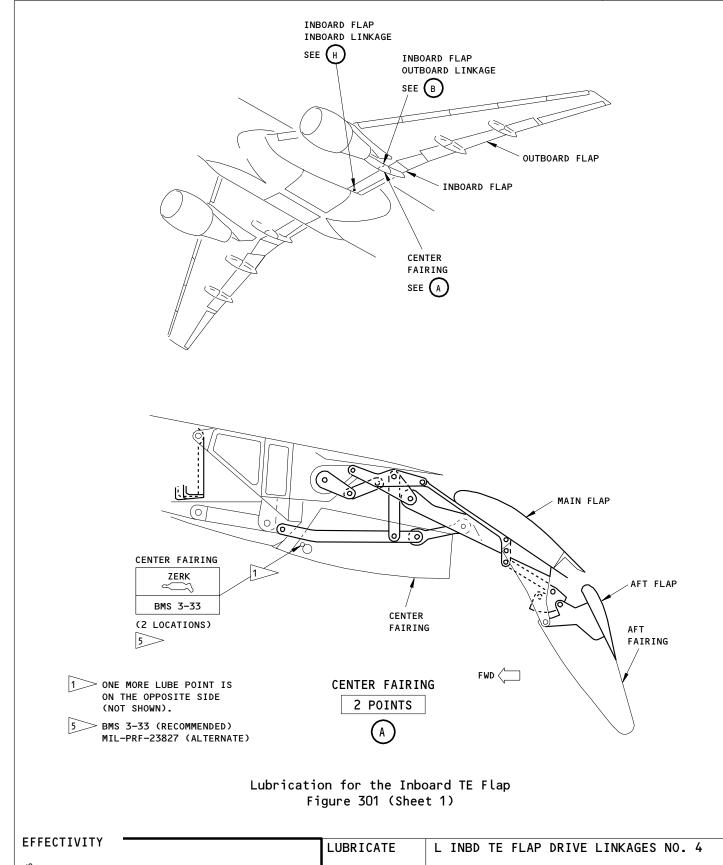
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12-014-02-1

AIRLINE CARD NO.

SAS





12-21-09-3H

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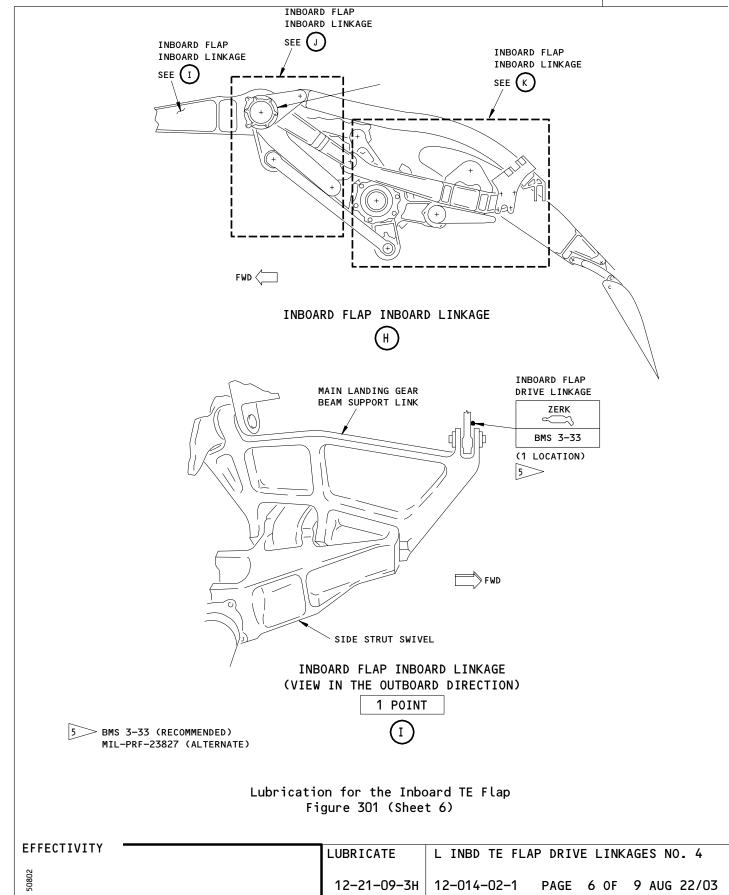
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AIRLINE CARD NO.

SAS





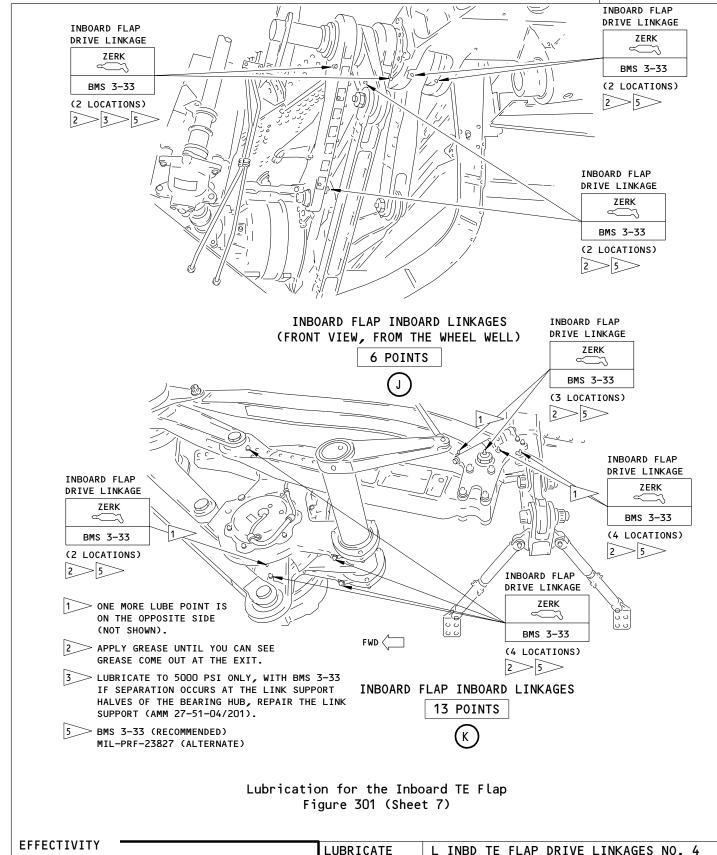
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BOEING CARD NO.

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AIRLINE CARD NO.



12-21-09-3H

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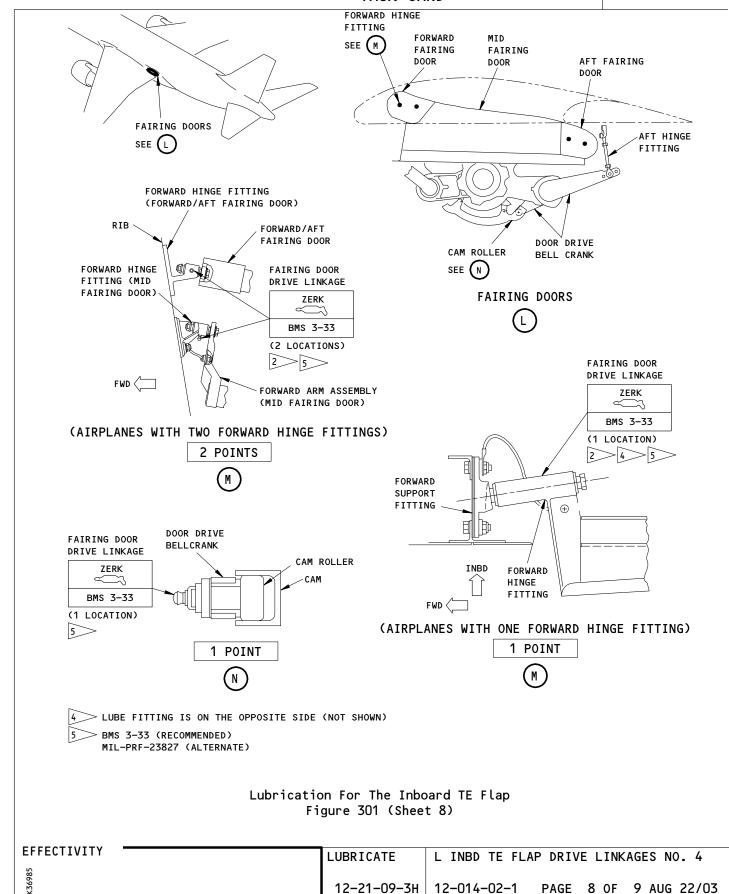
PAGE 7 OF 9 DEC 22/07

SAS



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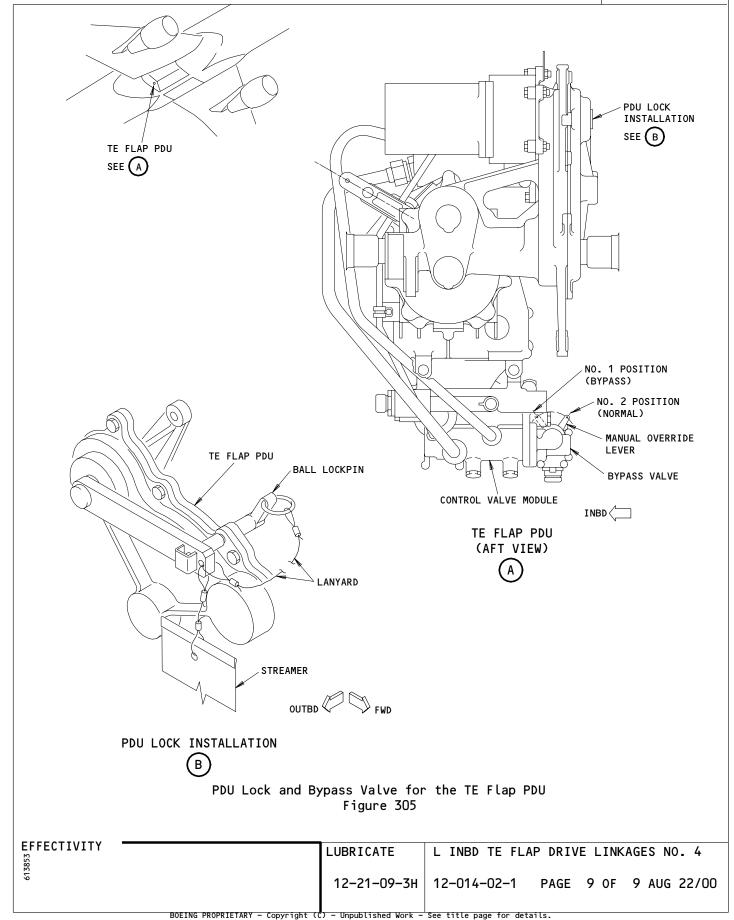


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AIRLINE CARD NO.

SAS

767 TASK CARD



STATION
TAIL NO.
DATE

SKILL

WORK AREA



BOEING CARD NO.
12-014-02-2

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL W/B FAIRING 6A 10606 006 AUG 22/09

INTERVAL

TASK

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 5

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

ALL ALL

ZONES ACCESS PANELS

144 198 196JR 5002

RELATED TASK

MECH INSP MPD ITEM NUMBER

LUBRICATE RIGHT INBOARD TE FLAP DRIVE LINKAGE NO. 5 SUPPORT.

12-21-09-3H

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF THE T.E. FLAPS PER MM REF 27-51-00.

- Lubrication for the Trailing Edge Flap System
 - A. Equipment
 - (1) TE Flap PDU Lock A27009-7
 - (2) Circuit Breaker Lockout Clip 1012LC-4 Commercially Available
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00014 Grease MIL-G-21164 (Alternate)
 - C. References
 - (1) AMM 24-22-00/201, Electrical Power Control
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Lock
 - (5) AMM 32-00-20/201, Landing Gear Downlock
 - D. Access

LUBRICATE R INBD TE FLAP DRIVE LINKAGE NO. 5

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AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(1) Location Zones

144 Right MLG Wheel Well

211/212 Control Cabin

Inboard Trailing Edge Flap 555/655 Outboard Trailing Edge Flap 566/666

730/740 Left/Right Main Landing Gear and Doors

E. Prepare for Servicing

DO THE DEACTIVATION PROCEDURE FOR THE THRUST REVERSER TO WARNING:

PREVENT THE OPERATION OF THE THRUST REVERSER. ACCIDENTAL

OPERATION OF THE THRUST REVERSER CAN CAUSE INJURIES TO PERSONS

OR DAMAGE TO THE EQUIPMENT.

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN

COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE

MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS

BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (1) Make sure that the TE flaps and LE slats are in the fully extended position and that the flap control lever is in the 30-unit detent.
- (2) Install a DO-NOT-OPERATE tag on the flap control lever.
- (3) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: USE THE PROCEDURE IN AMM AMM 32-00-15/201 TO INSTALL THE DOOR

LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY

TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Open the landing gear doors and install the door locks (AMM 32-00-15/201).

(5) Open these circuit breakers on the main power distribution panel, P6, and install locks and attach D0-N0T-CLOSE tags:

(a) 6D21, ALTN SLAT INBD PWR

(b) 6D24, ALTN FLAP PWR

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 5

12-21-09-3H | 12-014-02-2 PAGE 2 OF 9 APR 22/08

AIRLINE CARD NO.

SAS FOEING
TASK CARD

MECH INSP

- (c) 6F24, ALTN SLAT OUTBD PWR
- (6) Open these circuit breakers on the overhead panel, P11, and install locks and attach DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONTROL OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (7) Remove the power from the center hydraulic system (AMM 29-11-00/201), if the center hydraulic system is pressurized.
- (8) Move the manual override lever on the bypass valve of the TE flap PDU to the No. 1 (bypass) position (Fig. 305).
- (9) Install a DO-NOT-OPERATE tag on the manual override lever.
- (10) Install the PDU lock in the TE flap PDU (Fig. 305).
- F. Procedures
 - (1) Lubricate the applicable area(s) in the TE flap system.
- G. Put the Airplane Back to Its Usual Condition
 - (1) Remove the DO-NOT-OPERATE tag from the flap control lever.
 - (2) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P6 panel:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
 - (3) Remove the DO-NOT-CLOSE tags and locks and close these circuit breakers on the P11 panel:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
 - (c) 11J24, FLAPS ALTN CONT

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 5

12-21-09-3H

12-014-02-2 PAGE 3 OF 9 APR 22/08

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(4) Remove the PDU lock from the TE flap PDU (Fig. 305).

WARNING: KEEP PERSONS AND EQUIPMENT AWAY FROM ALL CONTROL SURFACES AND THE WHEEL WELLS WHEN HYDRAULIC POWER IS SUPPLIED. AILERONS, ELEVATORS, RUDDER, FLAPS, SLATS, SPOILERS, AND STABILIZER ARE FULLY POWERED SURFACES. WHEN YOU MOVE THE FLAP CONTROL LEVER WITH THE HYDRAULIC SYSTEM PRESSURIZED, THE FLAPS AND FLAP DRIVE

EQUIPMENT CAN OCCUR WHEN HYDRAULIC POWER IS SUPPLIED.

MECHANISMS WILL MOVE QUICKLY. INJURY TO PERSONS OR DAMAGE TO

CAUTION: MAKE SURE THE ACCESS DOOR FOR THE ENGINE STRUT, THE INBOARD FAN COWLING, AND THE THRUST REVERSER COWLING ARE CLEAR FROM THE MOVEMENT OF THE SLATS. IF THE MOVEMENT OF THE SLATS IS BLOCKED, IT CAN CAUSE DAMAGE TO THE AIRPLANE.

- (5) Remove the DO-NOT-OPERATE tag from the manual override lever on the PDU bypass valve and move the lever to the No. 2 (normal) position (Fig. 305).
- (6) Make sure that the TE flaps and the LE slats are in the fully retracted position, and that the flap control lever is in the zero detent.

USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. WARNING: THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.

- (7) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).
- (8) Do the reactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

R INBD TE FLAP DRIVE LINKAGE NO. 5

12-21-09-3H | 12-014-02-2 PAGE 4 OF 9 AUG 22/09

BOEING 767

SAS

TASK CARD

12-014-02-2 AIRLINE CARD NO.

INBOARD FLAP INBOARD LINKAGE SEE (H) INBOARD FLAP OUTBOARD LINKAGE SEE (B) OUTBOARD FLAP INBOARD FLAP CENTER **FAIRING** SEE (A) MAIN FLAP CENTER FAIRING ZERK AFT FLAP BMS 3-33 CENTER (2 LOCATIONS) FAIRING FAIRING CENTER FAIRING > ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE 2 POINTS (NOT SHOWN). > BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE) Lubrication for the Inboard TE Flap Figure 301 (Sheet 1) **EFFECTIVITY** LUBRICATE R INBD TE FLAP DRIVE LINKAGE NO. 5

12-21-09-3H

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12-014-02-2

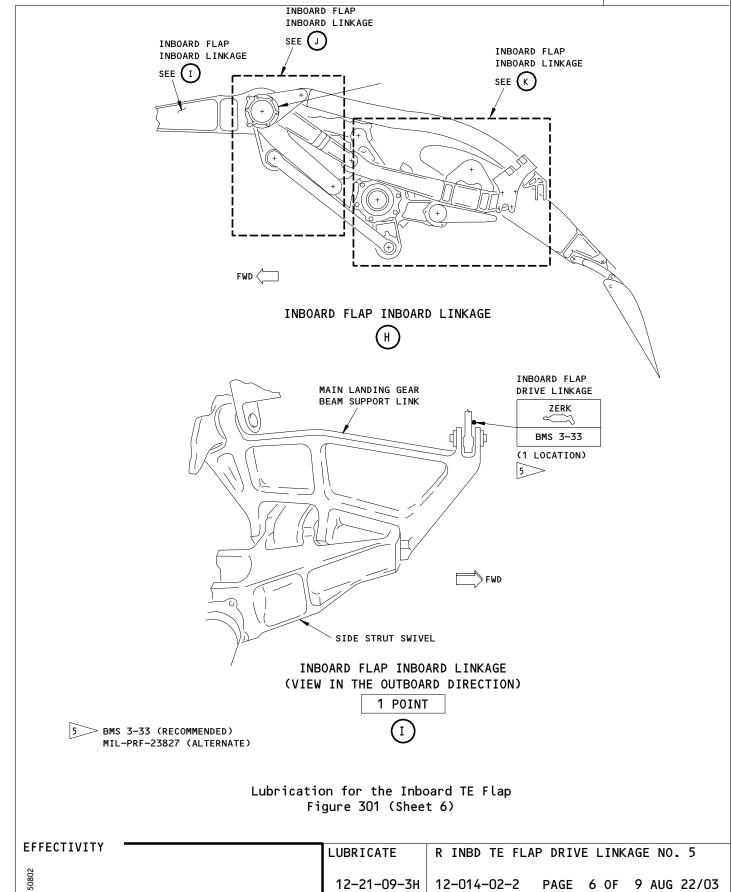
PAGE 5 OF 9 AUG 22/03

12-014-02-2

AIRLINE CARD NO.





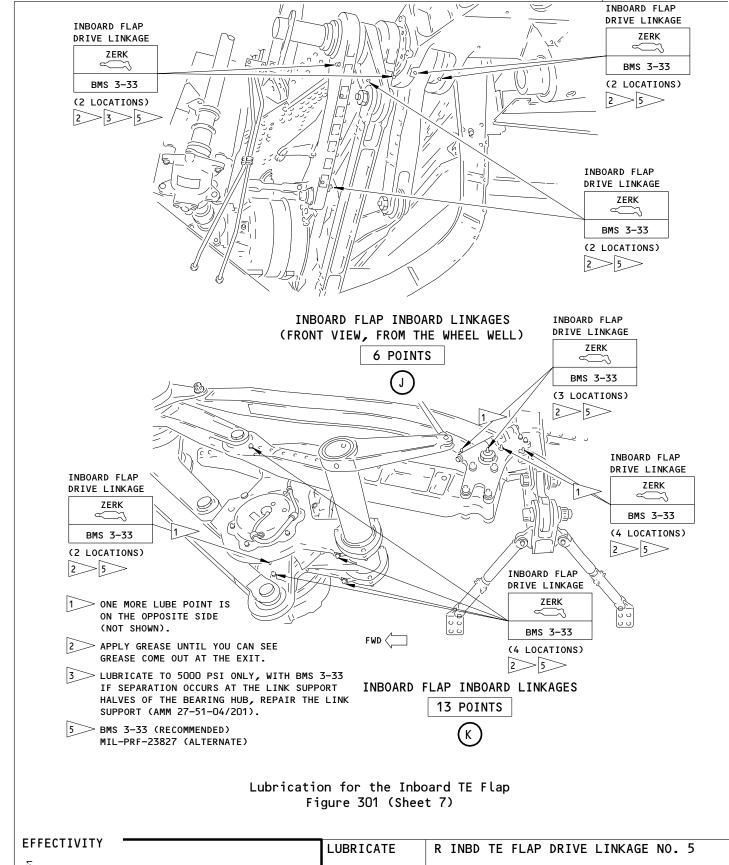


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AIRLINE CARD NO.

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TASK CARD



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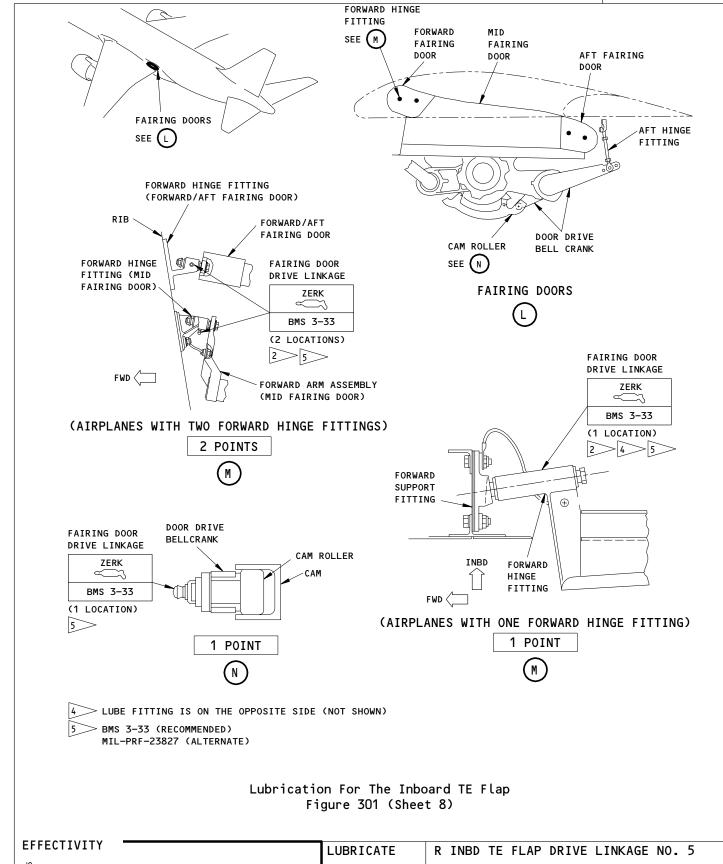
PAGE 7 OF 9 DEC 22/07

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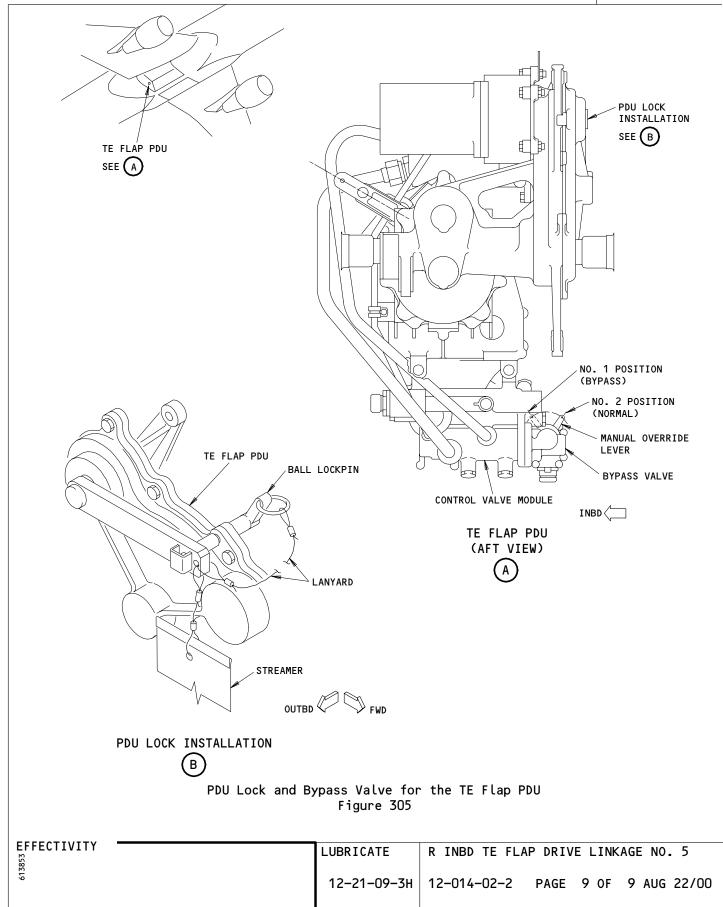
PAGE 8 OF 9 AUG 22/03

12-014-02-2

AIRLINE CARD NO.

SAS





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TAIL NO.	
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WORK AREA



BOEING CARD NO. 12-015-c1-1

AIRLINE CARD NO.

TASK CARD

MPD

RELATED TASK INTERVAL SKILL PHASE REVISION REV 010 L WING TE AUG 22/05 AIRPL 6A 10606 APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

LUBRICATE L INBD SPOILER HINGES & PCA'S ALL ALL

ACCESS PANELS ZONES

552 5002 5003 552BB 552GB NOTE

MPD ITEM NUMBER MECH INSP

LUBRICATE LEFT INBOARD SPOILER HINGES AND PCA RODS ENDS. 12-21-10-3A 12-21-10-3A . 12-21-10-3B

LUBRICATE LEFT INBOARD SPOILER PCA TRUNNION BRACKETS. 12-21-10-3B

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENDING THE T.E. FLAPS PER MM REFERENCE 27-51-00. SPECIAL ACCESS 5003 REQUIRES RAISING

SPOILERS PER MM REF 27-61-00.

- <u>Inboard Spoilers Lubrication</u>
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (recommended)
 - (2) D00013 Grease MIL-PRF-23827 (alternative)
 - References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 27-61-00/201, Spoiler/Speedbrake Control System
 - Access C.
 - (1) Location Zones

MLG Support Beam and Rear Spar to Trailing Edge (Left) 552

652 MLG Support Beam and Rear Spar to Trailing Edge (Right)

EFFECTIVITY

LUBRICATE

L INBD SPOILER HINGES & PCA'S

12-21-10-3A

12-015-C1-1 PAGE 1 OF 5 DEC 22/04

0

AIRLINE CARD NO.

12-015-c1-1

SAS BOEING 767 TASK CARD

MECH INSP

(2) Access Panels

552BB Landing Gear Support Beam (Left) 652BB Landing Gear Support Beam (Right) 552GB Landing Gear Support Beam (Left) 652GB Landing Gear Support Beam (Right)

D. Prepare for the Lubrication

WARNING: MAKE SURE TO DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE.
ACCIDENTAL SPOILER MOVEMENT CAN CAUSE INJURY TO PERSONS AND
DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the spoilers (AMM 27-61-00/201).
- (2) Extend the trailing edge flaps (AMM 27-51-00/201).
- (3) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- E. Inboard Spoilers Lubrication (Number 5, 6, 7 and 8)
 - (1) Open access panels 552BB, 552GB, 652BB, and 652GB (AMM 06-44-00/201).
 - (2) Lubricate the inboard spoilers as shown (Fig. 301).
 - (3) Close access panels 552BB, 552GB, 652BB, and 652GB (AMM 06-44-00/201).
- F. Put the Airplane Back to Its Usual Condition
 - (1) Do the activation procedure for the spoilers (AMM 27-61-00/201).
 - (2) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

EFFECTIVITY

LUBRICATE

L INBD SPOILER HINGES & PCA'S

12-21-10-3A

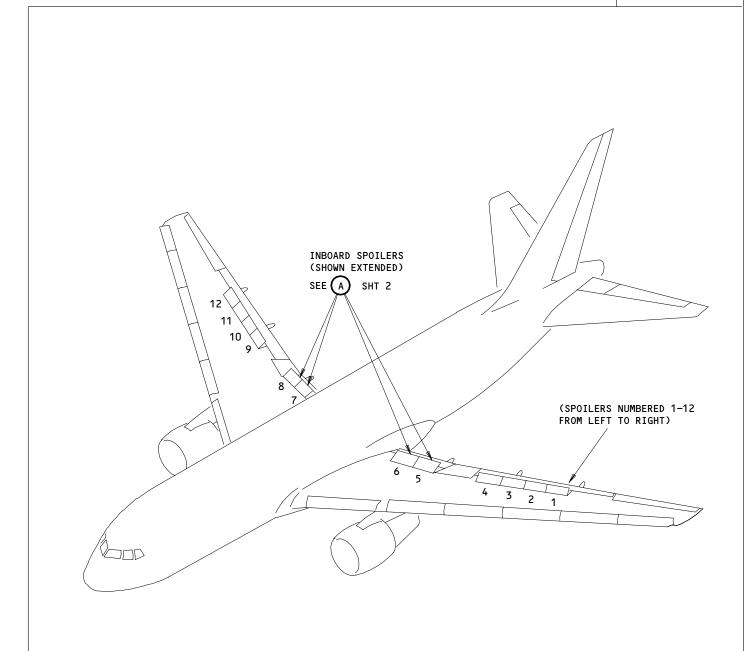
12-015-C1-1 PAGE 2 OF 5 DEC 22/04

12-015-c1-1

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



Inboard Spoilers/Speedbrakes Servicing (Lubrication) Figure 301 (Sheet 1)

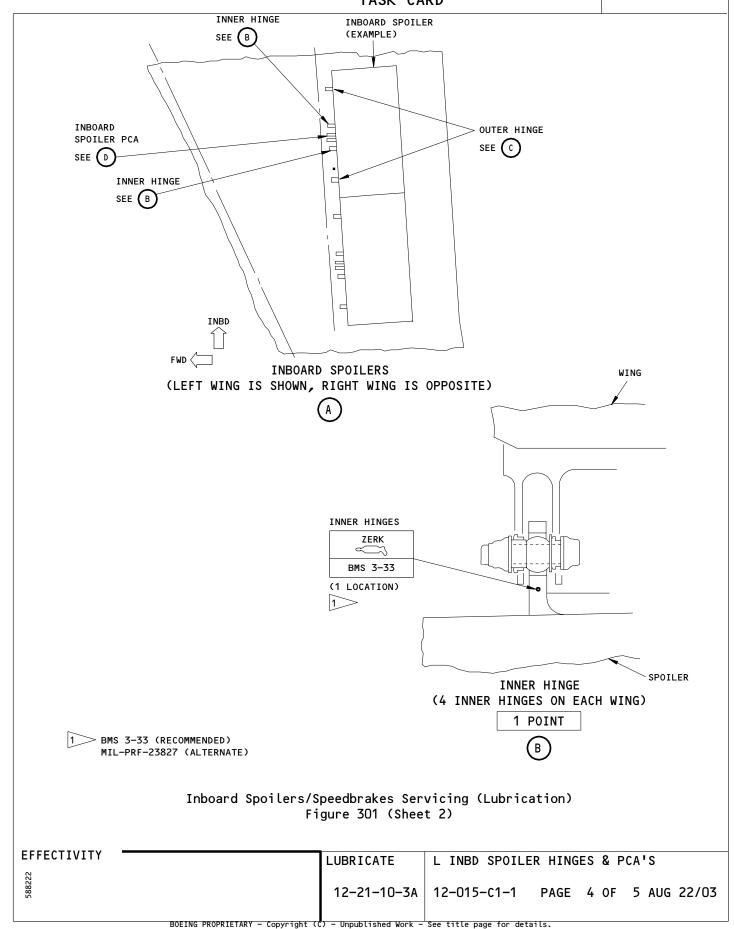
EFFECTIVITY LUBRICATE L INBD SPOILER HINGES & PCA'S 12-21-10-3A 12-015-c1-1 PAGE 3 OF 5 FEB 10/90

12-015-c1-1

AIRLINE CARD NO.

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BOEING 767 TASK CARD

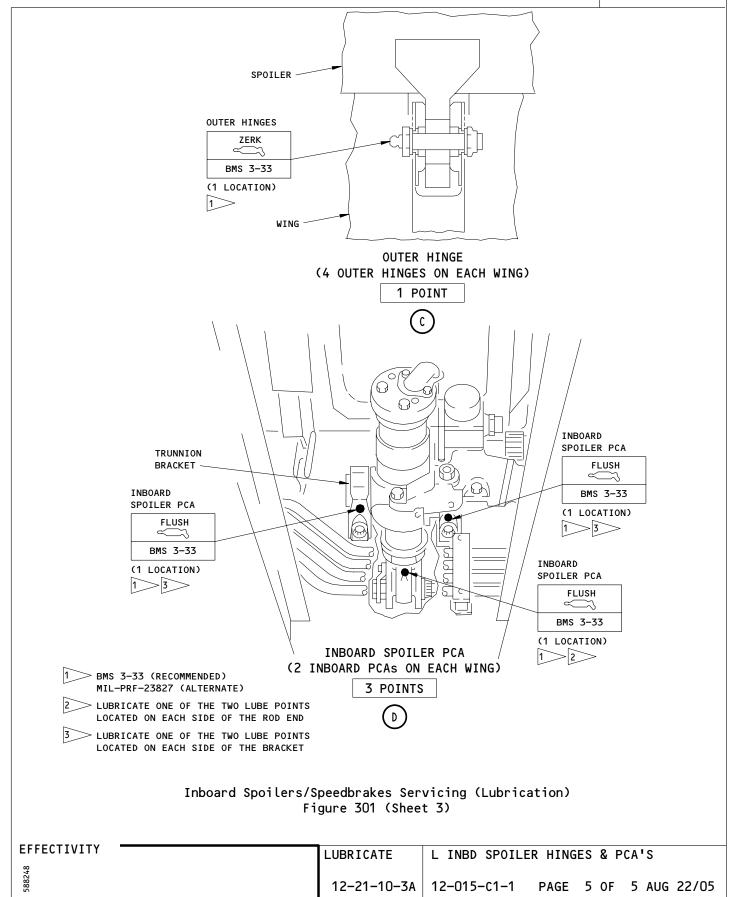


AIRLINE CARD NO.

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SAS

767
TASK CARD



STATION	
TAIL NO.	+
DATE	\neg

652

WORK AREA



BOEING CARD NO. 12-015-c1-2

AIRLINE CARD NO.

TASK CARD

ALL

MPD

ALL

RELATED TASK INTERVAL SKILL PHASE REVISION REV 010 AUG 22/05 AIRPL R WING TE 6A 10606 APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE LUBRICATE R INBD SPOILER HINGES & PCA'S

ACCESS PANELS ZONES

5003

5002

MPD ITEM NUMBER MECH INSP

652BB 652GB

NOTE

LUBRICATE RIGHT INBOARD SPOILER HINGES AND PCA ROD ENDS. 12-21-10-3A 12-21-10-3A . 12-21-10-3B

LUBRICATE RIGHT INBOARD SPOILER PCA TRUNNION BRACKETS. 12-21-10-3B

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENDING THE T.E. FLAPS PER MM REFERENCE 27-51-00. SPECIAL ACCESS 5003 REQUIRES RAISING SPOILERS PER MM REF 27-61-00.

<u> Inboard Spoilers - Lubrication</u>

- A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (recommended)
 - (2) D00013 Grease MIL-PRF-23827 (alternative)
- References
 - (1) AMM 06-44-00/201, Wing Access Doors and Panels
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 27-61-00/201, Spoiler/Speedbrake Control System
- Access C.
 - (1) Location Zones

MLG Support Beam and Rear Spar to Trailing Edge (Left) 552

652 MLG Support Beam and Rear Spar to Trailing Edge (Right)

EFFECTIVITY

LUBRICATE

R INBD SPOILER HINGES & PCA'S

12-21-10-3A

12-015-c1-2 PAGE 1 OF 5 DEC 22/04

12-015-c1-2

AIRLINE CARD NO.



MECH INSP

(2) Access Panels

552BB Landing Gear Support Beam (Left) 652BB Landing Gear Support Beam (Right) 552GB Landing Gear Support Beam (Left) 652GB Landing Gear Support Beam (Right)

D. Prepare for the Lubrication

WARNING: MAKE SURE TO DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE.
ACCIDENTAL SPOILER MOVEMENT CAN CAUSE INJURY TO PERSONS AND
DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the spoilers (AMM 27-61-00/201).
- (2) Extend the trailing edge flaps (AMM 27-51-00/201).
- (3) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- E. Inboard Spoilers Lubrication (Number 5, 6, 7 and 8)
 - (1) Open access panels 552BB, 552GB, 652BB, and 652GB (AMM 06-44-00/201).
 - (2) Lubricate the inboard spoilers as shown (Fig. 301).
 - (3) Close access panels 552BB, 552GB, 652BB, and 652GB (AMM 06-44-00/201).
- F. Put the Airplane Back to Its Usual Condition
 - (1) Do the activation procedure for the spoilers (AMM 27-61-00/201).
 - (2) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

EFFECTIVITY

LUBRICATE

R INBD SPOILER HINGES & PCA'S

12-21-10-3A

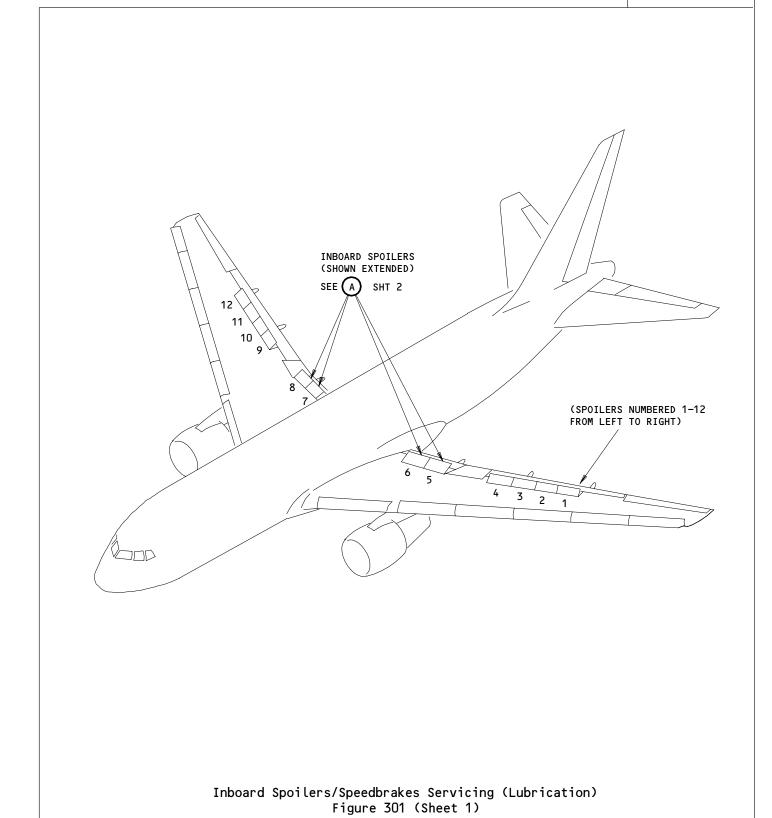
12-015-C1-2 PAGE 2 OF 5 DEC 22/04

12-015-C1-2

AIRLINE CARD NO.

SAS

767
TASK CARD



EFFECTIVITY

LUBRICATE R INBD SPOILER HINGES & PCA'S

12-21-10-3A

12-015-C1-2 PAGE 3 OF 5 FEB 10/90

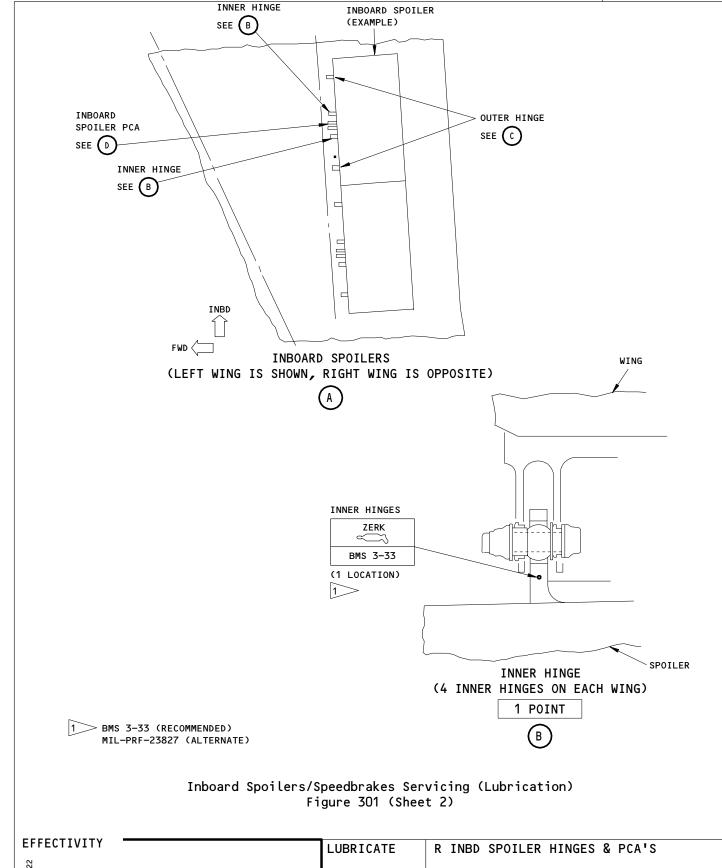
BOEING 767

TASK CARD

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12-015-C1-2

AIRLINE CARD NO.



12-21-10-3A

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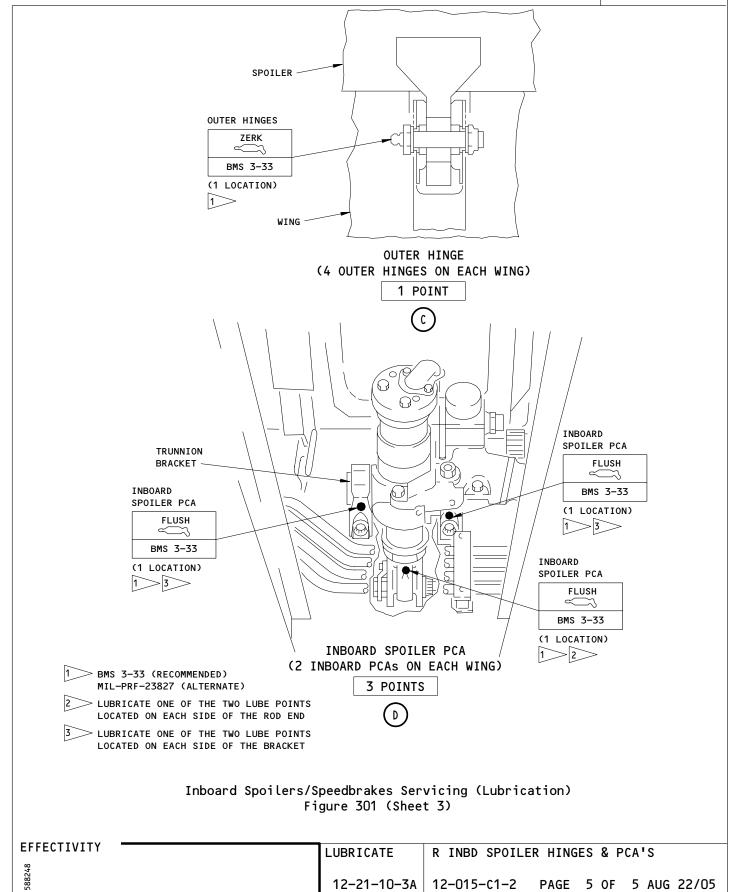
PAGE 4 OF 5 AUG 22/03

12-015-C1-2

AIRLINE CARD NO.

SAS





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T	AIL NO).			() BOE	ING					
	DATE			SAS &	767					AIR	RLINE CARD NO.
					TASK C	ARD					
SKILL		WORK AR	EA	RELATED TASK	INT	ERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRPL	. L	WING	TE		6A				10606	002	AUG 22/05
LUBR	ASK CICA	TE	L OU	TITLE ITBOARD SPOILER F	PCA'S AND HINGE		JRAL ILLUSTRA	TION RE	FERENCE	A AIRPLAI	PPLICABILITY NE ENGINE
										ALL	ALL
		ZONES				ACCESS	PANELS				
561				5002 NO	ОТЕ						
MECH IN	SP										MPD ITEM NUMBER
				E THE OUTBOARD S ARD SPOILERS PER				12–2	1–10–30		21-10-3c 21-10-3D
		ACT	UATOR	E THE OUTBOARD S S. PER LEFT WING)	SPOILER POWER C	ONTROL		12–2	1–10–30)	
		ACCESS	NOTE	: SPECIAL ACCES	SS 5002 REQUIRE FLAPS PER MM RE				•		
	1	. <u>0u</u> 1	board	Spoilers - Lub	rication						
		Α.	Cons	umable Materials	s						
			(1)	D00633 Grease -	- BMS 3-33 (rec	ommended))				
			(2)	D00013 Grease -	- MIL-PRF-23827	(alterna	itive)				
		В.	Refe	rences							
			(1)	AMM 27-51-00/20	01, Trailing Ed	lge Flap S	System				
			(2)	AMM 27-61-00/20	01, Spoiler/Spe	edbrake 0	Control	Syst	em		
		С.	Acce	ess							
			(1)		Support Beam a Support Beam a		-		_	_	
		D.	Prep	are for the Lubi	rication						

EFFECTIVITY	LUBRICATE	L OUTBOARD	SPOILER	PCA'S	AND HINGES
	12-21-10-3C	12-016-c1-	l PAGE	1 OF	5 DEC 22/04

12-016-c1-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: MAKE SURE TO DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE.
ACCIDENTAL SPOILER MOVEMENT CAN CAUSE INJURY TO PERSONS AND
DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the spoilers (AMM 27-61-00/201).
- (2) Extend the trailing edge flaps (AMM 27-51-00/201).
- (3) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- E. Outboard Spoilers Lubrication (Number 1 thru 4 and 9 thru 12)
 - (1) Lubricate the outboard spoilers as shown (Fig. 302).
- F. Put the Airplane Back to Its Usual Condition
 - (1) Do the activation procedure for the spoilers (AMM 27-61-00/201).
 - (2) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

EFFECTIVITY

LUBRICATE

L OUTBOARD SPOILER PCA'S AND HINGES

12-21-10-3c | 12-016-c1-1

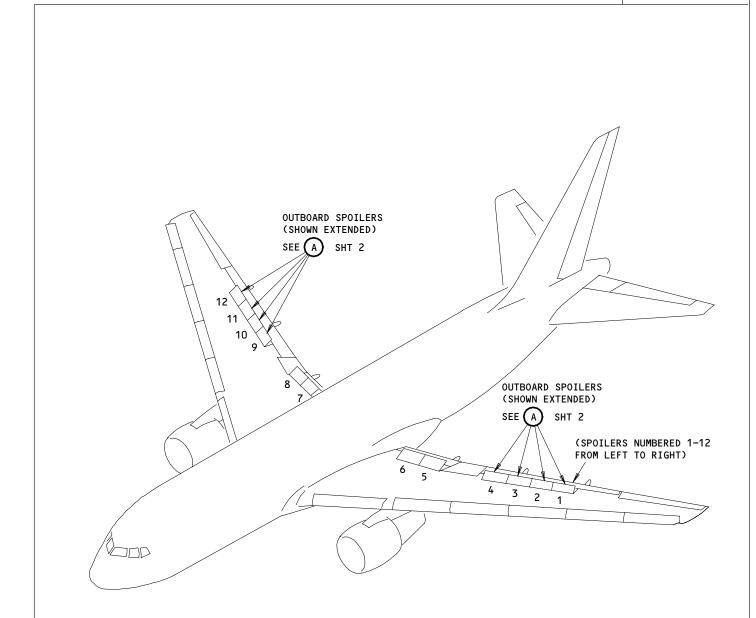
12-016-C1-1 PAGE 2 OF 5 DEC 22/04

12-016-C1-1

AIRLINE CARD NO.

SAS

767
TASK CARD



Outboard Spoilers/Speedbrakes Servicing (Lubrication)
Figure 302 (Sheet 1)

LUBRICATE L OUTBOARD SPOILER PCA'S AND HINGES

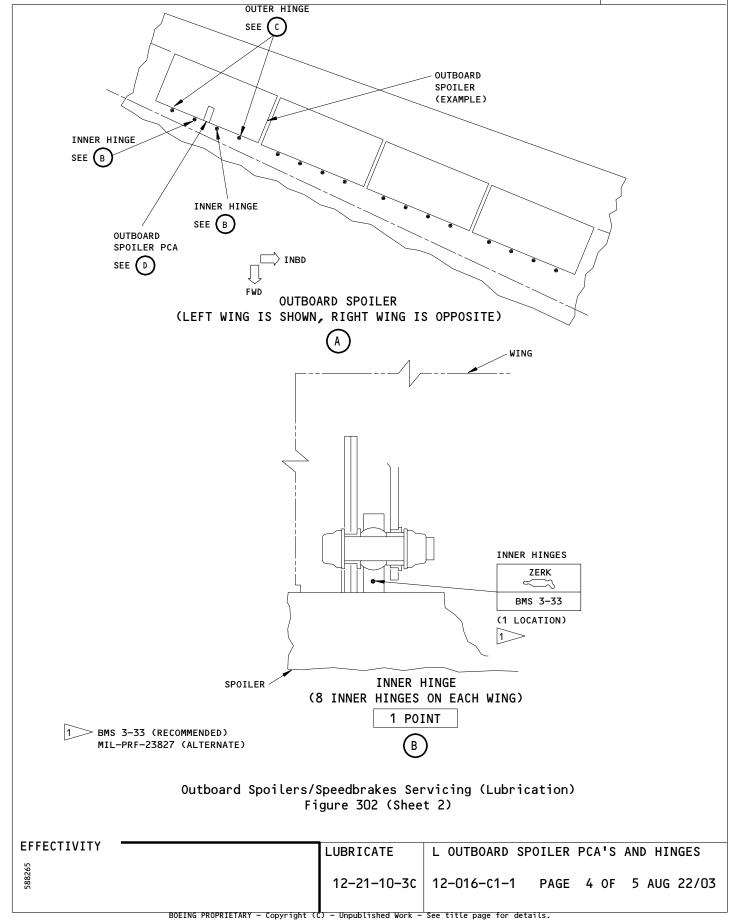
12-21-10-3C 12-016-C1-1 PAGE 3 OF 5 FEB 10/90

12-016-C1-1

AIRLINE CARD NO.

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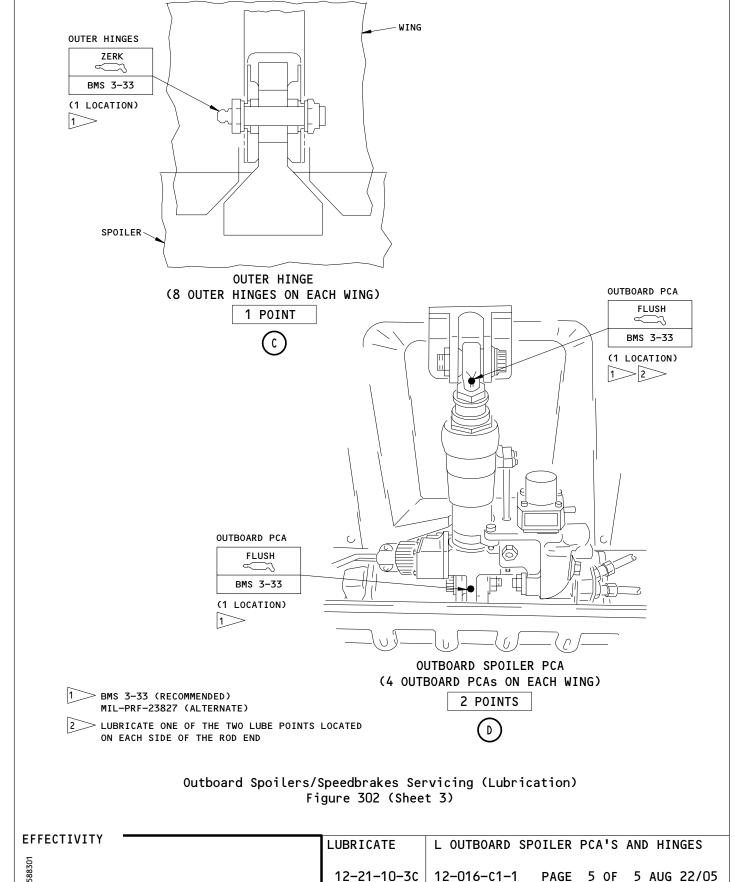


12-016-C1-1

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



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				S	AS &	$\frac{1}{76}$		_		AIRI	LINE CARD NO.
	DAT	IE				TASK	CARD				
SKIL	.L	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR		R WING	TE			6A			10606	002	AUG 22/05
	TASK				TITLE			STRUCTURAL ILLUSTRATION R	EFERENCE	AF AIRPLAN	PPLICABILITY E ENGINE
LU	BRIC	ATE	R OU	TBOARD	SPOILER F	PCA'S AND HIN	GES			ALL	ALL
		ZONES						ACCESS PANELS			
66	1				5002 NO	DTE					
		1									
MECH	INSP									ı	MPD ITEM NUMBER
		1. 10	BDICV.	TE THE	OUTROAPD	SPOILER HING	FÇ	12-2	1-10-3c	12-2	1_10_30
						ER RIGHT WING		12 2	.1 10 50		1-10-3D
					OUTBOARD S	SPOILER POWER	CONTR	OL 12-2	1-10-3D		
			UATOR:		IGHT WING)					
				. =							
		ACCESS	NOTE			SS 5002 REQUI					
		1. <u>Out</u>	<u>board</u>	Spoil	ers – Lubr	<u>rication</u>					
		Α.	Consi	umahla	Materials	_					
		۸.	COLIS	ullab Le	nater rats	•					

- (1) D00633 Grease BMS 3-33 (recommended)
- (2) D00013 Grease MIL-PRF-23827 (alternative)
- B. References
 - (1) AMM 27-51-00/201, Trailing Edge Flap System
 - (2) AMM 27-61-00/201, Spoiler/Speedbrake Control System
- C. Access
 - (1) Location Zones

MLG Support Beam and Rear Spar to Trailing Edge (Left)
MLG Support Beam and Rear Spar to Trailing Edge (Right)

D. Prepare for the Lubrication

LUBRICATE R OUTBOARD SPOILER PCA'S AND HINGES

12-21-10-3C 12-016-C1-2 PAGE 1 OF 5 DEC 22/04

12-016-c1-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: MAKE SURE TO DO THE SPOILER/SPEEDBRAKE DEACTIVATION PROCEDURE.
ACCIDENTAL SPOILER MOVEMENT CAN CAUSE INJURY TO PERSONS AND
DAMAGE TO EQUIPMENT.

- (1) Do the deactivation procedure for the spoilers (AMM 27-61-00/201).
- (2) Extend the trailing edge flaps (AMM 27-51-00/201).
- (3) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201).
- E. Outboard Spoilers Lubrication (Number 1 thru 4 and 9 thru 12)
 - (1) Lubricate the outboard spoilers as shown (Fig. 302).
- F. Put the Airplane Back to Its Usual Condition
 - (1) Do the activation procedure for the spoilers (AMM 27-61-00/201).
 - (2) Do the activation procedure for the trailing edge flaps (AMM 27-51-00/201).

EFFECTIVITY

LUBRICATE

R OUTBOARD SPOILER PCA'S AND HINGES

12-21-10-3c | 12-016-c1-2

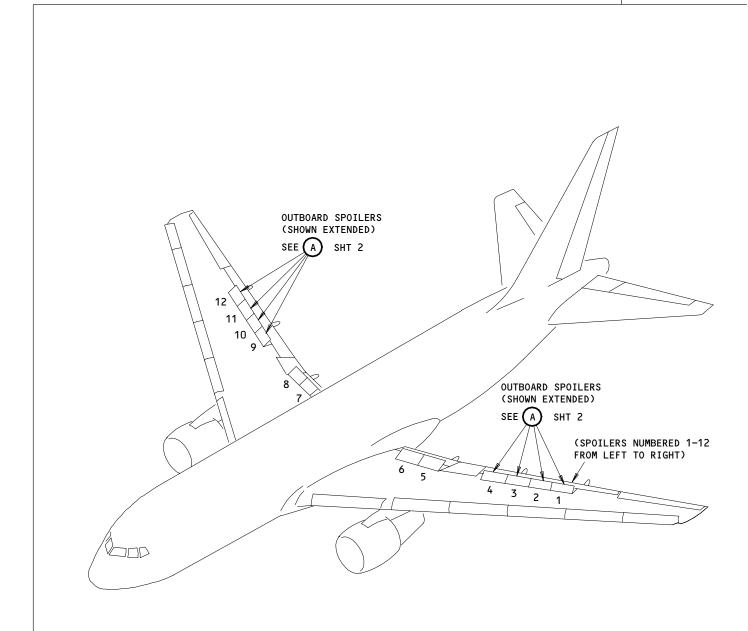
12-016-c1-2 PAGE 2 OF 5 DEC 22/04

12-016-C1-2

AIRLINE CARD NO.

SAS





Outboard Spoilers/Speedbrakes Servicing (Lubrication)
Figure 302 (Sheet 1)

LUBRICATE R OUTBOARD SPOILER PCA'S AND HINGES

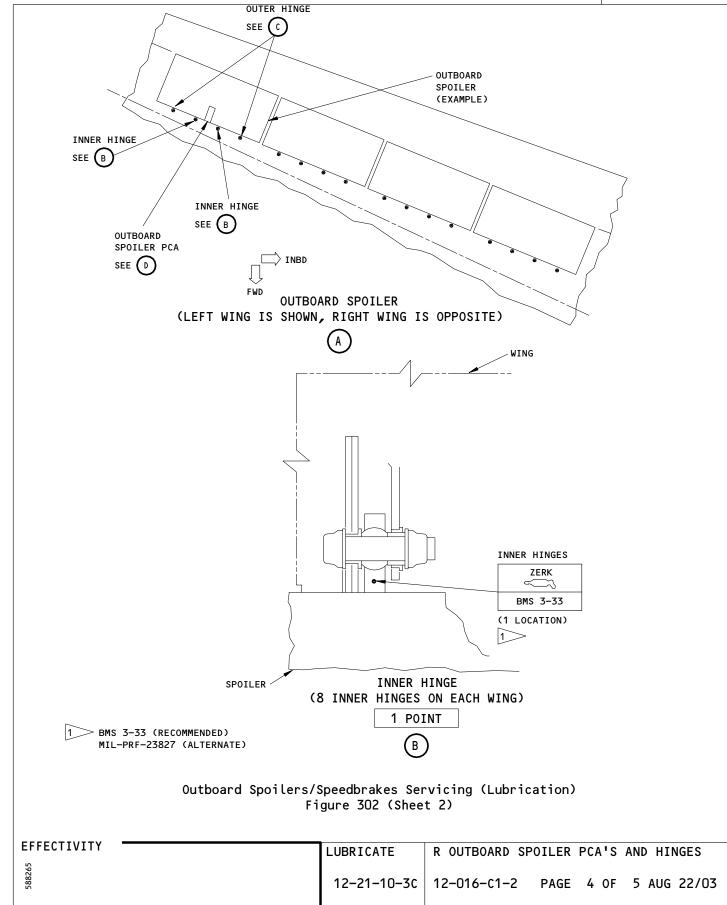
12-21-10-3C 12-016-C1-2 PAGE 3 OF 5 FEB 10/90

12-016-C1-2

AIRLINE CARD NO.

SAS



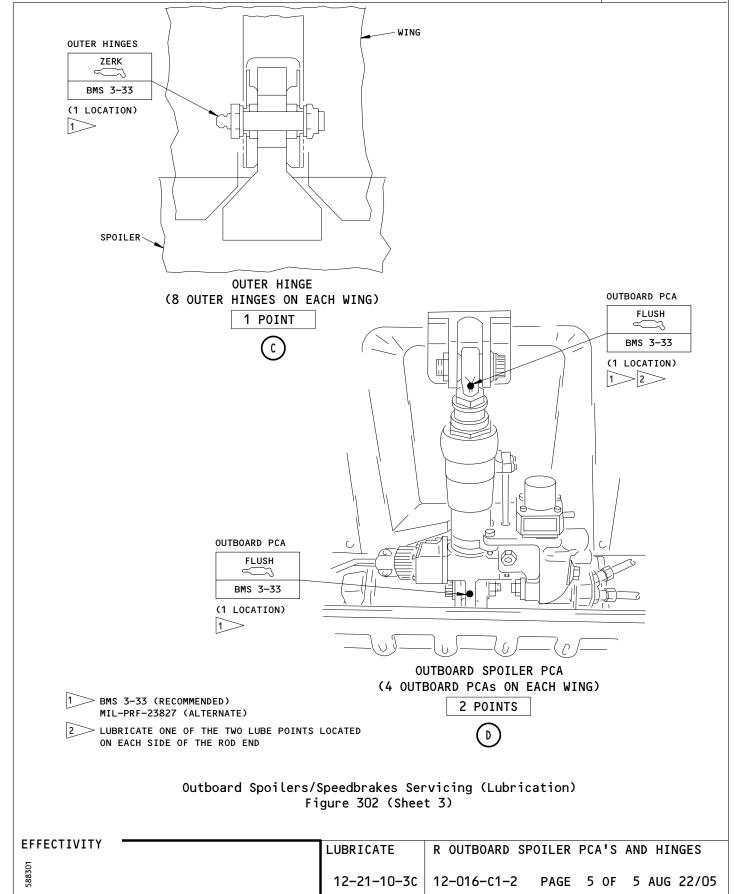


12-016-C1-2

AIRLINE CARD NO.

SAS

767
TASK CARD



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TAIL NO.	
DATE	
	- 1

WORK AREA



BOEING CARD NO. 12-016-03-1

PHASE

AIRLINE CARD NO.

TASK CARD

AIRPL L WING TE 01000 HRS 10202 018 AUG 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

LUBRICATE LEFT MAIN LANDING GEAR BEAM

NOTE ALL

ZONES ACCESS PANELS

143 552

MECH INSP

SKILL

5002 552CB 732

MPD ITEM NUMBER

LUBRICATE THE LEFT MAIN LANDING GEAR BEAM.

RELATED TASK

12-21-11-3A

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF

THE T.E. FLAPS PER MM REF 27-51-00.

- 1. <u>Lubricate the Support Beam of the Main Landing Gear</u> (Fig. 301, Fig. 302)
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - B. References
 - (1) AMM 06-44-00/201, Access Doors and Panels
 - (2) AMM 20-30-04/201, Lubricants
 - (3) AMM 32-00-15/201, Landing Gear Door Locks
 - (4) AMM 32-00-20/201, Landing Gear Downlocks
 - (5) AMM 27-51-00/201, Trailing Edge Flap System
 - C. Prepare to Lubricate the Support Beam Assembly.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

LUBRICATE LEFT MAIN LANDING GEAR BEAM

12-21-11-3A 12-016-03-1 PAGE 1 OF 6 AUG 22/08

12-016-03-1

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open the access door or panel to access the outboard lube fitting on the aft side of the MLG Support Beam (AMM 06-44-00/201).
- (4) Extend the flaps to access the inboard lube fittings on the aft side of the MLG Beam (AMM 27-51-00/201).
- (5) Deactivate the flaps (AMM 27-51-00/201).
- Lubricate the Support Beam Assembly. D.

DO NOT USE MORE THAN 2500 PSI OF PRESSURE WHEN YOU LUBRICATE CAUTION: THE SUPPORT BEAM OF THE MAIN LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OUT.

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (1) Lubricate the MLG support beam in three locations (Fig. 301).
- (2) Lubricate the side brace swivel in five locations (Fig. 302).
- (3) Lubricate the MLG beam support link in three locations (Fig. 302).
- Put the Airplane Back to Its Usual Condition.
 - (1) Activate the flaps (AMM 27-51-00/201).
 - (2) Retract the flaps (AMM 27-51-00/201).
 - (3) Close the access doors (AMM 06-44-00/201).

EFFECTIVITY LUBRICATE LEFT MAIN LANDING GEAR BEAM

12-21-11-3A | 12-016-03-1 PAGE 2 OF 6 APR 22/08

12-016-03-1

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

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		<u> </u>	JARNING:	AND CLOS	SE QUIC	KLY. THE MOVE	OR THE DOOR LO MENT OF THE DO GE TO EQUIPMEN	OORS CAN		
		(4) Remo	ve the do	oor loc	ks and close t	he doors (AMM	32-00-15	/201).
FFF	ECTI	VITY —				Lupproses		IN TAILS OF THE		
		**!!				LUBRICATE 12-21-11-3A	LEFT MAIN LAN			
						12-21-11-3A	12-010-03-1	FAGE 3	UF	U AFK 22/UÓ

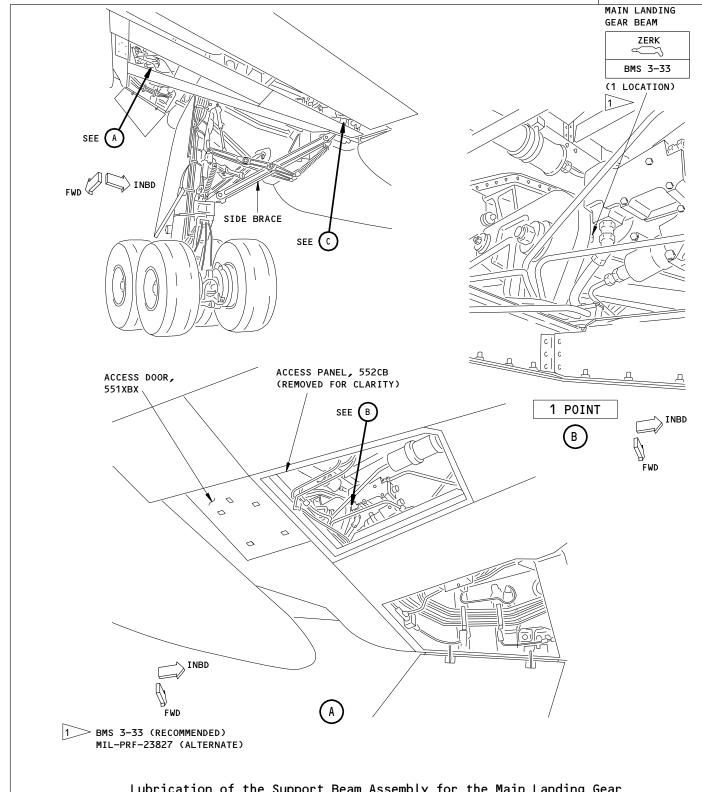
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BOEING CARD NO.

12-016-03-1

AIRLINE CARD NO.



Lubrication of the Support Beam Assembly for the Main Landing Gear Figure 301 (Sheet 1)

LUBRICATE LEFT MAIN LANDING GEAR BEAM

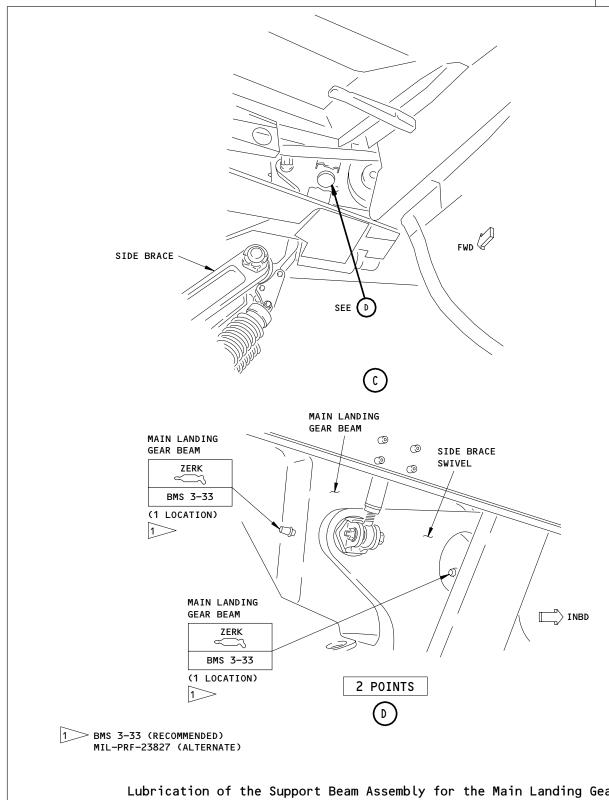
12-21-11-3A 12-016-03-1 PAGE 4 OF 6 APR 22/08

12-016-03-1

AIRLINE CARD NO.

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Lubrication of the Support Beam Assembly for the Main Landing Gear Figure 301 (Sheet 2)

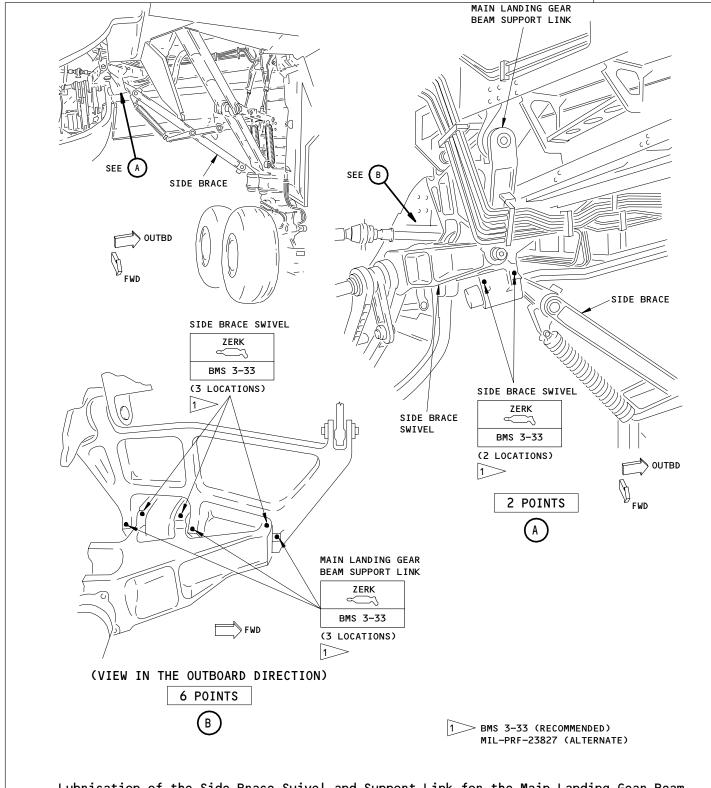
EFFECTIVITY LUBRICATE LEFT MAIN LANDING GEAR BEAM 12-21-11-3A 12-016-03-1 PAGE 5 OF 6 APR 22/08

12-016-03-1

AIRLINE CARD NO.

SAS

767 TASK CARD



Lubrication of the Side Brace Swivel and Support Link for the Main Landing Gear Beam Figure 302

LUBRICATE LEFT MAIN LANDING GEAR BEAM

12-21-11-3A 12-016-03-1 PAGE 6 OF 6 APR 22/08

STATION	
TAIL NO.	
DATE	

SKILL

WORK AREA



BOEING CARD NO.

12-016-03-2

AIRLINE CARD NO.

PHASE

TASK CARD

AIRPL R WING TE 01000 HRS 10202 018 AUG 22/08
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

NOTE ALL

ZONES ACCESS PANELS

144 652 5002 652CB 742

RELATED TASK

MECH INSP MPD ITEM NUMBER

LUBRICATE THE RIGHT MAIN LANDING GEAR BEAM.

12-21-11-3A

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENSION OF

THE T.E. FLAPS PER MM REF 27-51-00.

- Lubricate the Support Beam of the Main Landing Gear (Fig. 301, Fig. 302)
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - B. References
 - (1) AMM 06-44-00/201, Access Doors and Panels
 - (2) AMM 20-30-04/201, Lubricants
 - (3) AMM 32-00-15/201, Landing Gear Door Locks
 - (4) AMM 32-00-20/201, Landing Gear Downlocks
 - (5) AMM 27-51-00/201, Trailing Edge Flap System
 - C. Prepare to Lubricate the Support Beam Assembly.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

LUBRICATE RIGHT MAIN LANDING GEAR BEAM

12-21-11-3A 12-016-03-2 PAGE 1 OF 6 AUG 22/08

12-016-03-2

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open the access door or panel to access the outboard lube fitting on the aft side of the MLG Support Beam (AMM 06-44-00/201).
- (4) Extend the flaps to access the inboard lube fittings on the aft side of the MLG Beam (AMM 27-51-00/201).
- (5) Deactivate the flaps (AMM 27-51-00/201).
- Lubricate the Support Beam Assembly. D.

DO NOT USE MORE THAN 2500 PSI OF PRESSURE WHEN YOU LUBRICATE CAUTION: THE SUPPORT BEAM OF THE MAIN LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OUT.

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (1) Lubricate the MLG support beam in three locations (Fig. 301).
- (2) Lubricate the side brace swivel in five locations (Fig. 302).
- (3) Lubricate the MLG beam support link in three locations (Fig. 302).
- Put the Airplane Back to Its Usual Condition.
 - (1) Activate the flaps (AMM 27-51-00/201).
 - (2) Retract the flaps (AMM 27-51-00/201).
 - (3) Close the access doors (AMM 06-44-00/201).

EFFECTIVITY

LUBRICATE

RIGHT MAIN LANDING GEAR BEAM

12-21-11-3A | 12-016-03-2 PAGE 2 OF 6 APR 22/08

12-016-03-2

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH	INSP		
		WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN	
		AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE	
		INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	
		(4) Remove the door locks and close the doors (AMM 32-00-15/201).	
EFF	ECTI	VITY LUBRICATE DIGHT MAIN LANDING GEAR REAM	
		LUBRICATE RIGHT MAIN LANDING GEAR BEAM	
		12-21-11-3A 12-016-03-2 PAGE 3 OF 6 APR 22/0	8

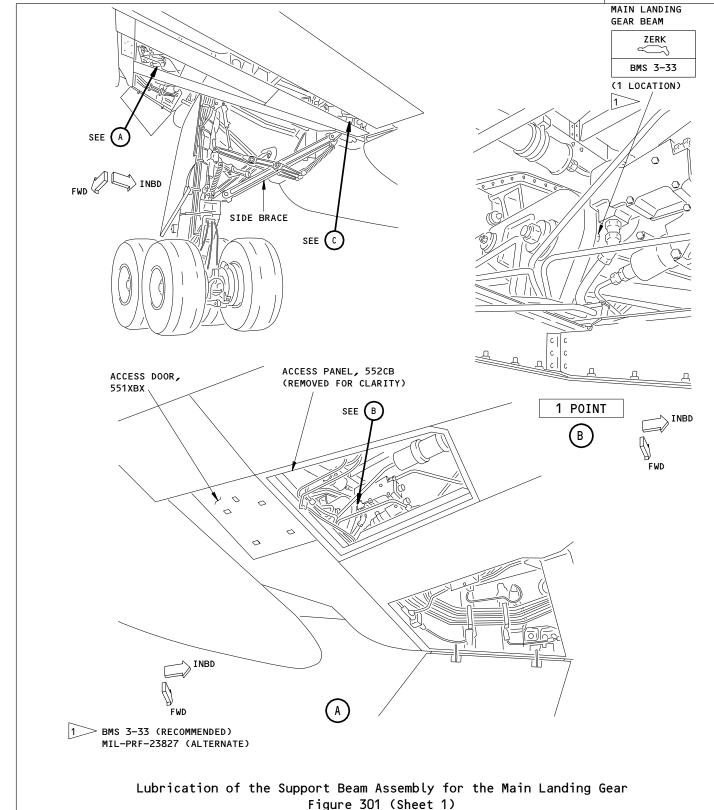
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BOEING CARD NO.

12-016-03-2

AIRLINE CARD NO.



LUBRICATE

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12-21-11-3A

RIGHT MAIN LANDING GEAR BEAM

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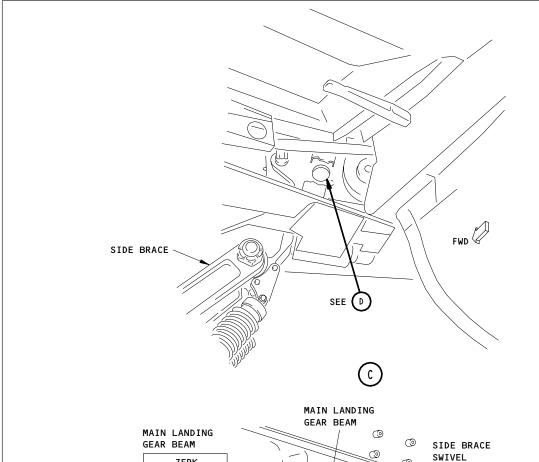
EFFECTIVITY

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AIRLINE CARD NO.

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MAIN LANDING
GEAR BEAM

ZERK

BMS 3-33
(1 LOCATION)

ZERK

BMS 3-33

BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

Lubrication of the Support Beam Assembly for the Main Landing Gear Figure 301 (Sheet 2)

LUBRICATE RIGHT MAIN LANDING GEAR BEAM

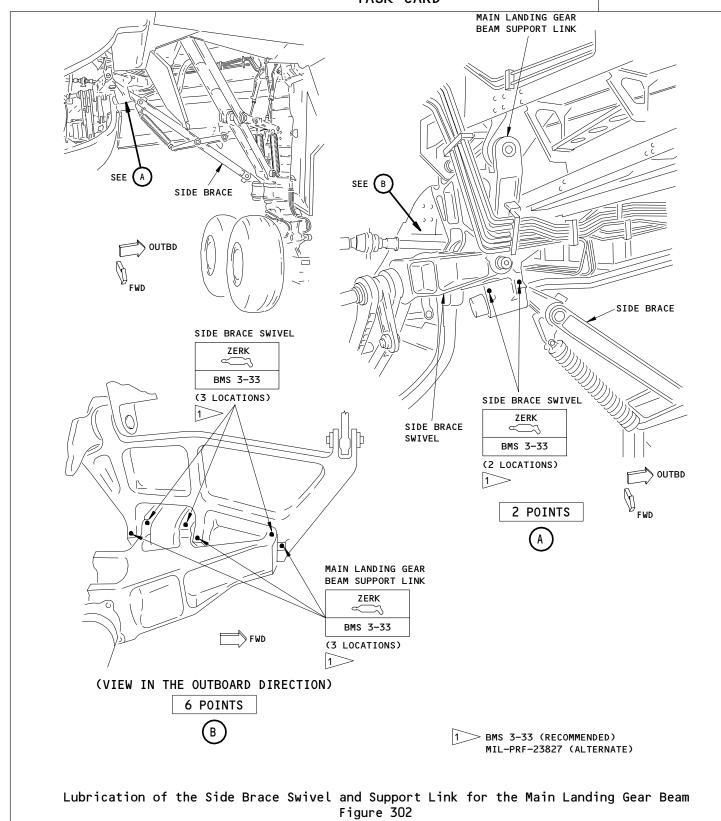
12-21-11-3A 12-016-03-2 PAGE 5 OF 6 APR 22/08

12-016-03-2

AIRLINE CARD NO.

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LUBRICATE

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12-21-11-3A

RIGHT MAIN LANDING GEAR BEAM

PAGE 6 OF 6 APR 22/08

12-016-03-2

EFFECTIVITY

STA	TION
IAI	L NO.
D	ATE
SKILL	WORK AREA



BOEING CARD NO. 12-017-c1

AIRLINE CARD NO.

REV REVISION 002 01000 HRS APR 22/08 AIRPL NOSE W/W 10202 TITLE STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

ALL

LUBRICATE NOSE GEAR ACTUATOR AND DRAG STRUT

TASK CARD

ALL

ZONES ACCESS PANELS

115 116 711

713 714

MPD ITEM NUMBER MECH INSP

1. LUBRICATE THE NOSE GEAR ACTUATOR SUPPORT BEAM. 12-21-12-3A 12-21-12-3A

. 12-21-12-3B

PHASE

2. LUBRICATE THE NOSE GEAR RETRACT ACTUATOR. 12-21-12-3B 12-21-12-3C

. 12-21-12-3D

3. LUBRICATE THE NOSE GEAR UPPER DRAG STRUT. 12-21-12-3C

4. LUBRICATE THE NOSE GEAR LOWER DRAG STRUT. 12-21-12-3D

- Lubricate the Nose Landing Gear and the Actuating Mechanisms
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - B. References
 - (1) AMM 32-00-20/201, Landing Gear Downlocks
 - Prepare to Lubricate the Nose Landing Gear and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - (2) To open the forward doors of the nose landing gear, release the lock on the rod 2 of the operating mechanism.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE NOSE LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(3) If a fitting does blow off, do the steps that follow:

EFFECTIVITY LUBRICATE NOSE GEAR ACTUATOR AND DRAG STRUT 12-21-12-3A 12-017-c1 PAGE 1 OF 6 APR 22/08

12-017-c1

AIRLINE CARD NO.



MECH INSP

- (a) Make sure there is not a blockage or unwanted material in the lubrication path.
- (b) Install a new lubrication fitting (AMM 20-10-29/401).

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

CAUTION: DO NOT USE THE METERING VALVE MODULE AS A STEP WHEN YOU LUBRICATE THE NOSE LANDING GEAR. IF YOU USE THE VALVE AS A STEP, YOU CAN CAUSE DAMAGE TO THE COMPENSATOR OF THE METERING VALVE.

CAUTION: FOR LUBRICATION OF THE BEARINGS ON THE NWS ACTUATOR TRUNNION USE A MANUAL GREASE GUN OR RESTRICT THE FLOW RATE TO 0.65 LB/MIN MAXIMUM. THIS WILL PREVENT POSSIBLE BEARING SEAL DAMAGE.

- (4) Lubricate the nose landing gear as shown (Fig. 301).
- D. Put the Airplane Back to Its Usual Condition.
 - (1) Manually close the forward doors of the nose landing gear.

EFFECTIVITY

LUBRICATE

NOSE GEAR ACTUATOR AND DRAG STRUT

12-21-12-3A

12-017-c1

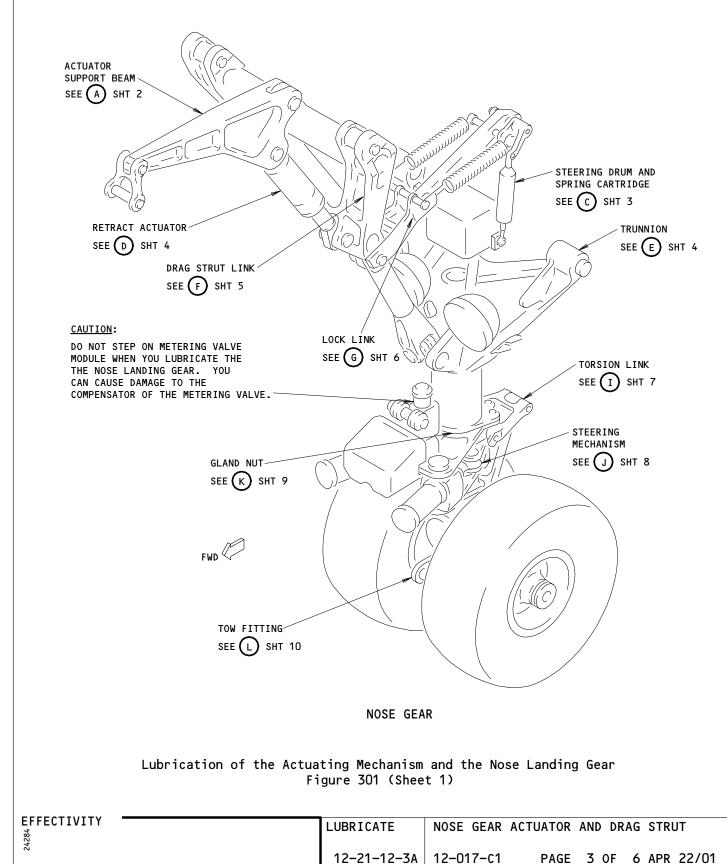
PAGE 2 OF 6 APR 22/08

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AIRLINE CARD NO.

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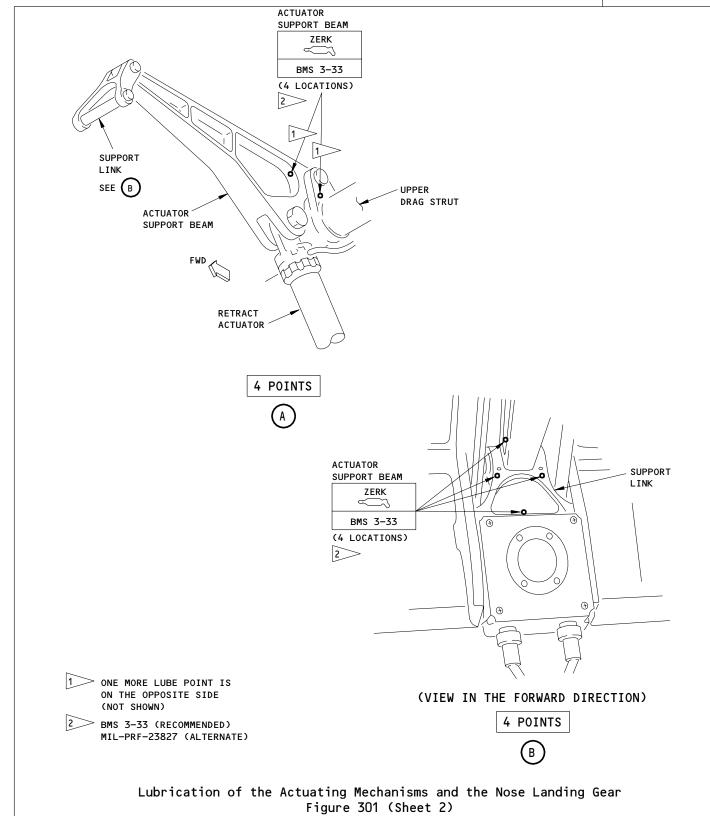


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AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-12-3A

12-017-C1

NOSE GEAR ACTUATOR AND DRAG STRUT

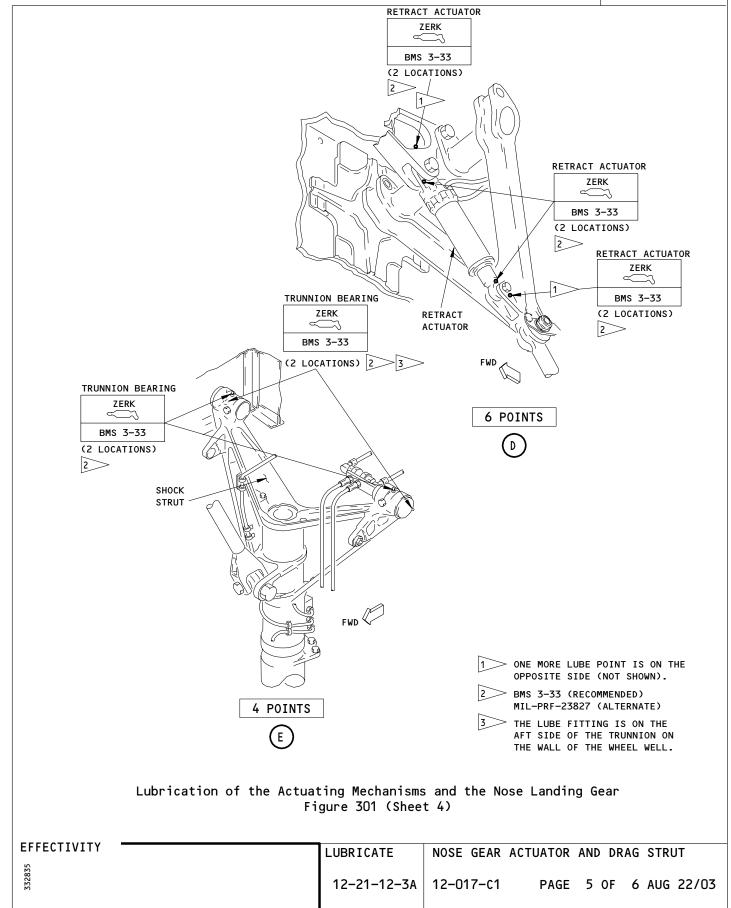
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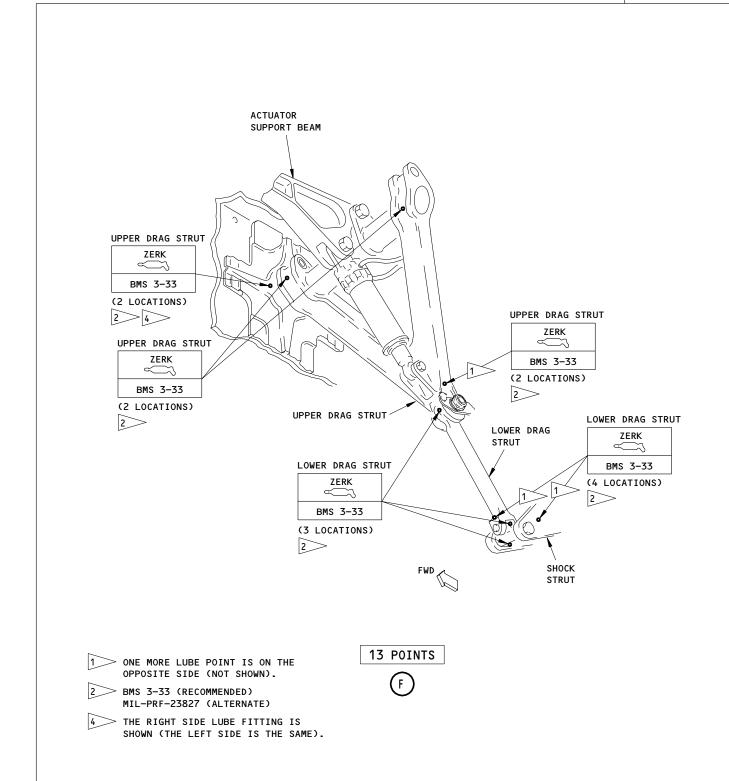


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Lubrication of the Actuating Mechanisms and the Nose Landing Gear Figure 301 (Sheet 5)



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PHASE

TASK CARD

MPD ITEM NUMBER

TAS		,	TITLE	0.000 mm	STRUCTURAL ILLUSTRATION RE			PLICABILITY
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							REV	REVISION

AIRPLANE ENGINE LUBRICATE NOSE GEAR LOCK AND STEERING LINKAGES ALL **ALL**

ZONES ACCESS PANELS

714 711 713

MECH INSP

1. LUBRICATE THE NOSE GEAR LOCK CRANK. 12-21-12-3E 12-21-12-3E . 12-21-12-3F

2. LUBRICATE THE NOSE GEAR FWD LOCK LINK. 12-21-12-3F 12-21-12-3G . 12-21-12-3H

3. LUBRICATE THE NOSE GEAR AFT LOCK LINK. 12-21-12-3G 12-21-12-3I

. 12-21-12-3J

4. LUBRICATE THE NOSE GEAR STEERING ARM LOCK LINK 12-21-12-3H ATTACHMENT.

12-21-12-31 5. LUBRICATE THE NOSE GEAR LOCK ACTUATOR.

12-21-12-3J 6. LUBRICATE THE NOSE WHEEL STEERING SPRING CARTRIDGE

ROD END AND STEERING DRUM AND LOCKOUT CAM. STEERING DRUM AND LOCKOUT CAM ZERK FITTINGS HAVE BEEN REMOVED FROM AIRPLANE LINE NUMBER

588 AND ON.

- Lubricate the Nose Landing Gear and the Actuating Mechanisms
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - References B.
 - (1) AMM 32-00-20/201, Landing Gear Downlocks
 - C. Prepare to Lubricate the Nose Landing Gear and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - (2) STEERING DRUM BEARINGS WITHOUT SB 32-0166; Remove steering drum and lockout cam cover (Fig. 301, View C).

EFFECTIVITY LUBRICATE NOSE GEAR LOCK AND STEERING LINKAGES 12-21-12-3E | 12-018-C1 PAGE 1 OF 6 DEC 22/07

12-018-c1

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH II	NSP
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(3) To open the forward doors of the nose landing gear, release the lock on the rod 2 of the operating mechanism.

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE NOSE LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (4) If a fitting does blow off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting (AMM 20-10-29/401).

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

CAUTION: DO NOT USE THE METERING VALVE MODULE AS A STEP WHEN YOU LUBRICATE THE NOSE LANDING GEAR. IF YOU USE THE VALVE AS A STEP, YOU CAN CAUSE DAMAGE TO THE COMPENSATOR OF THE METERING VALVE.

FOR LUBRICATION OF THE BEARINGS ON THE NWS ACTUATOR TRUNNION CAUTION: USE A MANUAL GREASE GUN OR RESTRICT THE FLOW RATE TO 0.65 LB/MIN MAXIMUM. THIS WILL PREVENT POSSIBLE BEARING SEAL DAMAGE.

- (5) Lubricate the nose landing gear as shown (Fig. 301).
- Put the Airplane Back to Its Usual Condition.
 - (1) Manually close the forward doors of the nose landing gear.
 - (2) STEERING DRUM BEARINGS WITHOUT SB 32-0166; Install the steering drum and lockout cam cover (Fig. 301, View C).

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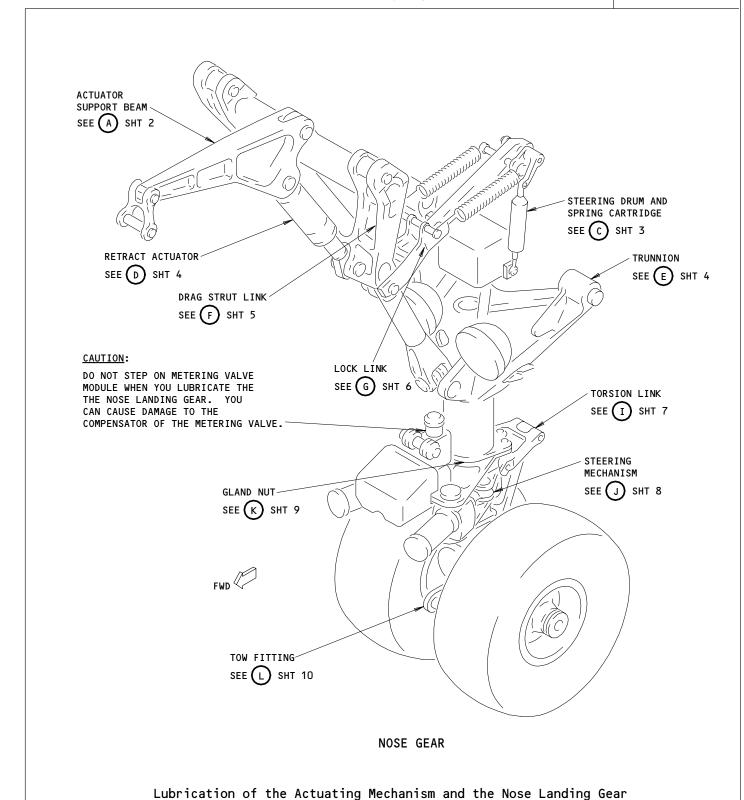
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BOEING TASK CARD

SAS

12-018-c1

AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

NOSE GEAR LOCK AND STEERING LINKAGES

12-21-12-3E

Figure 301 (Sheet 1)

12-018-C1

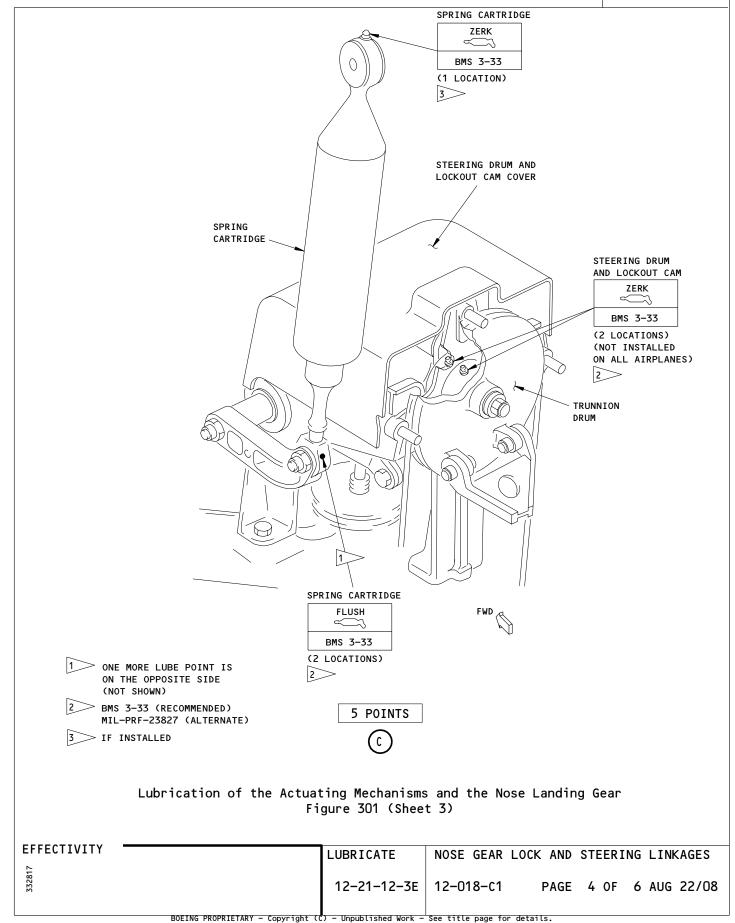
PAGE 3 OF 6 APR 22/01

SAS 767

BOEING TASK CARD

12-018-c1

AIRLINE CARD NO.

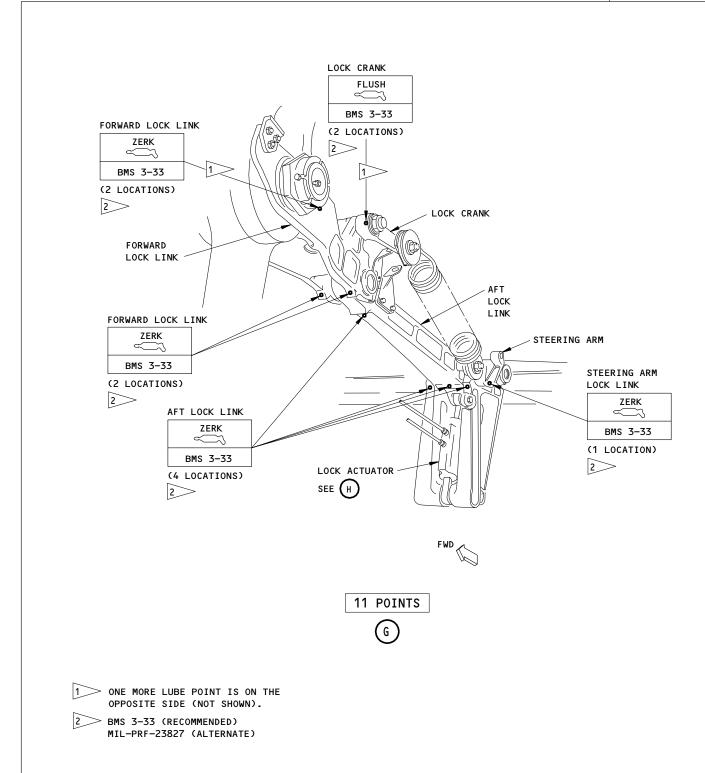


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BOEING 767 TASK CARD



Lubrication of the Actuating Mechanisms and the Nose Landing Gear Figure 301 (Sheet 6)

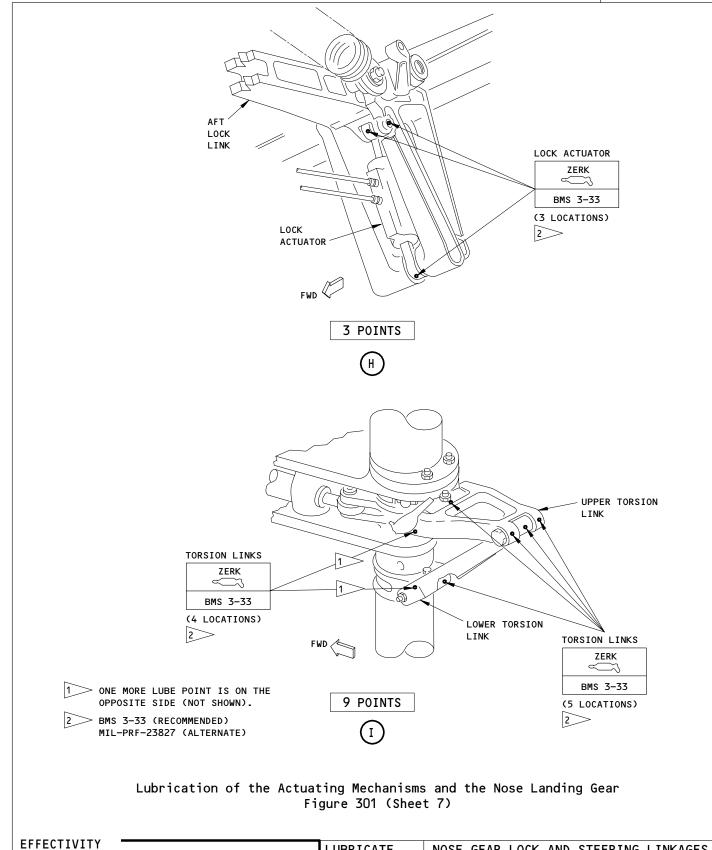
EFFECTIVITY LUBRICATE NOSE GEAR LOCK AND STEERING LINKAGES 12-21-12-3E 12-018-c1 PAGE 5 OF 6 AUG 22/03

12-018-c1

AIRLINE CARD NO.

SAS





LUBRICATE

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12-21-12-3E

12-018-C1

NOSE GEAR LOCK AND STEERING LINKAGES

PAGE 6 OF 6 AUG 22/03

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D	ATE					TA	SK CAR	D				
SKILL	WORK ARE	A	REL	LATED TASK			INTERVA	L	PHASE	MPD REV		SK CARD VISION
AIRPL	NOSE GE	AR				01000	HRS		10202	002	AUG	22/09
TASI LUBR I		N GE	AR TRU		ITLE STEEF	R COLLAR	& LINKS	STRUCTURAL ILLUSTRATION	REFERENCE	AIRPLAN	PPLICABII NE	LITY ENGINE
										ALL		ALL
	ZONES							ACCESS PANELS				
711												

MPD ITEM NUMBER MECH INSP

1. LUBRICATE THE NOSE GEAR TRUNNION BEARINGS.

12-21-12-3K 12-21-12-3K

. 12-21-12-3L

2. LUBRICATE THE NOSE WHEEL STEERING COLLAR.

12-21-12-3L 12-21-12-3M

3. LUBRICATE THE NOSE GEAR TORSION LINKS.

12-21-12-3M

- 1. Lubricate the Nose Landing Gear and the Actuating Mechanisms
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - B. References
 - (1) AMM 32-00-20/201, Landing Gear Downlocks
 - C. Prepare to Lubricate the Nose Landing Gear and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - (2) To open the forward doors of the nose landing gear, release the lock on the rod 2 of the operating mechanism.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE NOSE LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (3) If a fitting does blow off, do the steps that follow:
 - Make sure there is not a blockage or unwanted material in the lubrication path.

EFFECTIVITY	LUBRICATE	N GEAR TRUNI	NION/STE	ER COL	LAR & LINKS
	12-21-12-3K	12-019-c1	PAGE	1 OF	6 APR 22/08

12-019-c1

AIRLINE CARD NO.



MECH INSP

(b) Install a new lubrication fitting (AMM 20-10-29/401).

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE

FITTING.

CAUTION: DO NOT USE THE METERING VALVE MODULE AS A STEP WHEN YOU

> LUBRICATE THE NOSE LANDING GEAR. IF YOU USE THE VALVE AS A STEP, YOU CAN CAUSE DAMAGE TO THE COMPENSATOR OF THE METERING

VALVE.

CAUTION: FOR LUBRICATION OF THE BEARINGS ON THE NWS ACTUATOR TRUNNION

USE A MANUAL GREASE GUN OR RESTRICT THE FLOW RATE TO

0.65 LB/MIN MAXIMUM. THIS WILL PREVENT POSSIBLE BEARING SEAL

DAMAGE.

(4) Lubricate the nose landing gear as shown (Fig. 301).

D. Put the Airplane Back to Its Usual Condition.

(1) Manually close the forward doors of the nose landing gear.

EFFECTIVITY

LUBRICATE

N GEAR TRUNNION/STEER COLLAR & LINKS

12-21-12-3K | 12-019-C1

PAGE 2 OF 6 APR 22/08

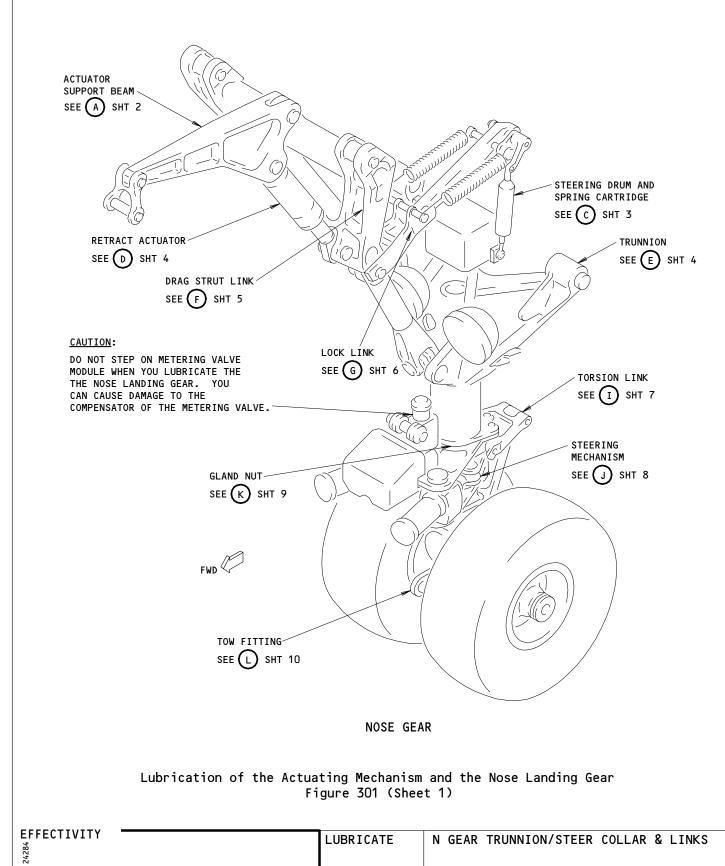
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AIRLINE CARD NO.

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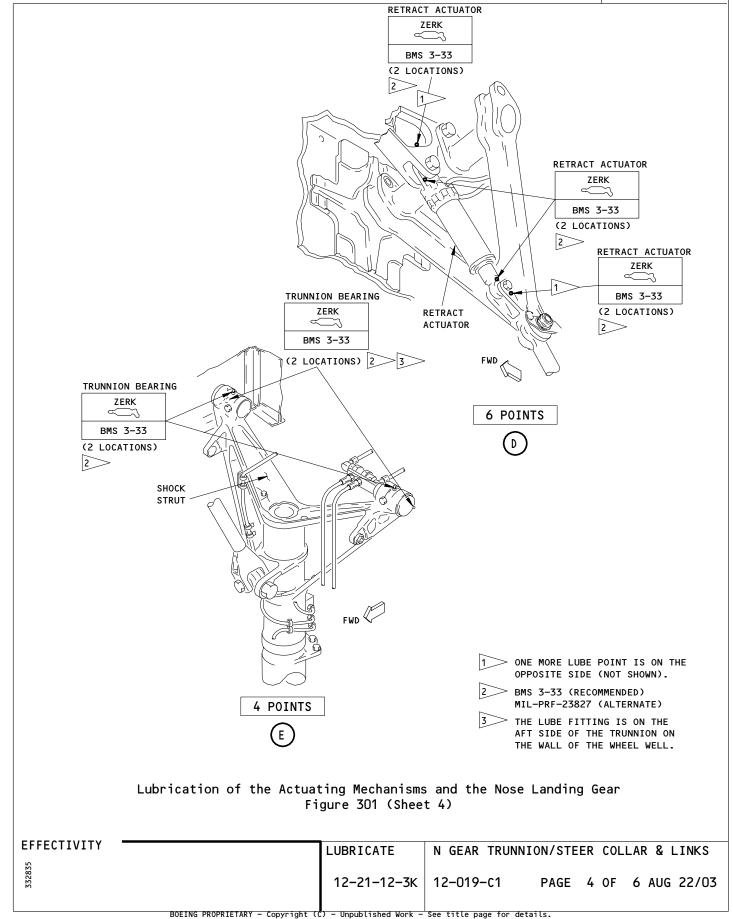
PAGE 3 OF 6 APR 22/01

12-019-C1

AIRLINE CARD NO.

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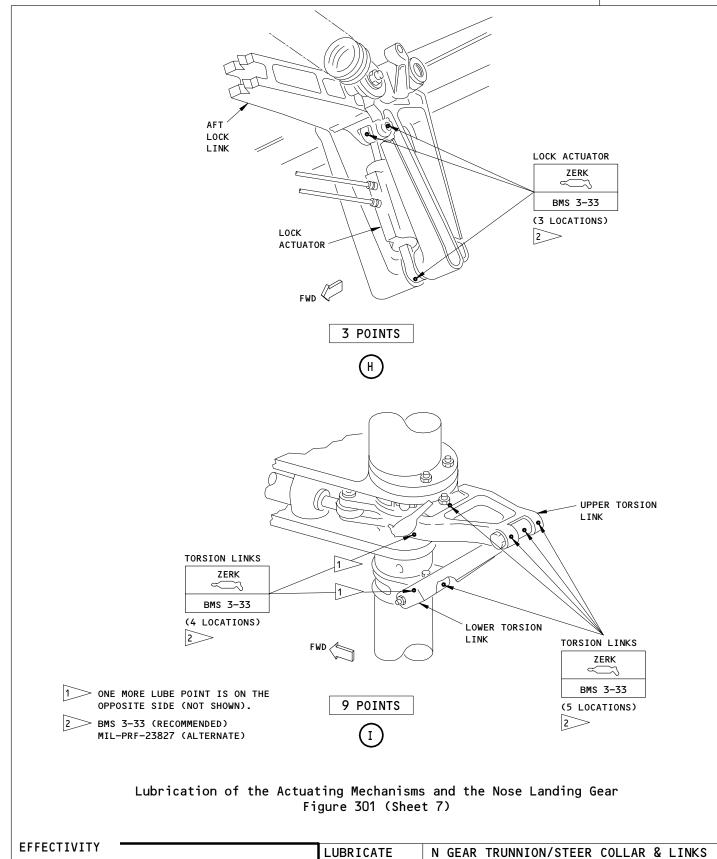


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AIRLINE CARD NO.

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767 TASK CARD



12-21-12-3K

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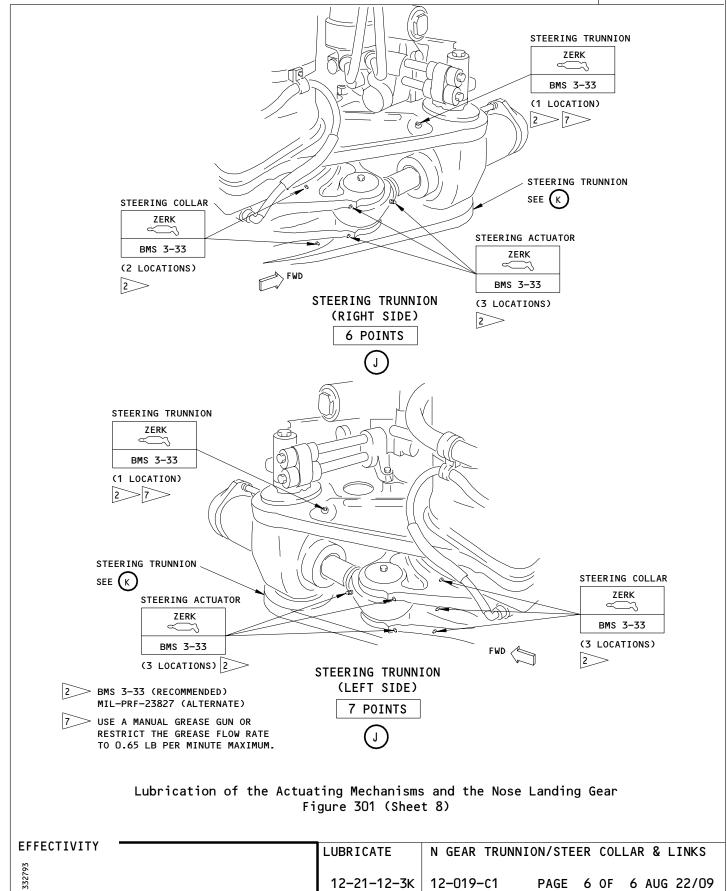
PAGE 5 OF 6 AUG 22/03

12-019-c1

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			S	AS		767			AIR	LINE CAF	RD NO.
D	ATE					TASK CAR	2D				
SKILL	WORK ARE	A	REI	ATED TASK		INTERVA	AL	PHASE	MPD REV		SK CARD EVISION
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TAS					ITLE		STRUCTURAL ILLUSTRATIO	N REFERENCE	AIRPLAN	PPLICABI NE	ILITY ENGINE
LUBRI	CATE	N GE	AR SIL	ERING	ACT/NU	T & TOW FITING			ALL		ALL
	ZONES						ACCESS PANELS		•		
711											

MPD ITEM NUMBER MECH INSP

1. LUBRICATE THE NOSE GEAR STEERING ACTUATOR ROD ENDS AND ACTUATOR TRUNNION.

12-21-12-3N 12-21-12-3N 12-21-12-30

12-21-12-3P 12-21-12-30

2. LUBRICATE THE NOSE GEAR FORWARD TOW FITTING.

12-21-12-3P

1. Lubricate the Nose Landing Gear and the Actuating Mechanisms

- A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)

3. LUBRICATE THE NOSE GEAR STEERING NUT AND GLAND NUT.

- (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- B. References
 - (1) AMM 32-00-20/201, Landing Gear Downlocks
- Prepare to Lubricate the Nose Landing Gear and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - (2) To open the forward doors of the nose landing gear, release the lock on the rod 2 of the operating mechanism.

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE NOSE LANDING GEAR. A PRESSURE MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(3) If a fitting does blow off, do the steps that follow:

EFFECTIVITY LUBRICATE N GEAR STEERING ACT/NUT & TOW FITING 12-21-12-3N 12-020-c1 PAGE 1 OF 6 APR 22/08

12-020-c1

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(a)	Make sure there is not a blockage or unwanted material in the lubrication path.
			(b)	Install a new lubrication fitting (AMM 20-10-29/401).
			CAUTION:	BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.
			CAUTION:	DO NOT USE THE METERING VALVE MODULE AS A STEP WHEN YOU LUBRICATE THE NOSE LANDING GEAR. IF YOU USE THE VALVE AS A STEP, YOU CAN CAUSE DAMAGE TO THE COMPENSATOR OF THE METERING VALVE.
			CAUTION:	FOR LUBRICATION OF THE BEARINGS ON THE NWS ACTUATOR TRUNNION USE A MANUAL GREASE GUN OR RESTRICT THE FLOW RATE TO 0.65 LB/MIN MAXIMUM. THIS WILL PREVENT POSSIBLE BEARING SEAL DAMAGE.
			(4) Lubr	icate the nose landing gear as shown (Fig. 301).
		D.	Put the A	irplane Back to Its Usual Condition.
			(1) Manu	ally close the forward doors of the nose landing gear.

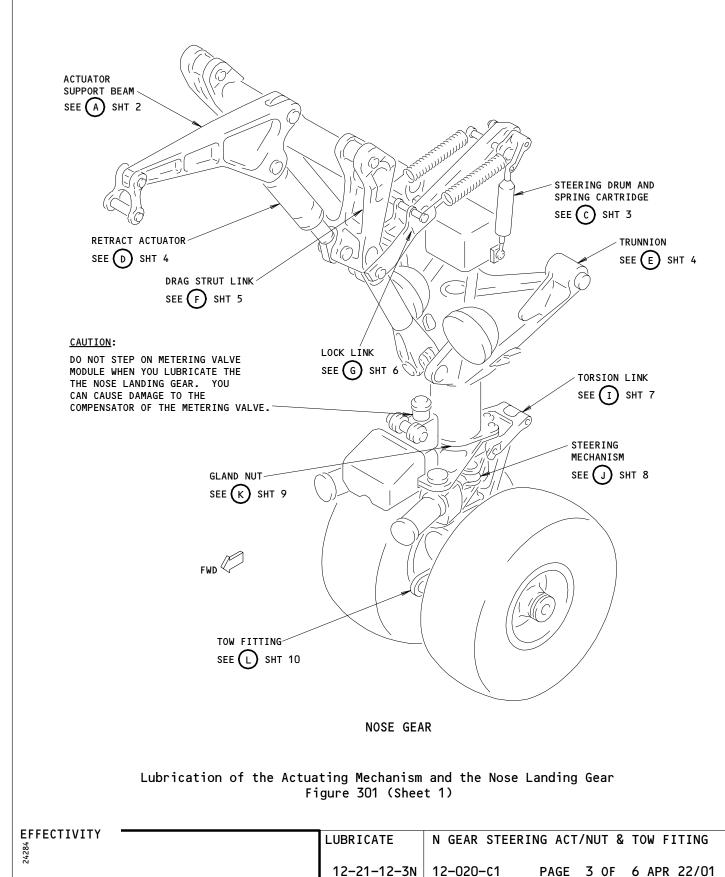
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12-020-c1

AIRLINE CARD NO.

SAS



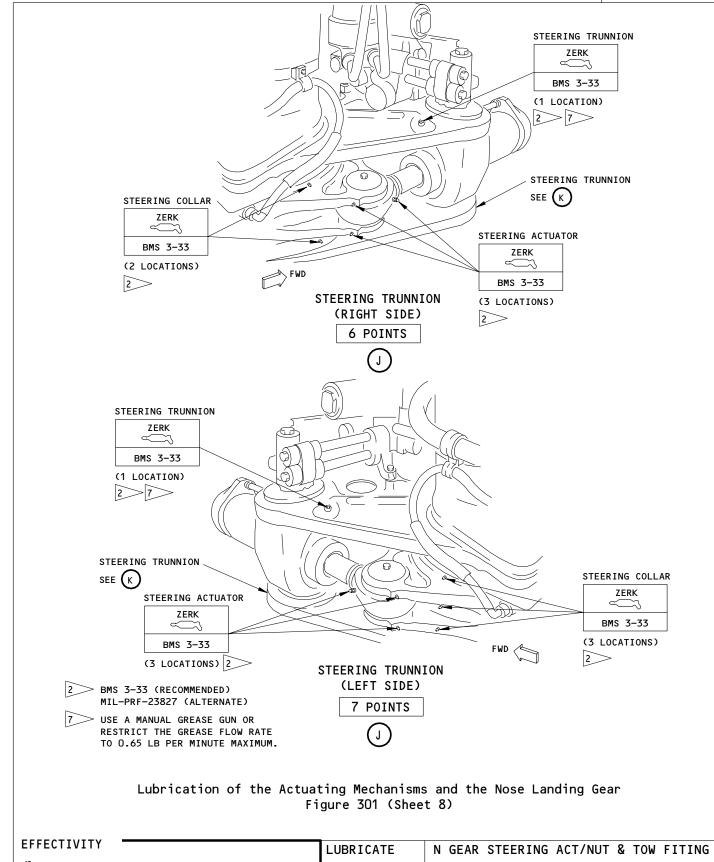


12-020-c1

AIRLINE CARD NO.

SAS





12-21-12-3N

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12-020-c1

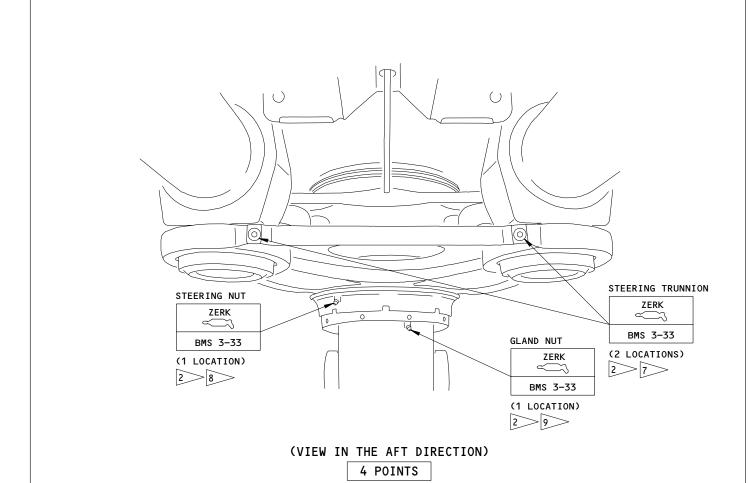
PAGE 4 OF 6 AUG 22/09

SAS



12-020-c1

AIRLINE CARD NO.



2 BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

USE A MANUAL GREASE GUN OR RESTRICT THE GREASE FLOW RATE TO 0.65 LB PER MINUTE MAXIMUM

> THE POSITION OF THE LUBE FITTINGS CHANGE AROUND THE CYLINDER OF THE SHOCK STRUT

ON GLAND NUTS WITH A LUBE FITTING; THE POSITION OF THE LUBE FITTING CHANGES AROUND THE CYLINDER OF THE SHOCK STRUT. SOME GLAND NUTS DO NOT HAVE A LUBE FITTING INSTALLED.

K

CAUTION: DO NOT OVER LUBRICATE THE GLAND NUT. USE MINIMUM PRESSURE ON THE HANDPUMP TO APPLY THE GREASE. APPLY THE EQUIVALENT OF 3-5 PUMPS OF A MEDIUM SIZE GREASE GUN. OVER LUBRICATION OR EXCESSIVE LUBE PRESSURE CAN CAUSE DAMAGE TO THE SCRAPER RING AND/OR SEALS.

Lubrication of the Actuating Mechanism and the Nose Landing gear Figure 301 (Sheet 9)

EFFECTIVITY N GEAR STEERING ACT/NUT & TOW FITING LUBRICATE 12-21-12-3N 12-020-c1 PAGE 5 OF 6 AUG 22/03

5022110 07110 110

AIRLINE CARD NO.

12-020-C1

SAS

767 TASK CARD

TOW FITTING

ZERK

BMS 3-33
(2 LOCATIONS)

2

FORWARD TOW
FITTING

(VIEW IN THE AFT DIRECTION)

2 POINTS



ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

2 BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

Lubrication of the Actuating Mechanisms and the Nose Landing Gear Figure 301 (Sheet 10)

LUBRICATE N GEAR STEERING ACT/NUT & TOW FITING

12-21-12-3N 12-020-C1 PAGE 6 OF 6 AUG 22/03

STA	ATION								BOE	ING CARD NO.
TAI	L NO.		•			BOEIR	i G		12-0	21-C1
	ATE		S	AS		767			AIRI	INE CARD NO.
U	DATE					TASK CARD				
SKILL	WORK ARI	ĒΑ	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	NOSE W/	W				01000 HRS		10202	003	DEC 22/07
LUBR I		N GEAR DOORS & OPERATING MECHANISM			STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN			
	ZONES						ACCESS PANELS		ALL	ALL
115 716	116 713	714	715	713	714					

MECH INSP

MPD ITEM NUMBER

1. LUBRICATE THE NOSE GEAR FWD DOOR OPERATING MECHANISM. 12-21-13-3A 12-21-13-3A . 12-21-13-3B

2. LUBRICATE THE NOSE GEAR FWD & AFT DOOR HINGES. 12-21-13-3B 12-21-13-3C

3. LUBRICATE THE NOSE GEAR AFT DOOR OPERATOR STRUT. 12-21-13-3C

NOSE GEAR DOORS AND OPERATING MECHANISMS - SERVICING

- 1. Lubricate the Doors and the Operating Mechanisms of the Nose Landing Gear
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - B. References
 - (1) AMM 32-00-20/201, Landing Gear Downlocks
 - C. Prepare to Lubricate the Doors and the Operating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - D. Lubricate the Doors and the Operating Mechanisms of the Nose Landing Gear.
 - (1) To open the forward doors of the nose landing gear, release the lock on rod 2 of the operating mechanisms.

LUBRICATE N GEAR DOORS & OPERATING MECHANISM

12-21-13-3A 12-021-C1 PAGE 1 OF 6 DEC 22/07

12-021-C1

AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.
		(2) Lubricate the doors and the operating mechanisms of the nose landing gear (Fig. 301).
		E. Put the Airplane Back to Its Usual Condition.
		(1) Manually close the forward doors of the nose landing gear.
FFF	ECTIVI	ITY
- ' '	-0.141	LUBRICATE N GEAR DOORS & OPERATING MECHANISM

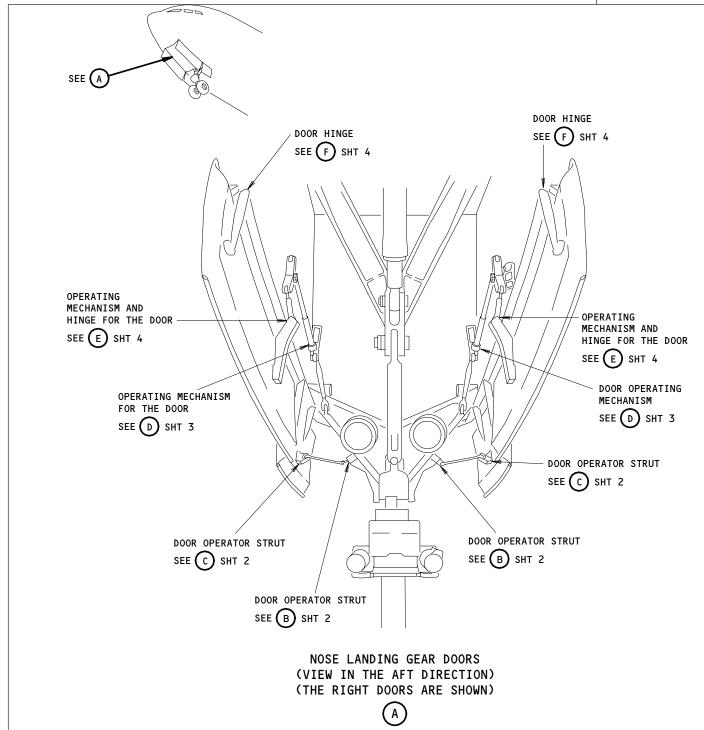
12

12-021-c1

SAS



AIRLINE CARD NO.



Lubrication of the Doors and Operating Mechanisms for the Nose Landing Gear Figure 301 (Sheet 1)

LUBRICATE N GEAR DOORS & OPERATING MECHANISM

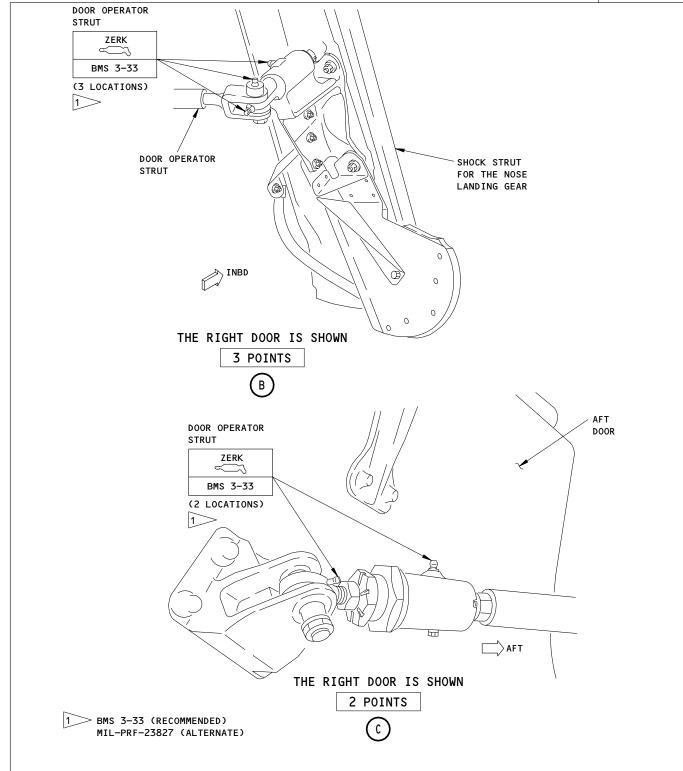
12-21-13-3A 12-021-C1 PAGE 3 OF 6 AUG 10/90

12-021-C1

AIRLINE CARD NO.

SAS





Lubrication of the Doors and Operating Mechanisms for the Nose Landing Gear Figure 301 (Sheet 2)

LUBRICATE N GEAR DOORS & OPERATING MECHANISM

12-21-13-3A 12-021-C1 PAGE 4 OF 6 APR 22/04

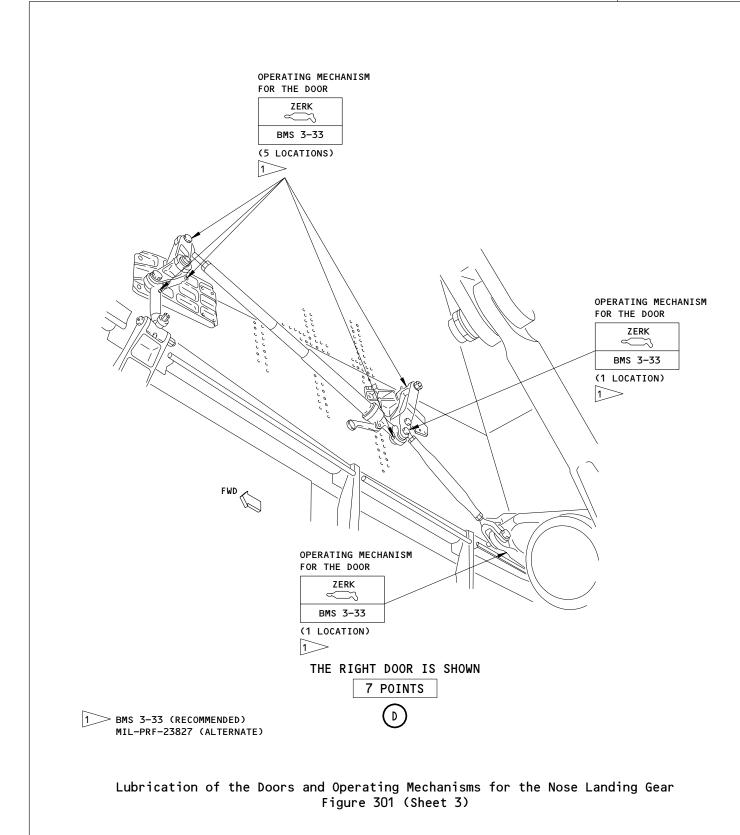
BOEING 767

767 TASK CARD

SAS

12-021-C1

AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-13-3A

12-021-C1

N GEAR DOORS & OPERATING MECHANISM

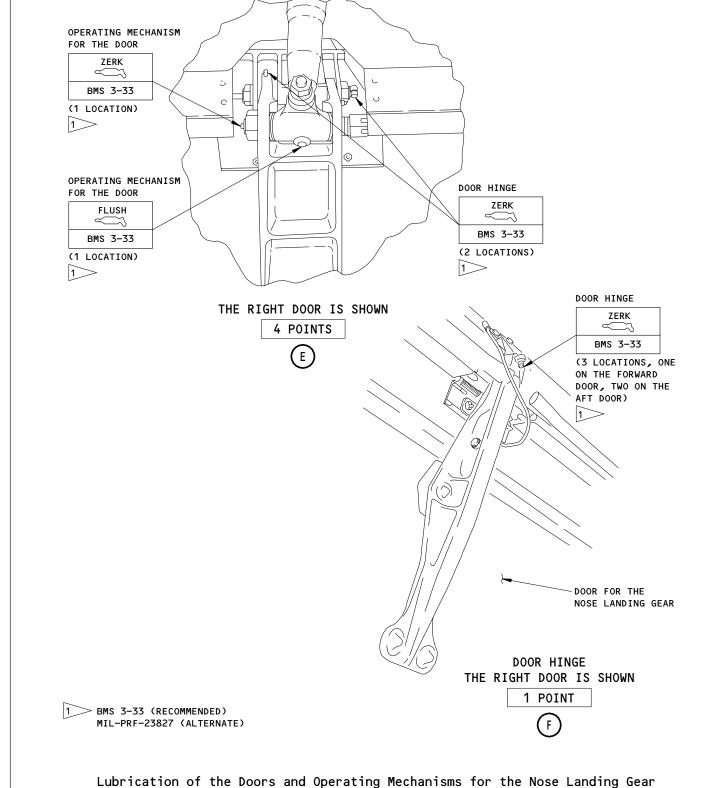
PAGE 5 OF 6 AUG 22/03

12-021-C1

AIRLINE CARD NO.

SAS





Lubrication of the Doors and Operating Mechanisms for the Nose Landing Gear Figure 301 (Sheet 4)

LUBRICATE N GEAR DOORS & OPERATING MECHANISM

12-21-13-3A 12-021-C1 PAGE 6 OF 6 AUG 22/03



BOEING CARD NO.

12-022-C1-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

							REV	REVISION
AIRPL	L MAIN	GEAR		01000 HRS		10202	016	DEC 22/08
TAS	K		TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PLICABILITY

LUBRICATE L GEAR SIDE/DRAG BRACE / JURY STRUT

ZONES ACCESS PANELS

731

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE MAIN GEAR SIDE BRACE. 12-21-14-3A

NOTE: 767-SL-32-062-B RECOMMENDS ADDITIONAL 12-21-14-3C MAINTENANCE ACTIONS DUE TO IN-SERVICE 12-21-14-3D OCCURRENCES OF MAIN LANDING GEAR BUSHING 12-21-14-3E

MIGRATION/ROTATION. 12-21-14-3F

2. LUBRICATE THE MAIN GEAR SIDE BRACE LOCK LINK. 12-21-14-3B

3. LUBRICATE THE MAIN GEAR SIDE BRACE LOCK ACTUATOR. 12-21-14-3C

4. LUBRICATE THE MAIN GEAR DRAG BRACE LOCK ACTUATOR. 12-21-14-3D

5. LUBRICATE THE MAIN GEAR DRAG BRACE. 12-21-14-3E

NOTE: 767-SL-32-062-B RECOMMENDS ADDITIONAL MAINTENANCE ACTIONS DUE TO IN-SERVICE OCCURRENCES OF MAIN LANDING GEAR BUSHING

MIGRATION/ROTATION.

6. LUBRICATE THE MAIN GEAR JURY STRUT. 12-21-14-3F

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

A. Equipment

(1) Main Landing Gear Door Lock - A32030-6 or -12 or -18 or -21

B. Consumable Materials

(1) D00633 Grease - BMS 3-33 (Preferred)

(2) D00013 Grease - MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

(3) D00528 Grease - Royco 11-MS or Aeroshell Grease 11-MS

LUBRICATE L GEAR SIDE/DRAG BRACE / JURY STRUT

12-21-14-3A 12-022-C1-1 PAGE 1 OF 7 DEC 22/07

12-022-c1-1

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (4) G00009 Rust Inhibitor LPS-3, BMS 3-23 TYPE II (Recommended)
- (5) COO755 Corrosion Inhibiting Compound -Dinitrol AV-25, BMS 3-26 Type I (Alternative)
- C. References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open the access panels 551FT/651FT (AMM 06-44-00/201).
- Lubricate the Main Landing Gear and the Actuation Mechanisms.

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(1) If the lubrication fitting blows off, do the steps that follow:

EFFECTIVITY

LUBRICATE

L GEAR SIDE/DRAG BRACE / JURY STRUT

12-21-14-3A | 12-022-C1-1 PAGE 2 OF 7 DEC 22/08

12-022-c1-1

BOEING

		S	AS 767	AIRLINE CARD NO.
			TASK CARD	
MECH INSP				
		(a)	Make sure there is not a blockage or unwanted mate	rial in the
			lubrication path.	
		(b)	Install a new lubrication fitting.	
	<u>.</u>	CAUTION:	BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAM FITTING.	
	•	(2) Lubr	icate the main landing gear and the actuating mecha	nism.
	F. 1	Put the A	irplane Back to Its Usual Condition.	
	•	(1) Clos	e the access panels 551FT/651FT (AMM 06-44-00/201).	
	<u>7</u>	WARNING:	OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. TH AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	E DOORS OPEN CAUSE
	,	(2) Remo	ve the door locks and close the doors (AMM 32-00-15	/201).

ΕF	FE	СТ	ΙV	IT	Υ

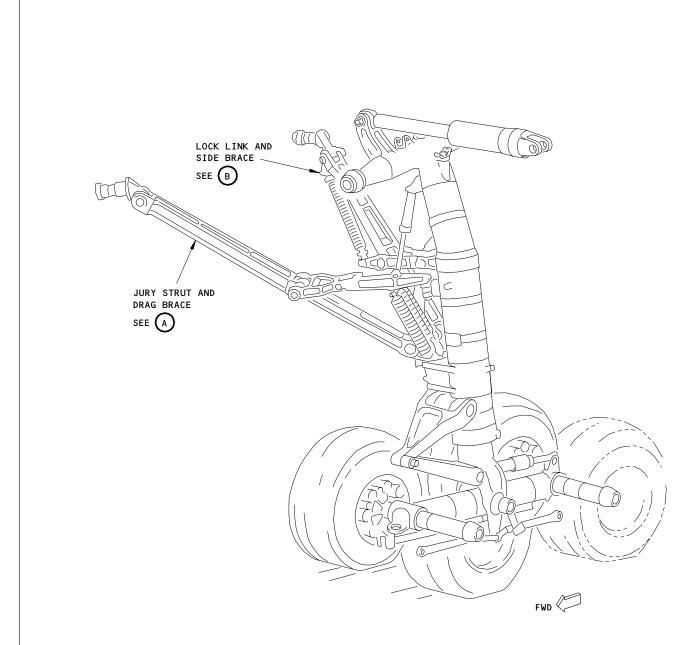
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AIRLINE CARD NO.

12-022-c1-1

SAS

BOEING 767 TASK CARD



LEFT MAIN LANDING GEAR

Lubrication of the Upper End for the Main Landing Gear Figure 301 (Sheet 1)

EFFECTIVITY L GEAR SIDE/DRAG BRACE / JURY STRUT LUBRICATE 12-21-14-3A 12-022-c1-1 PAGE 4 OF 7 APR 22/02

SAS



BOEING CARD NO.

12-022-c1-1

AIRLINE CARD NO.

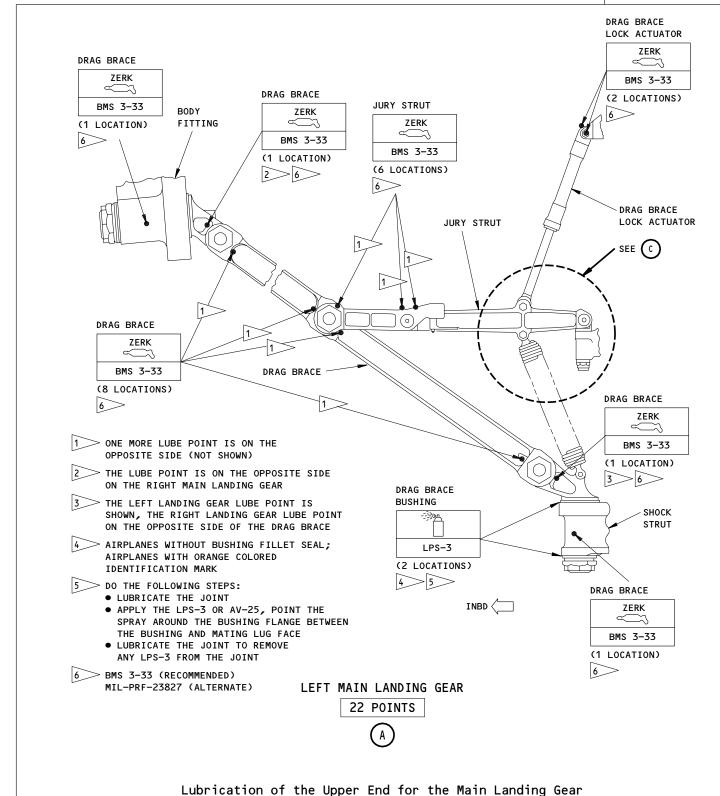


Figure 301 (Sheet 2)

L GEAR SIDE/DRAG BRACE / JURY STRUT

PAGE 6 OF 7 AUG 22/03

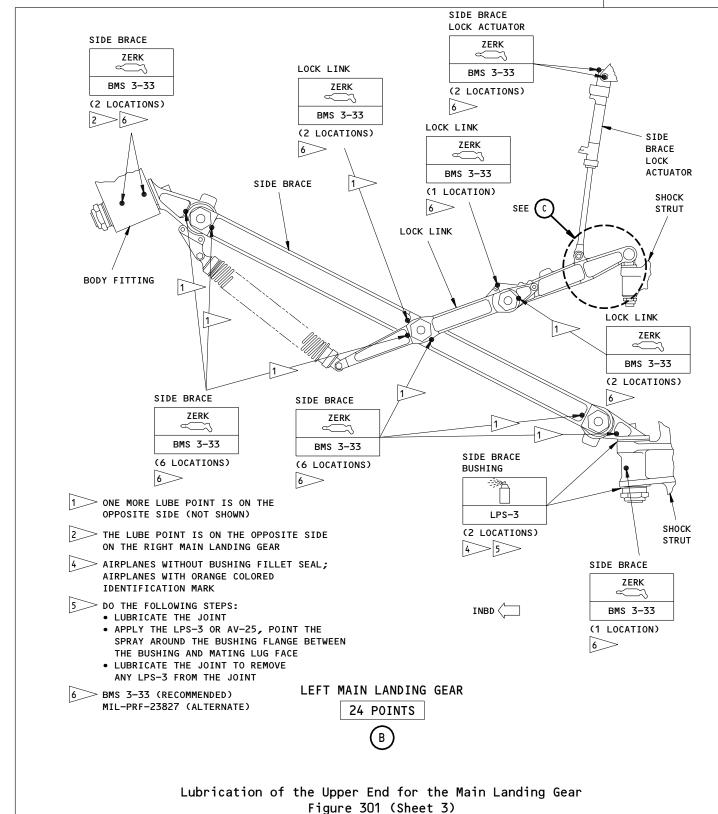
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SAS



12-022-c1-1

AIRLINE CARD NO.



LUBRICATE

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12-21-14-3A

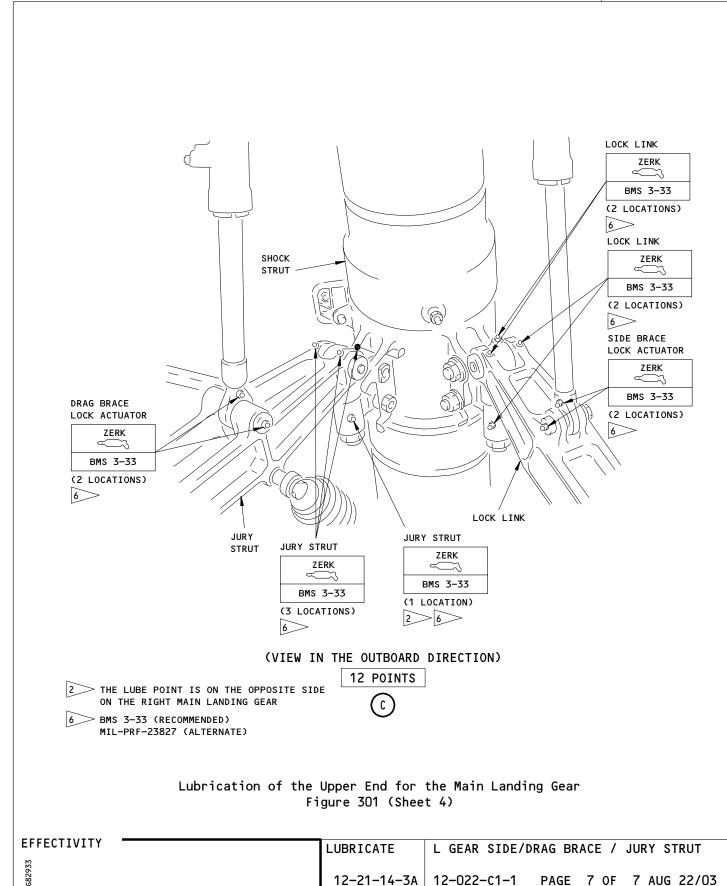
EFFECTIVITY

SAS



12-022-c1-1

AIRLINE CARD NO.



AIRLINE CARD NO.

TASK CARD

REVISION

ALL

MECH	INSP			MPD ITEM NUMBER	
		1. LUBRICATE THE	MAIN GEAR SIDE BRACE.	12-21-14-3A 12-21-14-3A	
				12-21-14-3B	
		NOTE: 767-SI	-32-062-B RECOMMENDS ADDITIONAL	12-21-14-3C	
			NANCE ACTIONS DUE TO IN-SERVICE	12-21-14-3D	
			ENCES MAIN LANDING GEAR BUSHING	12-21-14-3E	
			ION/ROTATION.	12-21-14-3F	
			2011/11/2011		
		2. LUBRICATE THE	MAIN GEAR SIDE BRACE LOCK LINK.	12-21-14-3B	
			TIMEN GEAR GIVE BRITISH TOOK ELINKI		
		3. LUBRICATE THE	MAIN GEAR SIDE BRACE LOCK ACTUATOR.	12-21-14-3C	
		31 205K10/K12 1/K2	TIMEN CEAN CIPE BINNOL LOOK NOTONIONE		
		4. LUBRICATE THE	MAIN GEAR DRAG BRACE LOCK ACTUATOR.	12-21-14-3D	
		5. LUBRICATE THE	MAIN GEAR DRAG BRACE.	12-21-14-3E	
		NOTE: 767-SL	-32-062-B RECOMMENDS ADDITIONAL		
		MAINTE	NANCE ACTIONS DUE TO IN-SERVICE		
			ENCES OF MAIN LANDING GEAR BUSHING		
		o o o o o o o o o o o o o o o o o o o	ENGLO OF TIMEN EMBELING GEAR BOOTING		

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
- B. Consumable Materials

MIGRATION/ROTATION.

6. LUBRICATE THE MAIN GEAR JURY STRUT.

- (1) D00633 Grease BMS 3-33 (Preferred)
- (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)

12-21-14-3F

(3) D00528 Grease - Royco 11-MS or Aeroshell Grease 11-MS

EFFECTIVITY LUBRICATE RT GEAR SIDE/DRAG BRACE / JURY STRUT 12-21-14-3A 12-022-c1-2 PAGE 1 OF 7 DEC 22/07

12-022-c1-2

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- (4) G00009 Rust Inhibitor LPS-3, BMS 3-23 TYPE II (Recommended)
- (5) COO755 Corrosion Inhibiting Compound -Dinitrol AV-25, BMS 3-26 Type I (Alternative)
- C. References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Open the access panels 551FT/651FT (AMM 06-44-00/201).
- Lubricate the Main Landing Gear and the Actuation Mechanisms.

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(1) If the lubrication fitting blows off, do the steps that follow:

EFFECTIVITY

LUBRICATE

RT GEAR SIDE/DRAG BRACE / JURY STRUT

12-21-14-3A | 12-022-c1-2 PAGE 2 OF 7 DEC 22/08

12-022-c1-2

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

TASK CARD

(a) Make sure there is not a blockage or unwanted material in the lubrication path.

(b) Install a new lubrication fitting.

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

(2) Lubricate the main landing gear and the actuating mechanism.

F. Put the Airplane Back to Its Usual Condition.

(1) Close the access panels 551FT/651FT (AMM 06-44-00/201).

WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Remove the door locks and close the doors (AMM 32-00-15/201).

LUBRICATE RT GEAR SIDE/DRAG BRACE / JURY STRUT

12-21-14-3A 12-022-C1-2 PAGE 3 OF 7 AUG 22/08

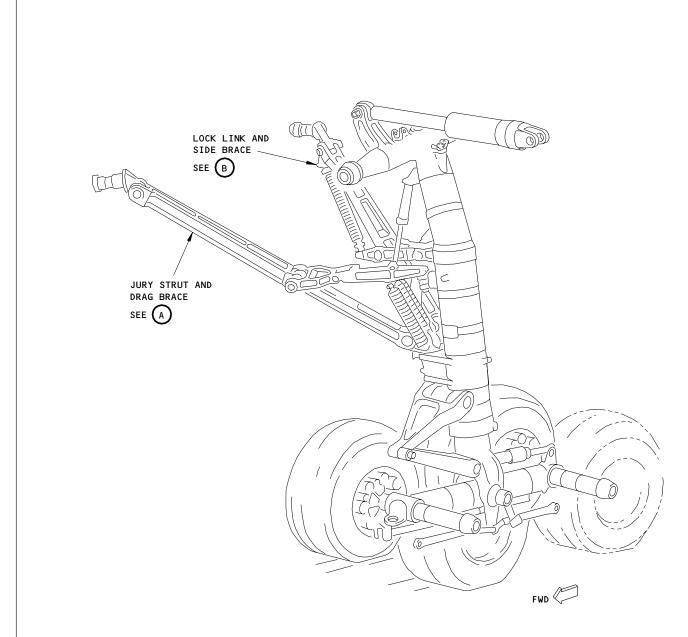
EFFECTIVITY

12-022-C1-2

AIRLINE CARD NO.

SAS





LEFT MAIN LANDING GEAR

Lubrication of the Upper End for the Main Landing Gear Figure 301 (Sheet 1)

LUBRICATE RT GEAR SIDE/DRAG BRACE / JURY STRUT

12-21-14-3A 12-022-C1-2 PAGE 4 OF 7 APR 22/02

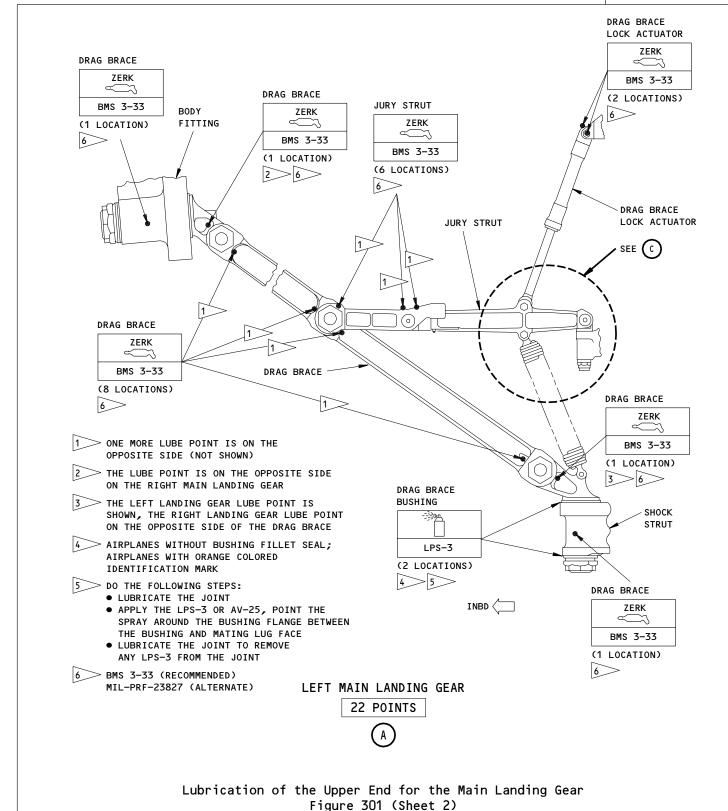
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BOEING CARD NO.

12-022-c1-2

AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-14-3A

12-022-c1-2

RT GEAR SIDE/DRAG BRACE / JURY STRUT

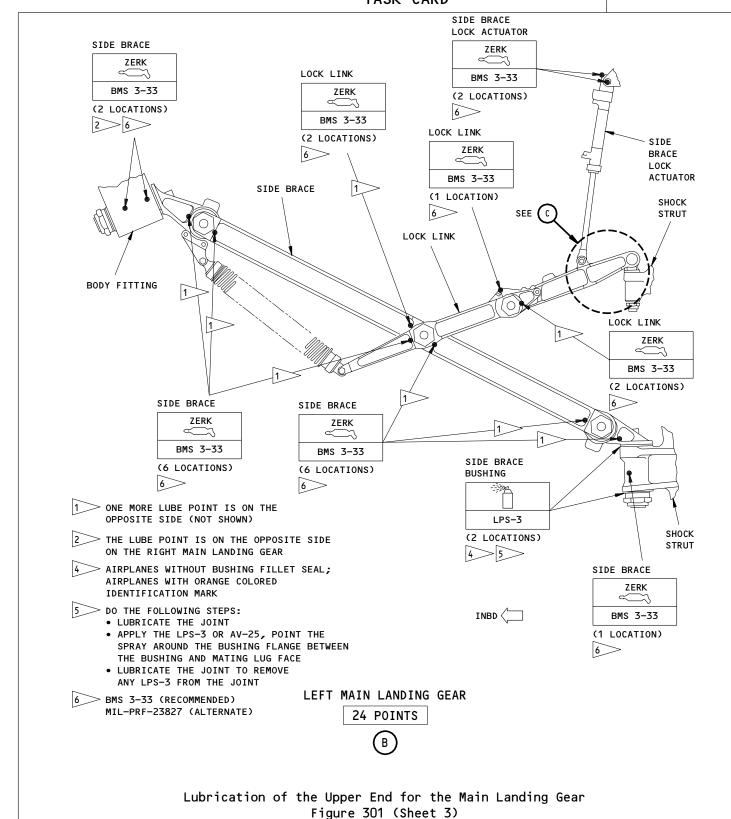
PAGE 5 OF 7 AUG 22/03

FOEING 767 TASK CARD

SAS

12-022-c1-2

7 AIRLINE CARD NO.



0

6 2

7

EFFECTIVITY

12-21-14-3A 12-022-C1-2 PAGE 6 OF 7 AUG 22/03

RT GEAR SIDE/DRAG BRACE / JURY STRUT

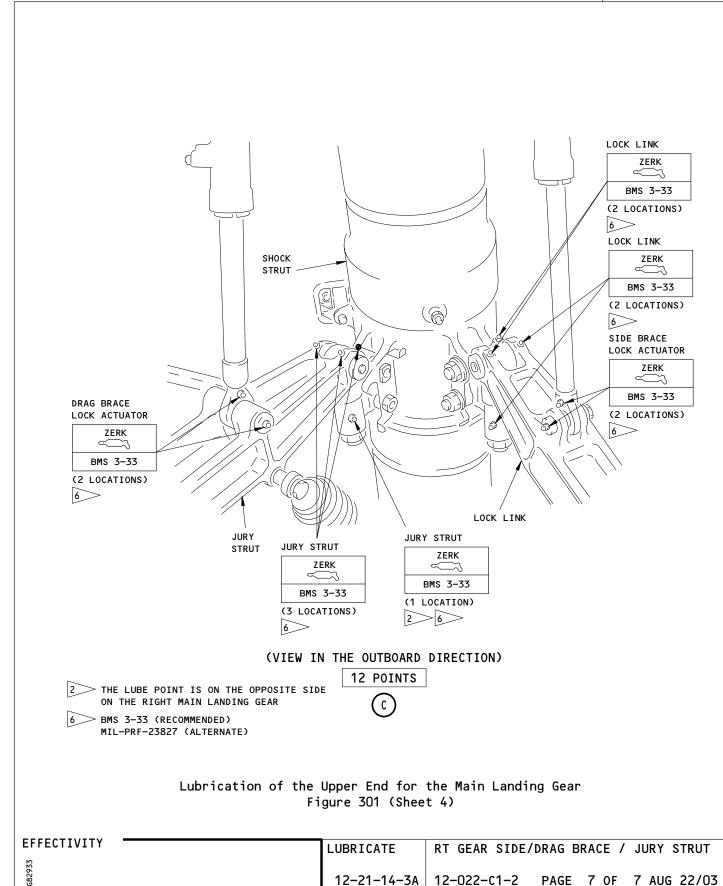
LUBRICATE

SAS



12-022-c1-2

AIRLINE CARD NO.



STA	TION
TAII	L NO.
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, D	A1E
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BOEING CARD NO. 12-023-C1-1

AIRLINE CARD NO.

REVISION REV L MAIN GEAR | W-12-023-03-1 009 AIRPL **99XXX** APR 22/08 NOTE STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE ENGINE

LUBRICATE LEFT MAIN GEAR PIVOT PIN

MPD ITEM NUMBER

TASK CARD

ALL

ACCESS PANELS

NOTE

PHASE

ZONES

731

MECH INSP

LUBRICATE LEFT MAIN GEAR TRUCK PIVOT PIN.

12-21-14-3G 12-21-14-3G

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

INTERVAL NOTE: LUBRICATE PIN EVERY 14 DAYS / 50 CYCLES,

WHICHEVER OCCURS FIRST.

- <u>Lubricate the Pivot Pin on the Main Landing Gear (Fig. 304)</u>
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) D00528 Grease Royco 11-MS
 - References C.
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Pivot Pin.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing

gear (AMM 32-00-20/201).

EFFECTIVITY

0

6 2

9

LUBRICATE

LEFT MAIN GEAR PIVOT PIN

12-21-14-3G | 12-023-C1-1

PAGE 1 OF 4 AUG 22/07

12-023-C1-1

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- E. Pivot Pin Lubrication

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the pivot pin.
- F. Put the Airplane Back to Its Usual Condition.

OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING: AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

LEFT MAIN GEAR PIVOT PIN

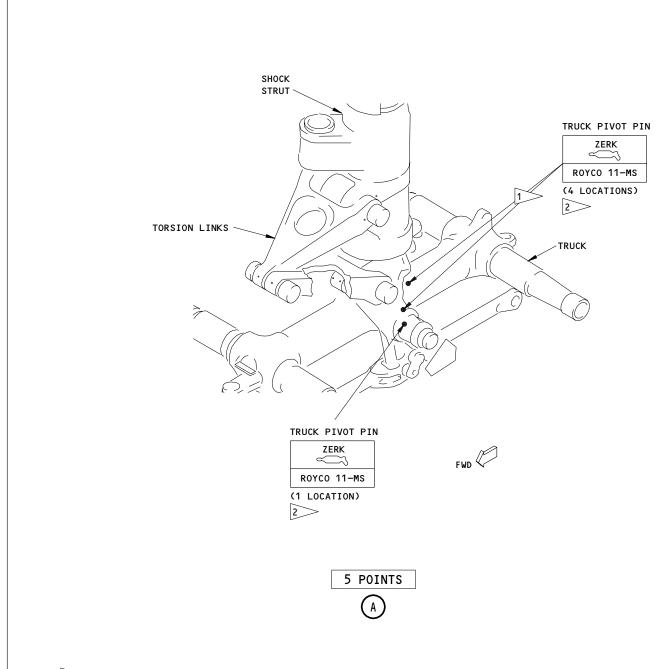
12-21-14-3G | 12-023-C1-1 PAGE 2 OF 4 APR 22/08

12-023-C1-1

SAS



AIRLINE CARD NO.



ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

2 ONLY USE THIS LUBRICANT

Lubrication of the Pivot Pins/Brake Rods/Brake Sleeve for the Main Landing Gear Figure 304 (Sheet 3)

LUBRICATE LEFT MAIN GEAR PIVOT PIN

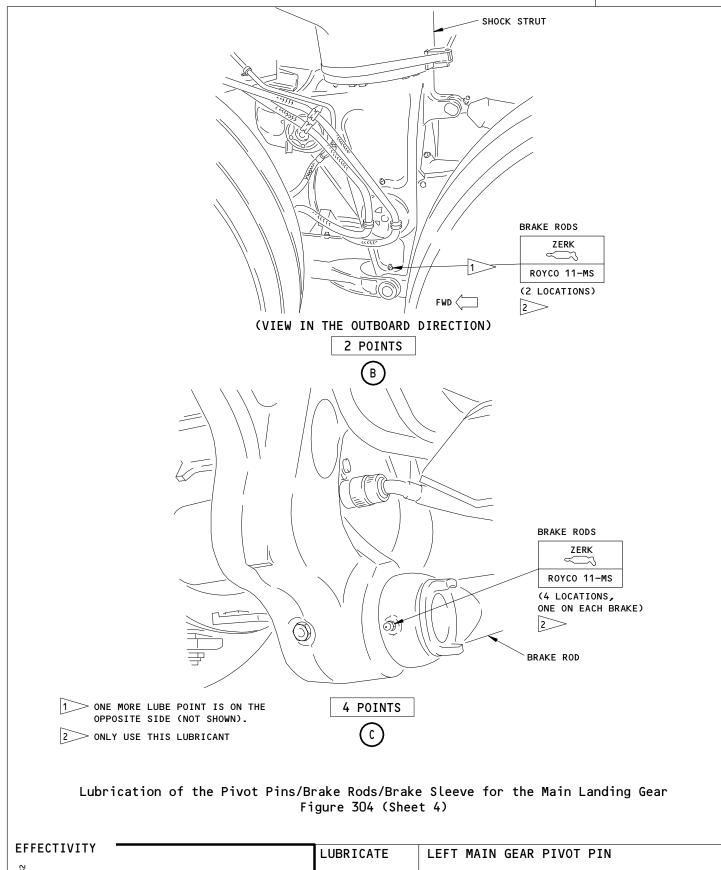
12-21-14-3G 12-023-C1-1 PAGE 3 OF 4 AUG 22/03

AIRLINE CARD NO.

12-023-c1-1

SAS

BOEING 767 TASK CARD



12-21-14-3G

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

12-023-C1-1

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STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO.
12-023-C1-2

AIRLINE CARD NO.

TASK CARD

AIRPL R MAIN GEAR W-12-023-03-2 NOTE 99XXX 009 APR 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

LUBRICATE RIGHT MAIN GEAR PIVOT PIN

NOTE ALL

ZONES ACCESS PANELS

741

SKILL

MECH INSP MPD ITEM NUMBER

LUBRICATE RIGHT MAIN GEAR TRUCK PIVOT PIN.

12-21-14-3G 12-21-14-3G

PHASE

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

INTERVAL NOTE: LUBRICATE PIN EVERY 14 DAYS / 50 CYCLES,

WHICHEVER OCCURS FIRST.

1. Lubricate the Pivot Pin on the Main Landing Gear (Fig. 304)

A. Equipment

(1) Main Landing Gear Door Lock - A32030-6 or -12 or -18 or -21

B. Consumable Materials

(1) D00528 Grease - Royco 11-MS

C. References

- (1) AMM 32-00-15/201, Landing Gear Door Locks
- (2) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Pivot Pin.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing

gear (AMM 32-00-20/201).

LUBRICATE RIGHT MAIN GEAR PIVOT PIN

12-21-14-3G 12-023-C1-2 PAGE 1 OF 4 AUG 22/07

0

12-023-C1-2

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- E. Pivot Pin Lubrication

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the pivot pin.
- F. Put the Airplane Back to Its Usual Condition.

OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING: AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

RIGHT MAIN GEAR PIVOT PIN

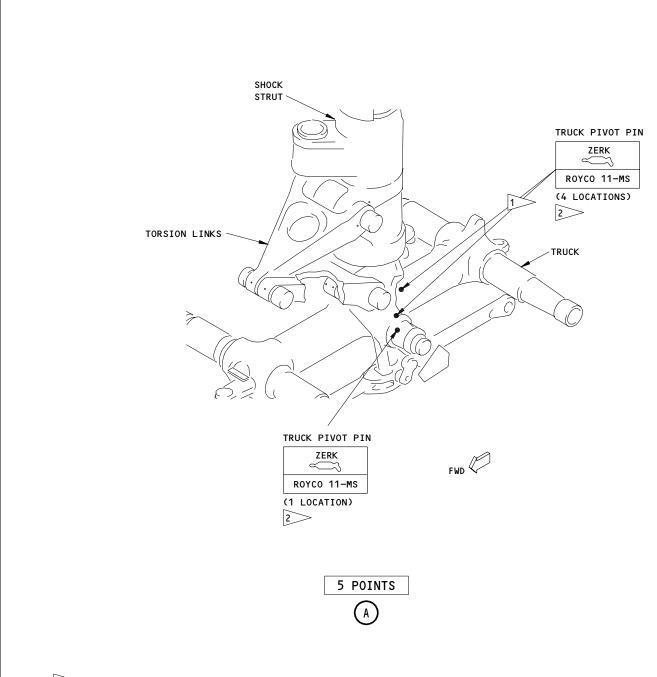
12-21-14-3G | 12-023-c1-2 PAGE 2 OF 4 APR 22/08

12-023-C1-2

AIRLINE CARD NO.

SAS





1 > ONE MORE LUBE POINT IS ON THE OPPOSITE SIDE (NOT SHOWN).

2 ONLY USE THIS LUBRICANT

Lubrication of the Pivot Pins/Brake Rods/Brake Sleeve for the Main Landing Gear Figure 304 (Sheet 3)

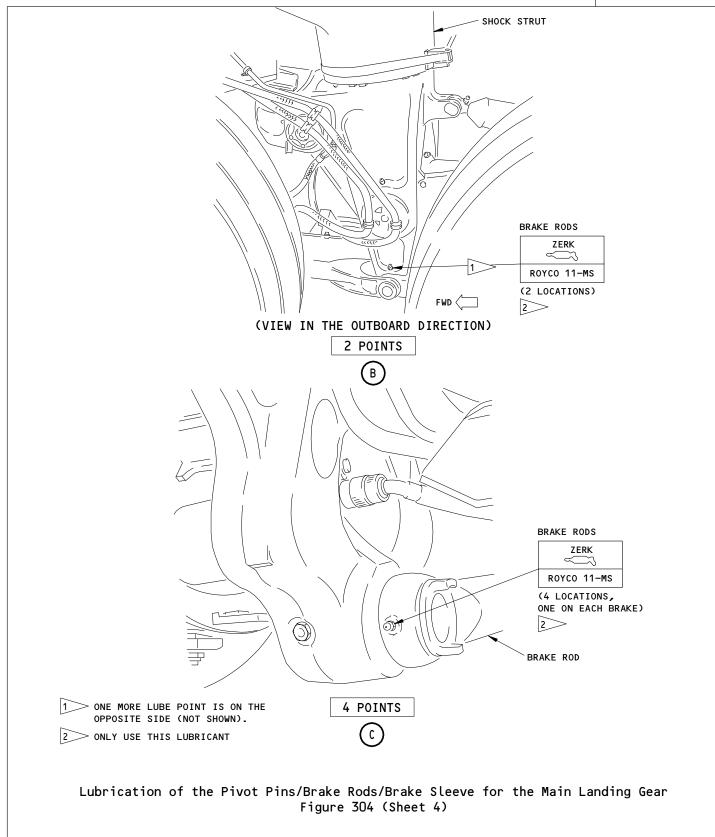
EFFECTIVITY LUBRICATE RIGHT MAIN GEAR PIVOT PIN 12-21-14-3G 12-023-c1-2 PAGE 3 OF 4 AUG 22/03

12-023-c1-2

AIRLINE CARD NO.

SAS

767 TASK CARD



EFFECTIVITY

LUBRICATE

12-21-14-3G

RIGHT MAIN GEAR PIVOT PIN

PAGE 4 OF 4 AUG 22/03

12-023-C1-2

	STATI	ION]							BOE	ING CARD NO.
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				S	SAS &	767				AIR	LINE CARD NO.
	DAT	ΓE				TASK C					
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AIRE	PL	L MAIN	GEAR	W-12-	-023-03-1	00500 HRS			10101	009	DEC 22/08
LUE	TASK BRIC	ATE	LEFT	MAIN	GEAR BRAKE	RODS		STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	
		ZONES						ACCESS PANELS		NOT	E ALL
73′	1										
MECH	INSP									I	MPD ITEM NUMBER

LUBRICATE LEFT MAIN GEAR BRAKE RODS.

12-21-14-3L 12-21-14-3L

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- Lubricate the Brake Rods and the Brake Sleeves on the Main Landing Gear (Fig. 304)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) Wheel bearing grease -Aircraft, General Purpose, Wide Temperature:
 - (a) D00378 Aeroshell 22
 - (b) D00233 Mobilgrease 28
 - (c) D50005 Mobil Aviation Grease SHC 100
 - (d) D00258 Aeroshell 5 (Alternative)
 - (2) D00528 Grease Royco 11-MS
 - C. References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Brake Rods and Brake Sleeves

EFFECTIVITY	LUBRICATE	LEFT MAIN GEAR BRAKE RODS
	12-21-14-3L	12-023-C2-1 PAGE 1 OF 3 DEC 22/08

12-023-c2-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE

INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing

gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS

OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) If the landing gear doors are open, install the door locks

(AMM 32-00-15/201).

E. Brake Rod Lubrication/Brake Sleeve Lubrication

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE

THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN

CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(1) If the lubrication fitting blows off, do the steps that follow:

(a) Make sure there is not a blockage or unwanted material in the

lubrication path.

(b) Install a new lubrication fitting.

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE

LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE

FITTING.

(2) Lubricate the brake rods/brake sleeves.

F. Put the Airplane Back to Its Usual Condition.

(1) Close the access panels (AMM 06-44-00/201).

LUBRICATE LEFT MAIN GEAR BRAKE RODS

12-21-14-3L 12-023-C2-1 PAGE 2 OF 3 DEC 22/08

12-023-C2-1

AIRLINE CARD NO.

TASK CARD

MECH INSP WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Remove the door locks and close the doors (AMM 32-00-15/201). **EFFECTIVITY** LUBRICATE LEFT MAIN GEAR BRAKE RODS

	STAT	ION								B0E	ING CAR	D NO.
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				S	AS &		 57	_		AIRI	LINE CAR	D NO.
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		ZONES						ACCESS PANELS				
74	1											
MECH	INSP									ı	MPD ITEM	I NUMBER

LUBRICATE RIGHT MAIN GEAR BRAKE RODS.

12-21-14-3L 12-21-14-3L

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- Lubricate the Brake Rods and the Brake Sleeves on the Main Landing Gear (Fig. 304)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) Wheel bearing grease Aircraft, General Purpose, Wide Temperature:
 - (a) D00378 Aeroshell 22
 - (b) D00233 Mobilgrease 28
 - (c) D50005 Mobil Aviation Grease SHC 100
 - (d) D00258 Aeroshell 5 (Alternative)
 - (2) D00528 Grease Royco 11-MS
 - C. References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Brake Rods and Brake Sleeves

LUBRICATE RIGHT MAIN GEAR BRAKE RODS

12-21-14-3L 12-023-C2-2 PAGE 1 OF 3 DEC 22/08

12-023-C2-2

AIRLINE CARD NO.



MECH INSP

MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WARNING: WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONNEL, AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) If the landing gear doors are open, install the door locks (AMM 32-00-15/201).
- Brake Rod Lubrication/Brake Sleeve Lubrication

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the brake rods/brake sleeves.
- F. Put the Airplane Back to Its Usual Condition.
 - (1) Close the access panels (AMM 06-44-00/201).

EFFECTIVITY

LUBRICATE

RIGHT MAIN GEAR BRAKE RODS

12-21-14-3L | 12-023-c2-2 PAGE 2 OF 3 DEC 22/08

12-023-c2-2

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

					THOIC OTHER			
MECH	INSP							
			WARNING:	AND CLOSE Q	UICKLY. THE MOVE	FOR THE DOOR LOCK EMENT OF THE DOOR AGE TO EQUIPMENT.		
			(2) Remo	ove the door	locks and close	the doors (AMM 32	-00-15/201).	
EFF	ECTI	VITY -			LUBRICATE	RIGHT MAIN GEAR	BRAKE RODS	
					12-21-14-3L	12-023-C2-2 P	AGE 3 OF 3 DEC 22/	08

STATION
TAIL NO.
DATE



BOEING CARD NO. 12-023-02-1

AIRLINE CARD NO.

TASK CARD

WORK AREA RELATED TASK INTERVAL SKILL PHASE REV REVISION 01000 HRS 004 DEC 22/07 AIRPL L MAIN GEAR 10202 STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE LUBRICATE L MAIN GEAR TORSION LINKS/UPLOCK FTG NOTE ALL

ZONES

ACCESS PANELS

MECH INSP

731

LUBRICATE LEFT MAIN GEAR TORSION LINKS AND UPLOCK FITTINGS.

12-21-14-3H

MPD ITEM NUMBER

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00528 Grease Royco 11-MS or Aeroshell Grease 11-MS
- References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
- Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY

LUBRICATE

L MAIN GEAR TORSION LINKS/UPLOCK FTG

12-21-14-3H

12-023-02-1 PAGE 1 OF 3 DEC 22/07

12-023-02-1

AIRLINE CARD NO.



MECH INSP

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- Lubricate the Main Landing Gear and the Actuation Mechanisms.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the main landing gear and the actuating mechanism.
- F. Put the Airplane Back to Its Usual Condition.

OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING: AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

L MAIN GEAR TORSION LINKS/UPLOCK FTG

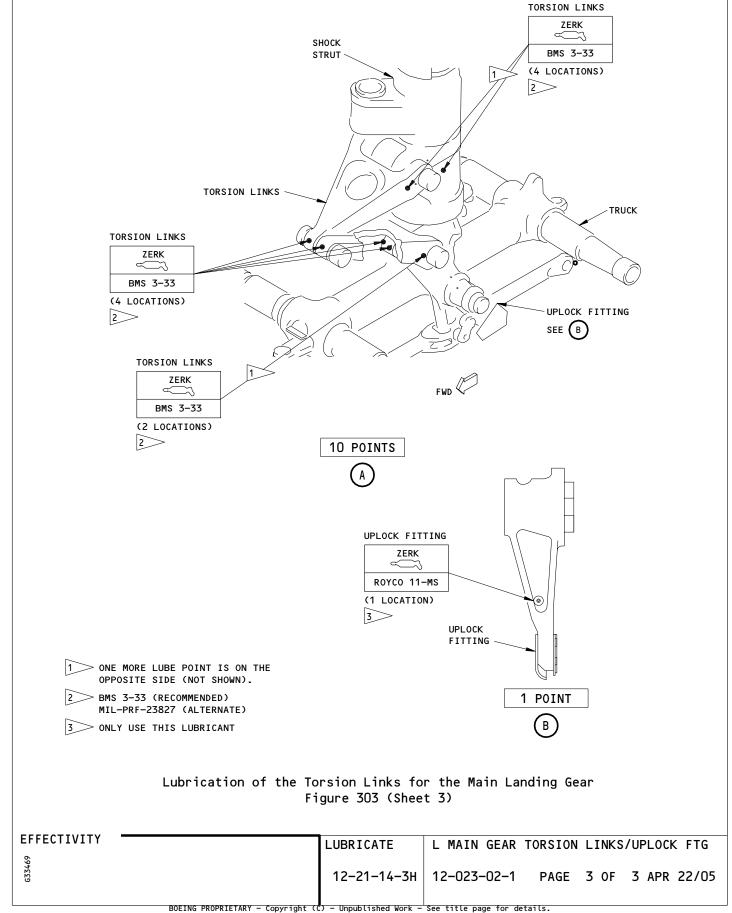
12-21-14-3H | 12-023-02-1 PAGE 2 OF 3 APR 22/05

12-023-02-1

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



STATION	
TAIL NO.	
DATE	┪

WORK AREA



BOEING CARD NO. 12-023-02-2

AIRLINE CARD NO.

TASK CARD

RELATED TASK INTERVAL SKILL PHASE REV REVISION 01000 HRS 004 DEC 22/07 AIRPL R MAIN GEAR 10202 STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE ENGINE LUBRICATE R MAIN GEAR TORSION LINKS/UPLOCK FTG NOTE ALL

ACCESS PANELS

ZONES

741

MECH INSP

MPD ITEM NUMBER

LUBRICATE RIGHT MAIN GEAR TORSION LINKS AND UPLOCK FITTING.

12-21-14-3H

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00528 Grease Royco 11-MS or Aeroshell Grease 11-MS
- References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
- Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

EFFECTIVITY LUBRICATE R MAIN GEAR TORSION LINKS/UPLOCK FTG 12-21-14-3H 12-023-02-2 PAGE 1 OF 3 DEC 22/07

12-023-02-2

AIRLINE CARD NO.



MECH INSP

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- Lubricate the Main Landing Gear and the Actuation Mechanisms.

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION: LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the main landing gear and the actuating mechanism.
- F. Put the Airplane Back to Its Usual Condition.

OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING: AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

R MAIN GEAR TORSION LINKS/UPLOCK FTG

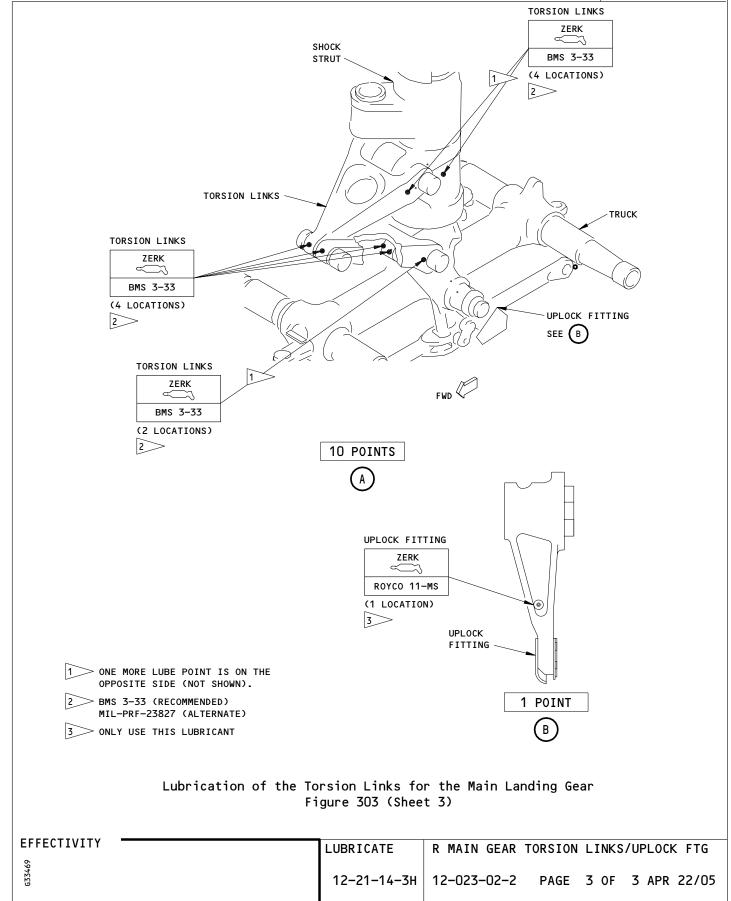
12-21-14-3H | 12-023-02-2 PAGE 2 OF 3 APR 22/05

12-023-02-2

AIRLINE CARD NO.

SAS

767 TASK CARD



STATION										BOE	ING CAR	D NO.	
TAIL NO.					S BO)E/A	i G		12-0	23–0	3–1		
				S	AS			767			AIRI	INE CA	RD NO.
	DA	TE					TAS	K CARD					
SKIL	.L	WORK AR	ĒA	REI	LATED TASK			INTERVAL		PHASE	MPD REV		SK CARD EVISION
AIRI	PL	L MAIN	GEAR	W-12-	-023-c1	-1	00500 H	IRS		10101	013	DEC	22/07
TASK			TITLE STRUCTURAL ILLUSTRATION REFERENCE			AF AIRPLAN	PLICABI E	LITY ENGINE					
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LUBRICATE THE LEF									HIMRERS AND		12-2	1–14	-3Q
	AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 608, AND												

THRU 607, AND 609 THRU 616 THAT HAVE

INCORPORATED SB 767-32-0153.

APPLICABLE TO ALL AIRPLANES INCORPORATING

SB 767-32-0183.

THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

- 1. AIRPLANES WITH THE MAIN GEAR TORQUE ARM ZIRK FITTING; <u>Lubricate the Main Gear Torque Arm</u> (Fig. 302)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) D00528 Grease Royco 11-MS
 - C. References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Torque Arm

MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. **WARNING:**

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

EFFECTIVITY LEFT MAIN GEAR TORQUE ARM LUBRICATE 12-21-14-3Q 12-023-03-1 PAGE 1 OF 3 DEC 22/07

AIRLINE CARD NO.

12-023-03-1

SAS BOEING TASK CARD

MECH INSP (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201). WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).Lubricate the Torque Arm (Fig. 302). DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION: THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF. (1) If the lubrication fitting blows off, do the steps that follow: (a) Make sure there is not a blockage or unwanted material in the lubrication path. (b) Install a new lubrication fitting. CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING. (2) Lubricate the torque arm. F. Put the Airplane Back to Its Usual Condition. OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING: AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

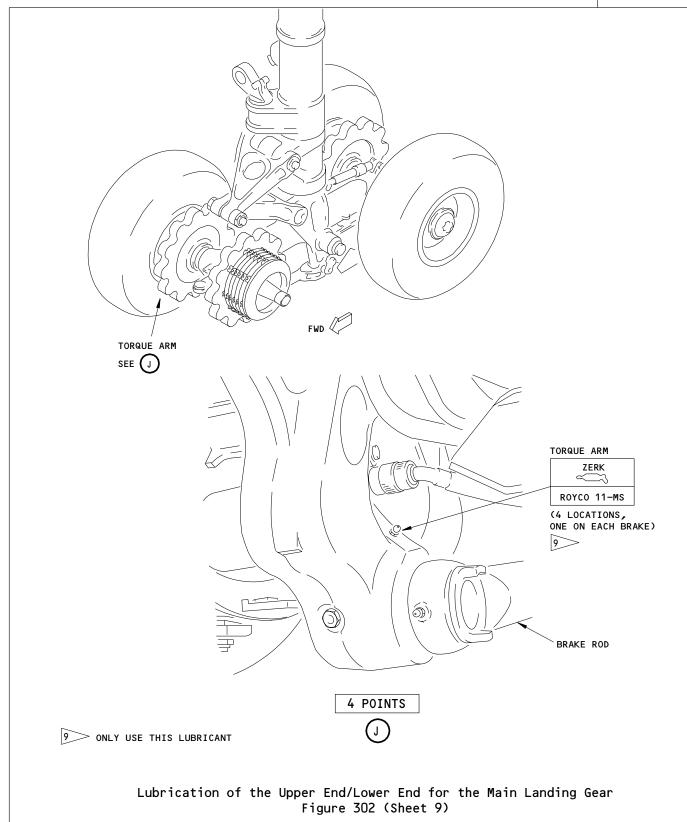
EFFECTIVITY LUBRICATE LEFT MAIN GEAR TORQUE ARM 12-21-14-3Q 12-023-03-1 PAGE 2 OF 3 APR 22/05

12-023-03-1

AIRLINE CARD NO.

SAS

767 TASK CARD



LUBRICATE

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12-21-14-3Q

LEFT MAIN GEAR TORQUE ARM

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12-023-03-1

EFFECTIVITY

AIRPLANES WITH TORQUE ARM ZERK FITTING

STA	TION			
TAI	L NO.		SAS	
D	ATE		Ono	
SKILL	WORK ARI	EA	RELATED TASK	
AIRPL	R MAIN	GEAR	W-12-023-C1	-2
TAS	K			TITLE



BOEING CARD NO. 12-023-03-2

AIRLINE CARD NO.

INTERVAL TASK CARD PHASE REVISION REV 00500 HRS 013 DEC 22/07 10101

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

ACCESS PANELS

ALL

NOTE

ZONES

741

LUBRICATE

MPD ITEM NUMBER MECH INSP

LUBRICATE THE RIGHT MAIN GEAR TORQUE ARM.

RIGHT MAIN GEAR TORQUE ARM

12-21-14-3Q

AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 608, AND

617 AND ON. APPLICABLE TO LINE NUMBERS 132

THRU 607, AND 609 THRU 616 THAT HAVE

INCORPORATED SB 767-32-0153.

APPLICABLE TO ALL AIRPLANES INCORPORATING

SB 767-32-0183.

THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

- 1. AIRPLANES WITH THE MAIN GEAR TORQUE ARM ZIRK FITTING; <u>Lubricate the Main Gear Torque Arm</u> (Fig. 302)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) D00528 Grease Royco 11-MS
 - References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - Prepare to Lubricate the Torque Arm

MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WARNING:

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

EFFECTIVITY LUBRICATE RIGHT MAIN GEAR TORQUE ARM 12-21-14-3Q 12-023-03-2 PAGE 1 OF 3 DEC 22/07

12-023-03-2

12-023-03-2

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP
------	------

(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- E. Lubricate the Torque Arm (Fig. 302).

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.

- (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.

- (2) Lubricate the torque arm.
- F. Put the Airplane Back to Its Usual Condition.

WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

RIGHT MAIN GEAR TORQUE ARM

12-21-14-3Q

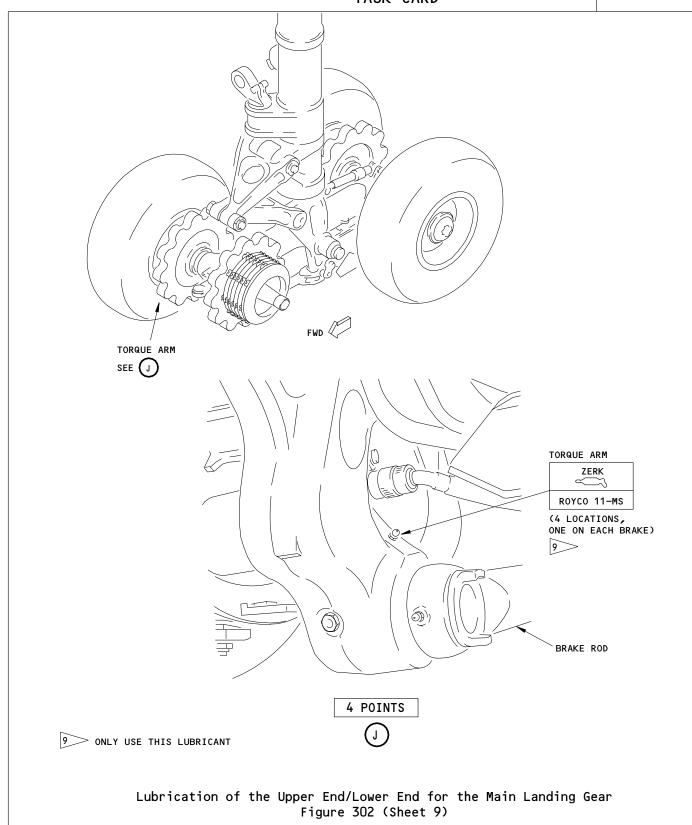
12-023-03-2 PAGE 2 OF 3 APR 22/05

12-023-03-2

AIRLINE CARD NO.

SAS





AIRPLANES WITH TORQUE ARM ZERK FITTING

LUBRICATE

RIGHT MAIN GEAR TORQUE ARM

12-21-14-3Q

12-023-03-2 PAGE 3 OF 3 AUG 22/03

SKILL

WORK AREA



BOEING CARD NO.
12-024-C1-1

AIRLINE CARD NO.

PHASE

TASK CARD

AIRPL L MAIN GEAR 01000 HRS 10202 012 DEC 22/08

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

LUBRICATE LEFT MAIN GEAR NOTE ALL

ZONES ACCESS PANELS

551 731 551QB 551TB 551UB NOTE

RELATED TASK

MPD ITEM NUMBER MECH INSP AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE 12-21-14-3I MODELS EXCEPT THE 767-400ER. 12-21-14-3K 12-21-14-3M 1. LUBRICATE THE MAIN GEAR RETRACT ACTUATOR. 12-21-14-3I 12-21-14-3N ACCESS NOTE: REMOVE 551TB FOR LUBE POINT ON OUTBD 12-21-14-30 12-21-14-3P END OF RETRACT ACTUATOR. 2. LUBRICATE THE MAIN GEAR BRAKE SLEEVES. 12-21-14-3K 3. LUBRICATE THE MAIN GEAR TRUCK POSITIONER. 12-21-14-3M 12-21-14-3N 4. LUBRICATE THE MAIN GEAR SHOCK STRUT GLAND NUT. AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 1-575, 577-579, AND 581-584. 5. LUBRICATE THE MAIN GEAR HYDRAULIC LINE SUPPORT BRACE. 12-21-14-3P 6. LUBRICATE THE MAIN GEAR SHOCK STRUT TRUNNION, AND FWD AND AFT TRUNNION BEARING. A. Equipment (1) Main Landing Gear Door Lock - A32030-6 or -12 or -18 or -21 Consumable Materials

- (1) D00633 Grease BMS 3-33 (Preferred)
- (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
- (3) Deleted.
- (4) G00009 Rust Inhibitor LPS-3, BMS 3-23 TYPE II (Recommended)

LUBRICATE LEFT MAIN GEAR

12-21-14-31 12-024-C1-1 PAGE 1 OF 11 DEC 22/08

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12-024-c1-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (5) COO755 Corrosion Inhibiting Compound Dinitrol AV-25, BMS 3-26 Type I (Alternative)
- C. References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.
 - WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.
 WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE
 INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
 - (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
 - (3) Open the access panels 551FT/651FT (AMM 06-44-00/201).
- E. Lubricate the Main Landing Gear and the Actuation Mechanisms.
 - CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.
 - (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

LUBRICATE LEFT MAIN GEAR

12-21-14-31 12-024-C1-1 PAGE 2 OF 11 DEC 22/08

12-024-C1-1

(BOEING

			SAS 767	AIRLINE CARD NO.
			TASK CARD	
MECH	INSP			
			CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM TH LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAG FITTING.	
			(2) Lubricate the main landing gear and the actuating mechani	sm.
		F.	Put the Airplane Back to Its Usual Condition.	
			(1) Close the access panels 551FT/651FT (AMM 06-44-00/201).	
			WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAINJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	DOORS OPEN USE
			(2) Remove the door locks and close the doors (AMM 32-00-15/2	01).

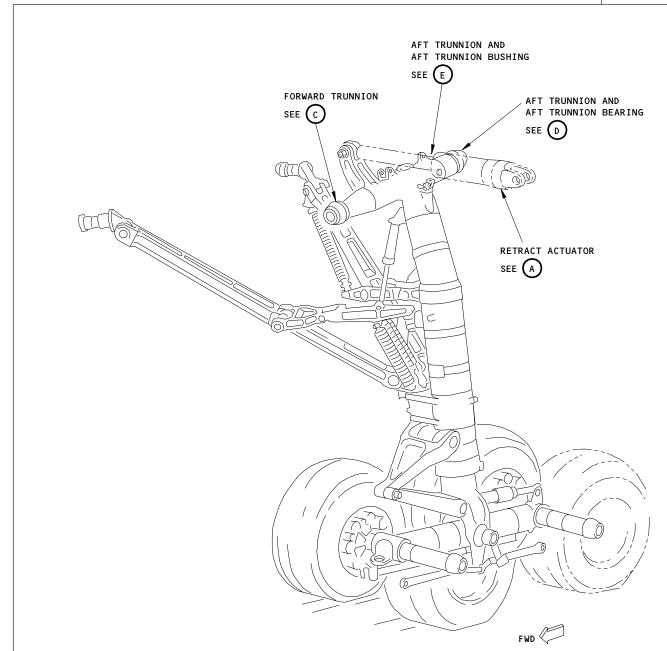
EFFECTIVITY

12-024-C1-1

AIRLINE CARD NO.

SAS





LEFT MAIN LANDING GEAR

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 1)

LUBRICATE LEFT MAIN GEAR

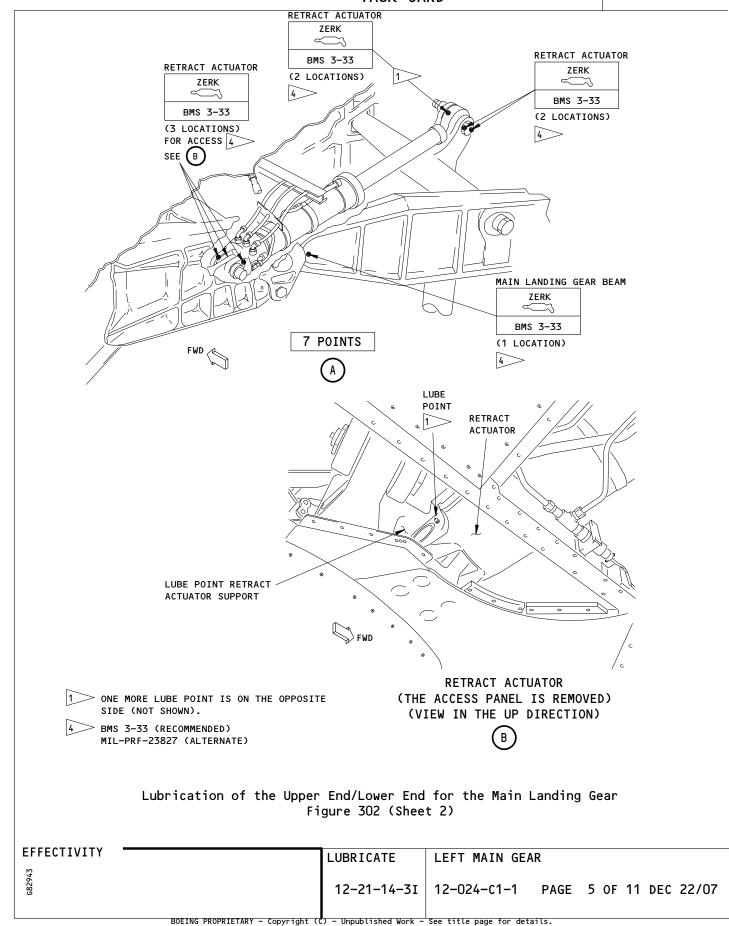
12-21-14-31 12-024-C1-1 PAGE 4 OF 11 APR 22/02

12-024-C1-1

AIRLINE CARD NO.

SAS

767
TASK CARD

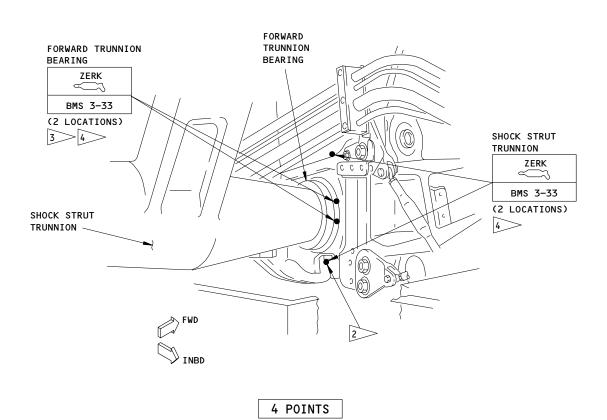


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12-024-C1-1

AIRLINE CARD NO.



- ON AIRPLANES WITH A HOLE IN THE TRAILING EDGE PANEL, YOU CAN GET ACCESS TO THE LUBE POINT THROUGH THE HOLE, OR REMOVE THE ACCESS PANEL.
- SOME HOUSINGS CAN HAVE THE GREASE FITTINGS ON THE LOWER SIDE OF THE TRUNNION.
- BMS 3-33 (RECOMMENDED)
 MIL-PRF-23827 (ALTERNATE)

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 3)

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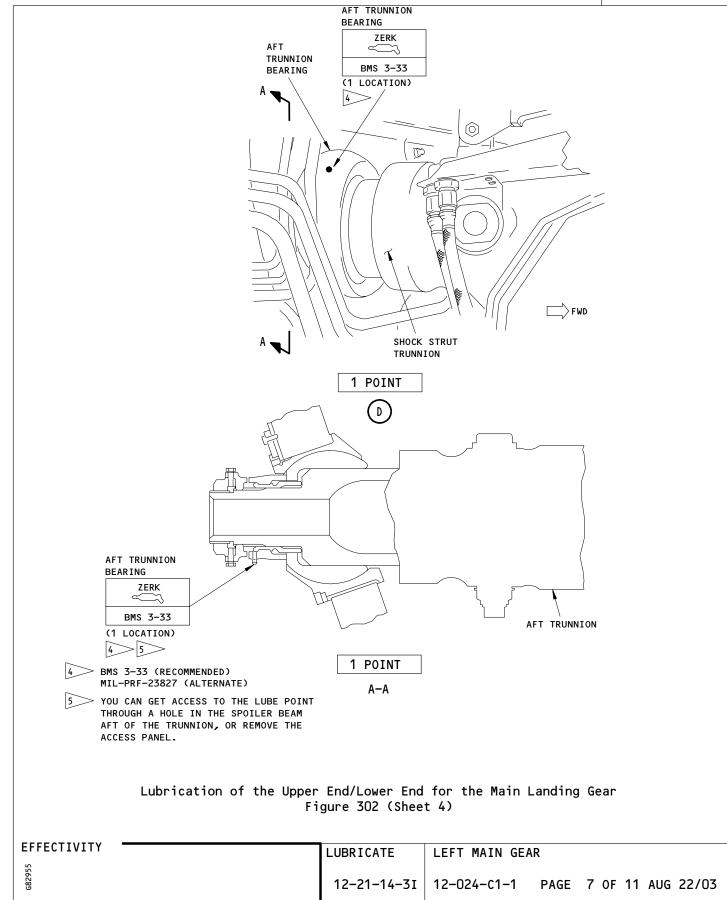
EFFECTIVITY	LUBRICATE	LEFT MAIN GEAR	₹		
682921	12-21-14-31	12-024-c1-1	PAGE	6 OF 1	1 AUG 22/07

SAS



12-024-C1-1

AIRLINE CARD NO.

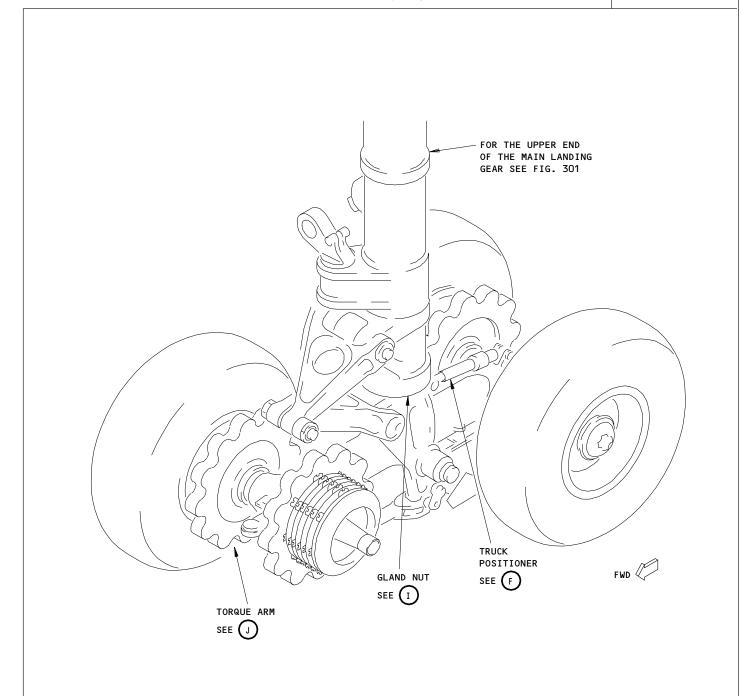


AIRLINE CARD NO.

12-024-C1-1

SAS

BOEING 767 TASK CARD



Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 6)

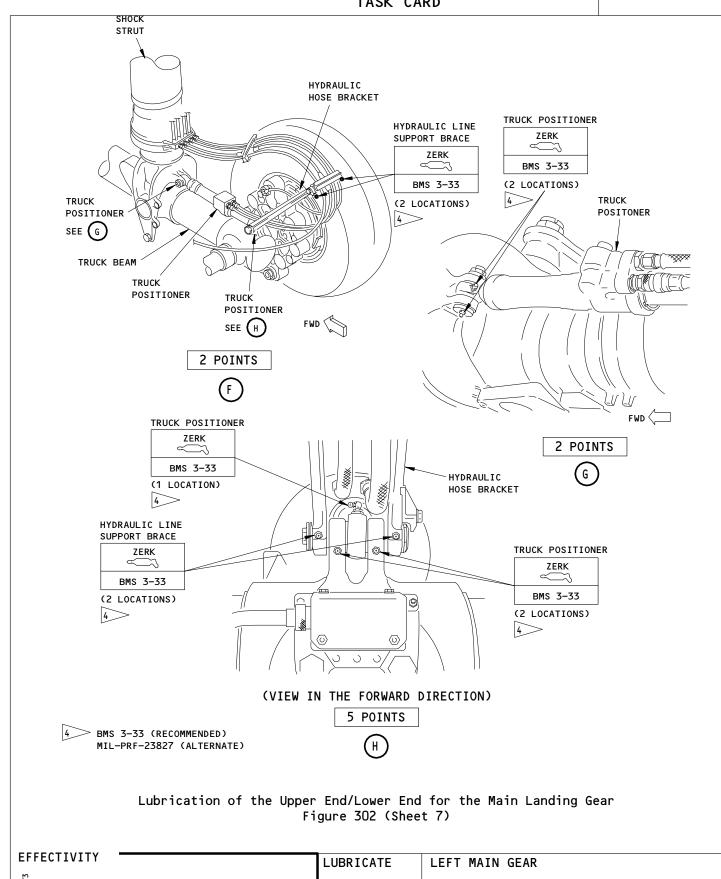
EFFECTIVITY LUBRICATE LEFT MAIN GEAR 12-21-14-31 12-024-c1-1 PAGE 8 OF 11 DEC 22/00

12-024-C1-1

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



12-21-14-31

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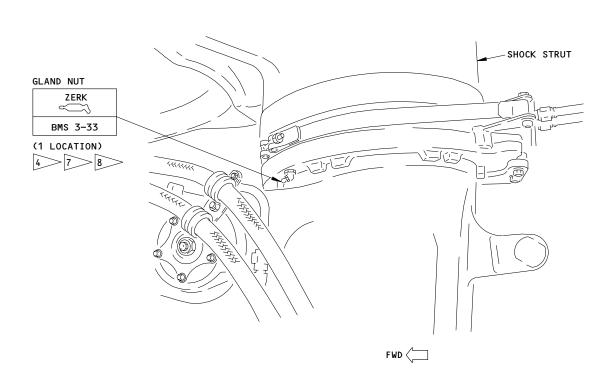
PAGE 9 OF 11 AUG 22/03

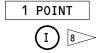
SAS 767

BOEING TASK CARD

12-024-C1-1

AIRLINE CARD NO.





BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

> THE LOCATION OF THE FITTING FOR THE GLAND NUT CAN CHANGE AROUND THE SHOCK STRUT.

8 NOT INSTALLED ON ALL AIRPLANES.

CAUTION: DO NOT OVER LUBRICATE THE GLAND NUT. USE MINIMUM PRESSURE ON THE HANDPUMP TO APPLY THE GREASE. APPLY THE EQUIVALENT OF 3-5 PUMPS OF A MEDIUM SIZE GREASE GUN. OVER LUBRICATION OR EXCESSIVE LUBE PRESSURE CAN CAUSE DAMAGE TO THE SCRAPER RING AND/OR SEALS.

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 8)

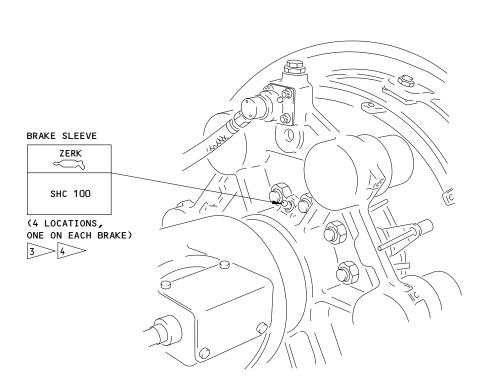
EFFECTIVITY LUBRICATE LEFT MAIN GEAR 12-21-14-31 12-024-c1-1 PAGE 10 OF 11 AUG 22/03

12-024-c1-1

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



4 POINTS



> AEROSHELL 22 (RECOMMENDED) MOBIL GREASE 28 (RECOMMENDED) MOBIL AVIATION GREASE SHC 100 (RECOMMENDED) AEROSHELL 5 (ALTERNATE)

> LUBRICATE THROUGH THE GREASE FITTING WITH A SMALL QUANTITY OF GREASE. TOO MUCH LUBRICATION CAN CAUSE A FIRE DURING OPERATION

Lubrication of the Pivot Pins/Brake Rods/Brake Sleeve for the Main Landing Gear Figure 304 (Sheet 5)

EFFECTIVITY LUBRICATE LEFT MAIN GEAR 12-21-14-31 12-024-c1-1 PAGE 11 OF 11 APR 22/08 WORK AREA

SKILL



BOEING CARD NO. 12-024-C1-2

AIRLINE CARD NO.

MPD

PHASE

TASK CARD REVISION REV AIRPL | R MAIN GEAR 01000 HRS 012 DEC 22/08 10202 APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

LUBRICATE RIGHT MAIN GEAR NOTE ALL

ACCESS PANELS ZONES

651 741 651QB 651TB 651UB NOTE

RELATED TASK

MECH	INSP										MPD ITEM NUMBER
		AIR	PLAI	NE NO		THIS TASK MODELS EXC			ALL AIRPLANE R.		12-21-14-3I 12-21-14-3K 12-21-14-3M
							1TB FOR L	UBE POI	R. NT ON OUTBD	12-21-14-31	
		2.	LUBI	RICAT	E THE	MAIN GEAR	BRAKE SL	EEVES.		12-21-14-3k	
		3.	LUBI	RICAT	E THE	MAIN GEAR	TRUCK PO	SITIONE	R.	12-21-14-3M	1
			LUBI NUT		E THE	MAIN GEAR	SHOCK ST	TRUT GLA	ND	12-21-14-3N	l
		AIRPLANE NOTE: APPLICABLE TO AIRPLANE LIN 1-575, 577-579, AND 581-58									
		5. LUBRICATE THE MAIN GEAR HYDRAULIC LINE 12-21-14-30 SUPPORT BRACE.									
		6. LUBRICATE THE MAIN GEAR SHOCK STRUT TRUNNION, AND FWD AND AFT TRUNNION BE							ING.	12-21-14-3F	•
		A. Equipment									
		(1) Main Landing Gear Door Lock - A32030-6 or -12 or -18 or							-21		
			В.	Cons	umable	e Material	.s				
				(1)	D0063	33 Grease	- BMS 3-3	33 (Pref	erred)		
				(2)	D0001	l3 Grease	- MIL-PRF	-23827	(Supersedes M	IL-G-23827)((Alternate)
				(3)	Delet	ted.					

EFFECTIVITY

LUBRICATE

(4) G00009 Rust Inhibitor - LPS-3, BMS 3-23 TYPE II (Recommended)

RIGHT MAIN GEAR

12-21-14-31

12-024-c1-2 PAGE 1 OF 11 DEC 22/08

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12-024-C1-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (5) COO755 Corrosion Inhibiting Compound Dinitrol AV-25, BMS 3-26 Type I (Alternative)
- C. References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Main Landing Gear and the Actuation Mechanisms.
 - WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.
 WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE
 INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
 - (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
 - (3) Open the access panels 551FT/651FT (AMM 06-44-00/201).
- E. Lubricate the Main Landing Gear and the Actuation Mechanisms.
 - CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN CAUSE THE LUBRICATION FITTING TO BLOW OFF.
 - (1) If the lubrication fitting blows off, do the steps that follow:
 - (a) Make sure there is not a blockage or unwanted material in the lubrication path.
 - (b) Install a new lubrication fitting.

EFFECTIVITY	LUBRICATE	RIGHT MAIN GE	AR			
	12-21-14-31	12-024-c1-2	PAGE	2 OF	11 DE	C 22/08

12-024-c1-2

(BOEING

		SAS 767	AIRLINE CARD NO.							
TNCD		TASK CARD								
INSP										
	(2) Lubricate the main landing gear and the actuating mechanism.									
	F.	F. Put the Airplane Back to Its Usual Condition.								
		(1) Close the access panels 551FT/651FT (AMM 06-44-00/201).								
		(2) Remove the door locks and close the doors (AMM 32-00-15/2	<u>'</u> 01)。							
	INSP		TASK CARD TASK CARD CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM TH LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE FITTING. (2) Lubricate the main landing gear and the actuating mechani F. Put the Airplane Back to Its Usual Condition. (1) Close the access panels 551FT/651FT (AMM 06-44-00/201). WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAINJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.							

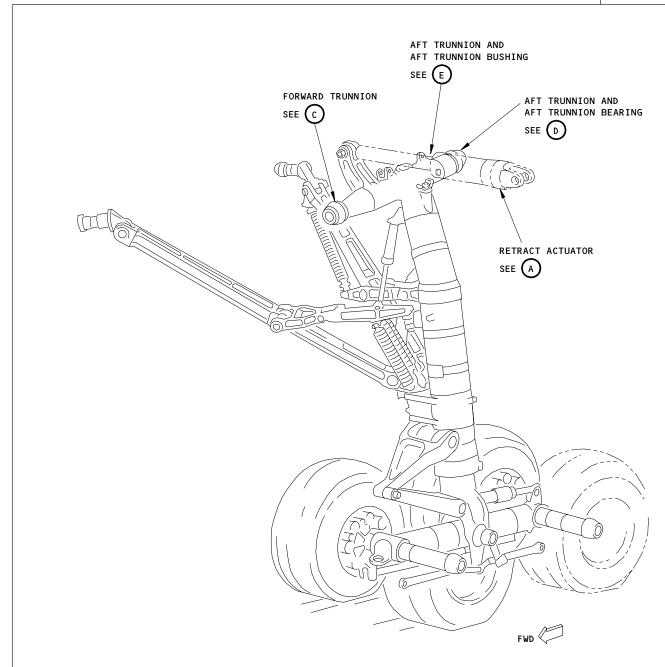
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12-024-C1-2

AIRLINE CARD NO.

SAS





LEFT MAIN LANDING GEAR

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 1)

LUBRICATE RIGHT MAIN GEAR

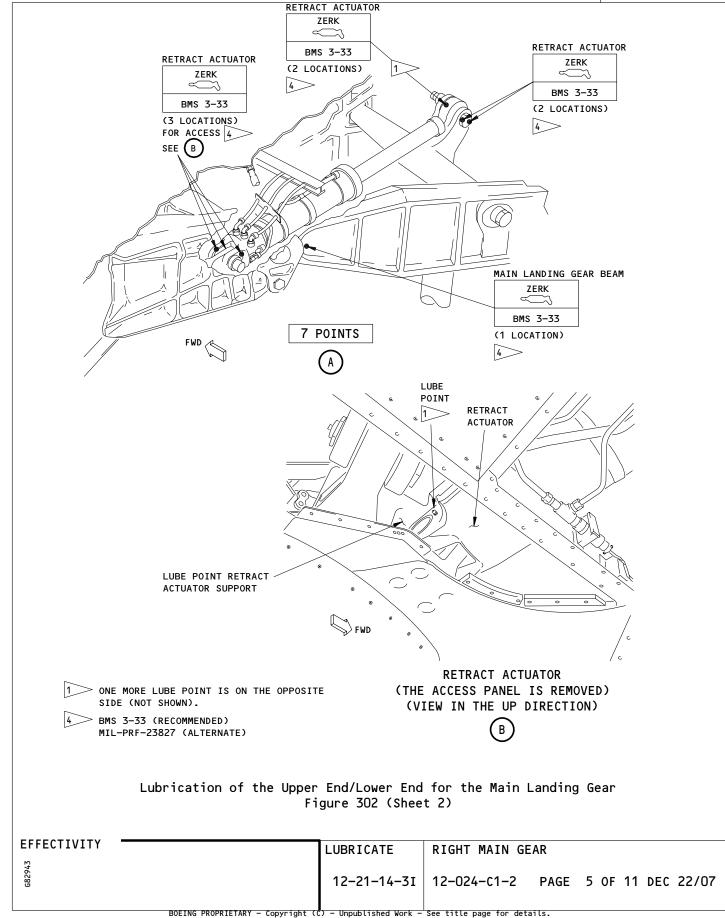
12-21-14-31 12-024-C1-2 PAGE 4 OF 11 APR 22/02

12-024-c1-2

AIRLINE CARD NO.

SAS



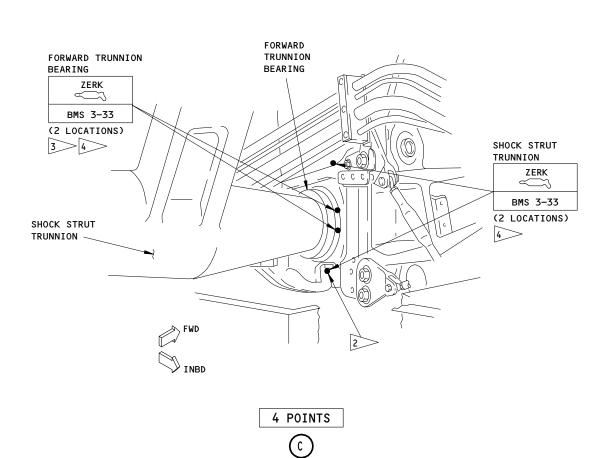


12-024-C1-2

AIRLINE CARD NO.

SAS





- ON AIRPLANES WITH A HOLE IN THE TRAILING EDGE PANEL, YOU CAN GET ACCESS TO THE LUBE POINT THROUGH THE HOLE, OR REMOVE THE ACCESS PANEL.
- > SOME HOUSINGS CAN HAVE THE GREASE FITTINGS ON THE LOWER SIDE OF THE TRUNNION.
- BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

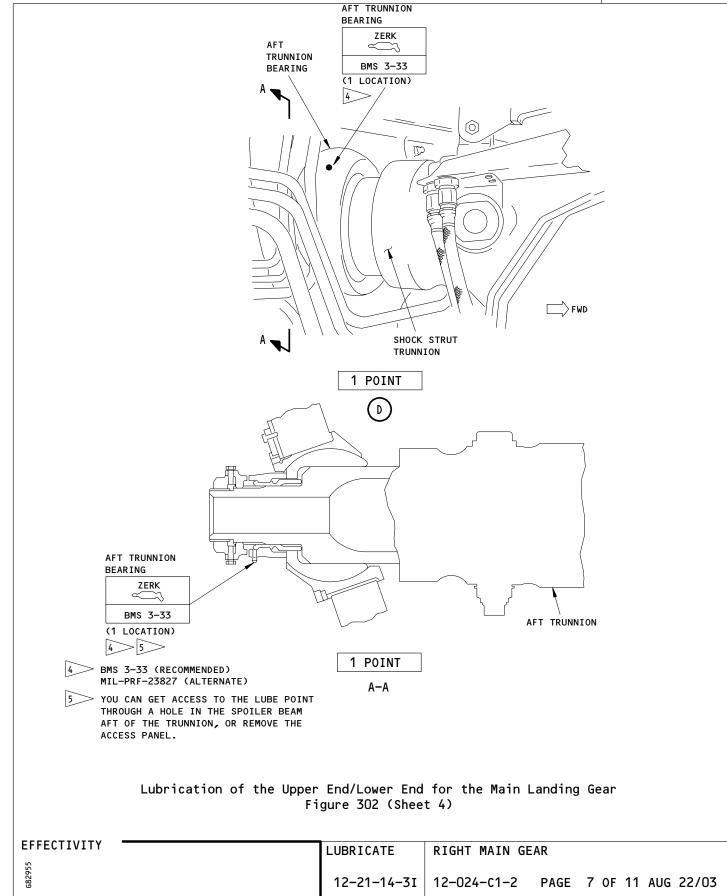
Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 3)

EFFECTIVITY LUBRICATE RIGHT MAIN GEAR 12-21-14-31 12-024-c1-2 PAGE 6 OF 11 AUG 22/07 SAS



12-024-C1-2

AIRLINE CARD NO.

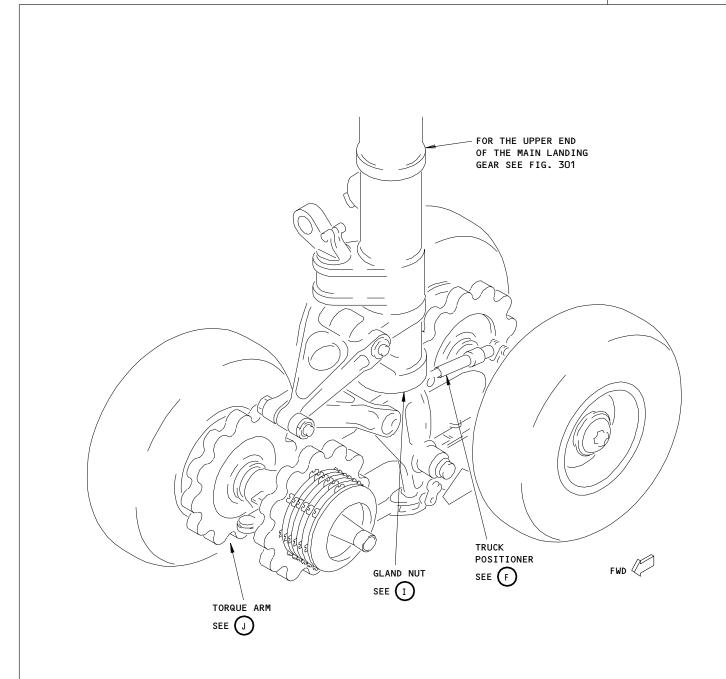


AIRLINE CARD NO.

12-024-C1-2

SAS





Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 6)

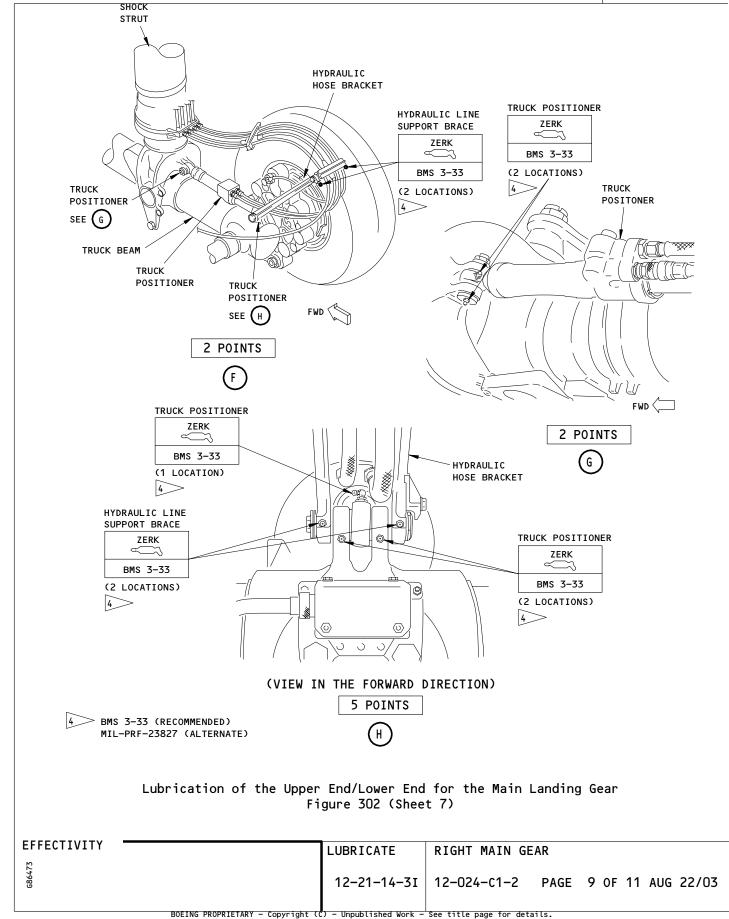
EFFECTIVITY LUBRICATE RIGHT MAIN GEAR 12-21-14-31 12-024-c1-2 PAGE 8 OF 11 DEC 22/00

12-024-C1-2

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD

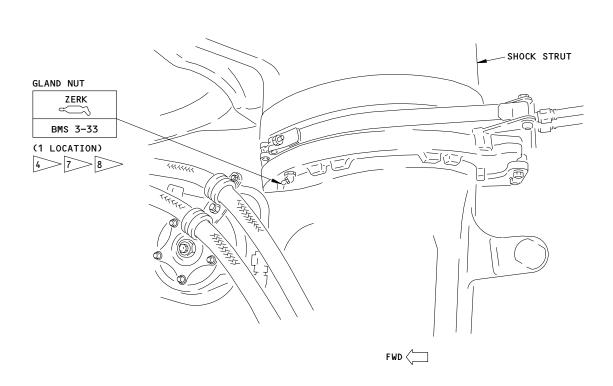


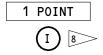
12-024-C1-2

BOEING 767 TASK CARD

SAS

AIRLINE CARD NO.





BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

> THE LOCATION OF THE FITTING FOR THE GLAND NUT CAN CHANGE AROUND THE SHOCK STRUT.

8 NOT INSTALLED ON ALL AIRPLANES.

CAUTION: DO NOT OVER LUBRICATE THE GLAND NUT. USE MINIMUM PRESSURE ON THE HANDPUMP TO APPLY THE GREASE. APPLY THE EQUIVALENT OF 3-5 PUMPS OF A MEDIUM SIZE GREASE GUN. OVER LUBRICATION OR EXCESSIVE LUBE PRESSURE CAN CAUSE DAMAGE TO THE SCRAPER

RING AND/OR SEALS.

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 8)

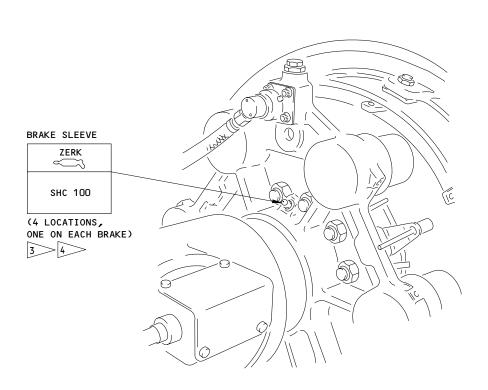
EFFECTIVITY LUBRICATE RIGHT MAIN GEAR 12-21-14-31 12-024-C1-2 PAGE 10 OF 11 AUG 22/03

12-024-C1-2

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



4 POINTS



> AEROSHELL 22 (RECOMMENDED) MOBIL GREASE 28 (RECOMMENDED) MOBIL AVIATION GREASE SHC 100 (RECOMMENDED) AEROSHELL 5 (ALTERNATE)

> LUBRICATE THROUGH THE GREASE FITTING WITH A SMALL QUANTITY OF GREASE. TOO MUCH LUBRICATION CAN CAUSE A FIRE DURING OPERATION

Lubrication of the Pivot Pins/Brake Rods/Brake Sleeve for the Main Landing Gear Figure 304 (Sheet 5)

EFFECTIVITY RIGHT MAIN GEAR LUBRICATE 12-21-14-31 12-024-c1-2 PAGE 11 OF 11 APR 22/08

STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 12-024-09-1

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL TASK CARD SKILL PHASE REVISION 00180 DYS 014 AUG 22/06 AIRPL L MAIN GEAR 10303 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE LUBRICATE LEFT MAIN GEAR AFT TRUNNION BUSHING NOTE ALL ZONES ACCESS PANELS 551 551MT

MECH INSP

MPD ITEM NUMBER

12-21-14-3R

LUBRICATE THE LEFT MAIN GEAR AFT TRUNNION BUSHING.

AIRPLANE NOTE: NOT APPLICABLE TO AIRPLANES WHICH HAVE PLUGGED THE AFT TRUNNION LUBRICATION FITTING PER SERVICE LETTER 767-SL-32-067 (REMOVES LUBE FITTING AND INSTALLS RIVET) THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

- 1. <u>Lubricate the Aft Trunnion Bushing on the Main Landing Gear</u> (Fig. 302)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) G50136 Corrosion Inhibiting Compound BMS 3-38 (Recommended)
 - (2) COO913 Corrosion Inhibiting Compound BMS 3-27 (Alternate)

NOTE: Desoto 823E508 (Titanine JC5A) is not an acceptable BMS 3-27 product (SB 767-32A0148).

- C. References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- D. Prepare to Lubricate the Aft Trunnion Bushing on the Main Landing Gear.

LUBRICATE LEFT MAIN GEAR AFT TRUNNION BUSHING

12-21-14-3R 12-024-09-1 PAGE 1 OF 5 AUG 22/06

12-024-09-1

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR.

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing

gear (AMM 32-00-20/201).

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS

OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Open the doors for the landing gear and install the door locks

(AMM 32-00-15/201).

E. Lubricate the Aft Trunnion Bushing on the Main Landing Gear (Fig. 302)

CAUTION: DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE

THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN

CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(1) If the lubrication fitting blows off, do the steps that follow:

(a) Make sure there is not a blockage or unwanted material in the

lubrication path.

(b) Install a new lubrication fitting.

<u>CAUTION</u>: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE

LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE

FITTING.

(2) Lubricate the aft trunnion bushing of the main landing gear.

NOTE: You must use BMS 3-38 (Recommended) or BMS 3-27 (Alternate)

Corrosion Inhibiting Compound to lubricate the aft trunnion

bushing (Fig. 302).

F. Put the Airplane Back to Its Usual Condition.

LUBRICATE LEFT MAIN GEAR AFT TRUNNION BUSHING

12-21-14-3R 12-024-09-1 PAGE 2 OF 5 AUG 22/06

12-024-09-1

AIRLINE CARD NO.

SAS BOEING
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TASK CARD

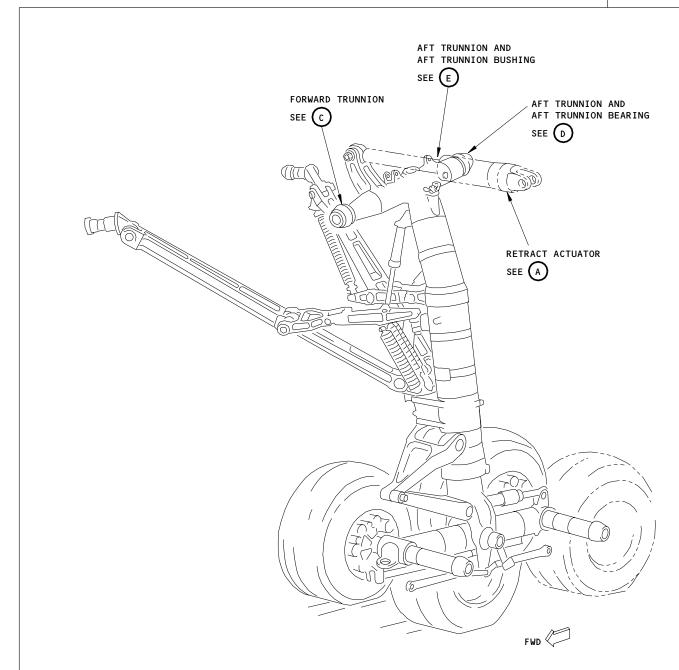
MECH INSP WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (1) Remove the door locks and close the doors (AMM 32-00-15/201). **EFFECTIVITY** LUBRICATE LEFT MAIN GEAR AFT TRUNNION BUSHING 12-21-14-3R | 12-024-09-1 PAGE 3 OF 5 APR 22/06

12-024-09-1

AIRLINE CARD NO.

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LEFT MAIN LANDING GEAR

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 1)

LUBRICATE LEFT MAIN GEAR AFT TRUNNION BUSHING

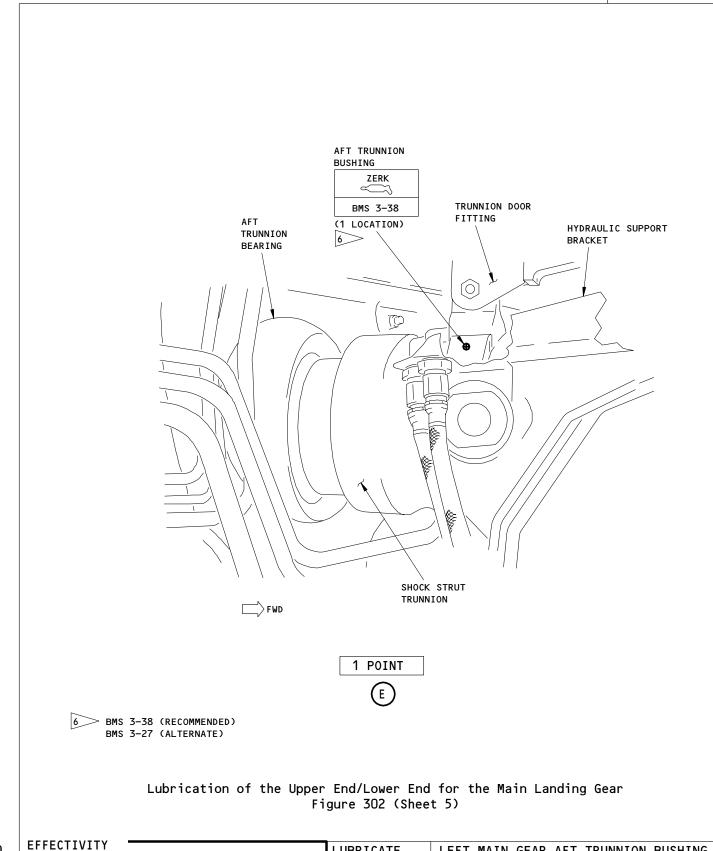
12-21-14-3R 12-024-09-1 PAGE 4 OF 5 APR 22/05

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LEFT MAIN GEAR AFT TRUNNION BUSHING

PAGE 5 OF 5 APR 22/05

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BOEING CARD NO. 12-024-09-2

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WORK AREA RELATED TASK INTERVAL SKILL PHASE REVISION 014 AUG 22/06 AIRPL R MAIN GEAR 00180 DYS 10303 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE LUBRICATE R MAIN GEAR AFT TRUNNION BUSHING

ZONES ACCESS PANELS

651

MECH INSP

651MT

12-21-14-3R

MPD ITEM NUMBER

NOTE

AIRPLANE NOTE: NOT APPLICABLE TO AIRPLANES WHICH HAVE

LUBRICATE THE RIGHT MAIN GEAR AFT TRUNNION BUSHING.

PLUGGED THE AFT TRUNNION LUBRICATION FITTING PER SERVICE LETTER 767-SL-32-067 (REMOVES LUBE FITTING AND INSTALLS RIVET) THIS TASK IS APPLICABLE TO ALL AIRPLANE

MODELS EXCEPT THE 767-400ER.

- <u>Lubricate the Aft Trunnion Bushing on the Main Landing Gear</u> (Fig. 302)
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) G50136 Corrosion Inhibiting Compound BMS 3-38 (Recommended)
 - (2) COO913 Corrosion Inhibiting Compound BMS 3-27 (Alternate)

NOTE: Desoto 823E508 (Titanine JC5A) is not an acceptable BMS 3-27 product (SB 767-32A0148).

- References
 - (1) AMM 06-44-00/201, Access Door and Panels
 - (2) AMM 32-00-15/201, Landing Gear Door Locks
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
- Prepare to Lubricate the Aft Trunnion Bushing on the Main Landing Gear.

EFFECTIVITY LUBRICATE R MAIN GEAR AFT TRUNNION BUSHING 12-21-14-3R 12-024-09-2 PAGE 1 OF 5 AUG 22/06

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AIRLINE CARD NO.

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SAS BOEING TASK CARD

MECH INSP

MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE GEAR. WARNING:

WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(1) Make sure the downlocks are installed on the nose and main landing

gear (AMM 32-00-20/201).

OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING:

OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE

INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.

(2) Open the doors for the landing gear and install the door locks

(AMM 32-00-15/201).

Lubricate the Aft Trunnion Bushing on the Main Landing Gear (Fig. 302)

DO NOT USE A PRESSURE OF MORE THAN 2500 PSI WHEN YOU LUBRICATE CAUTION:

THE MAIN LANDING GEAR. A PRESSURE OF MORE THAN 2500 PSI CAN

CAUSE THE LUBRICATION FITTING TO BLOW OFF.

(1) If the lubrication fitting blows off, do the steps that follow:

(a) Make sure there is not a blockage or unwanted material in the

lubrication path.

(b) Install a new lubrication fitting.

BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE CAUTION:

LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE

FITTING.

(2) Lubricate the aft trunnion bushing of the main landing gear.

You must use BMS 3-38 (Recommended) or BMS 3-27 (Alternate) NOTE:

Corrosion Inhibiting Compound to lubricate the aft trunnion

bushing (Fig. 302).

F. Put the Airplane Back to Its Usual Condition.

EFFECTIVITY

LUBRICATE

R MAIN GEAR AFT TRUNNION BUSHING

12-21-14-3R | 12-024-09-2 PAGE 2 OF 5 AUG 22/06

12-024-09-2

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		WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	
		(1) Remove the door locks and close the doors (AMM 32-00-15/201).	
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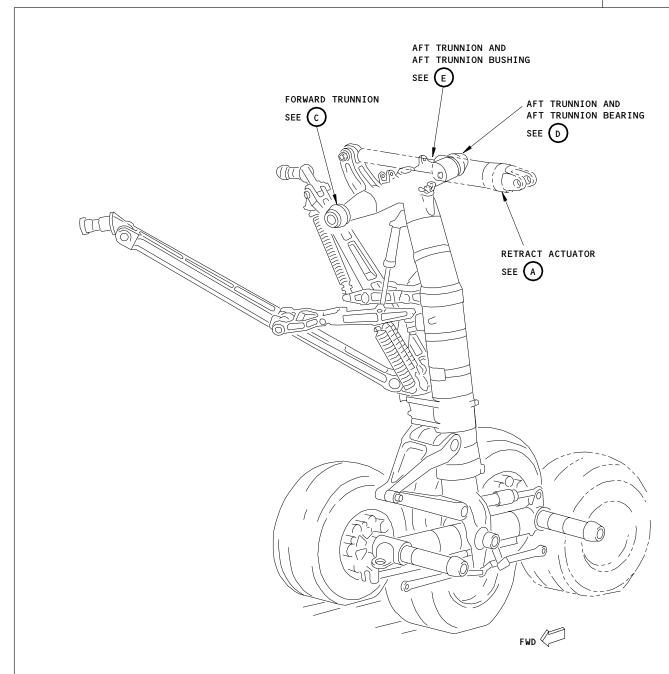
12-21-14-3R | 12-024-09-2 PAGE 3 OF 5 APR 22/06

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AIRLINE CARD NO.

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LEFT MAIN LANDING GEAR

Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 1)

LUBRICATE R MAIN GEAR AFT TRUNNION BUSHING

12-21-14-3R 12-024-09-2 PAGE 4 OF 5 APR 22/05

12-024-09-2

AIRLINE CARD NO.

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AFT TRUNNION BUSHING ZERK BMS 3-38 TRUNNION DOOR **FITTING** AFT (1 LOCATION) HYDRAULIC SUPPORT TRUNNION **BRACKET** BEARING (SHOCK STRUT TRUNNION <u>_</u>>FWD 1 POINT > BMS 3-38 (RECOMMENDED) BMS 3-27 (ALTERNATE) Lubrication of the Upper End/Lower End for the Main Landing Gear Figure 302 (Sheet 5)

LUBRICATE

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12-21-14-3R

R MAIN GEAR AFT TRUNNION BUSHING

PAGE 5 OF 5 APR 22/05

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EFFECTIVITY

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BOEING CARD NO.
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AIRLINE CARD NO.

TASK CARD

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TAS	K		TITLE		STRUCTURAL ILLUSTRATION RE	EFERENCE	AF	PLICABI	LITY

LUBRICATE L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE NOTE ALL

ZONES ACCESS PANELS

143 551 732 732

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE MAIN GEAR DOOR, DOOR ACTUATOR AND
MECHANISM INCLUDING DOOR UPLOCK ROLLER BEARING.
CHECK DOOR ROLLER BEARINGS FOR FREEDOM OF ROTATION.
12-21-15-3A
12-21-15-3B
12-21-15-3B
12-21-15-3B

2. LUBRICATE THE MAIN GEAR DOOR UPLOCK HOOK BEARING. 12-21-15-3B

CHECK FOR FREEDOM OF MOVEMENT.

3. LUBRICATE THE MAIN GEAR TRUNNION DOOR LINKAGE. 12-21-15-3C

4. LUBRICATE THE MAIN GEAR DRAG BRACE DOOR LINKAGE. 12-21-15-3D

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- 1. Lubricate the Doors and the Actuating Mechanisms of the Main Landing Gear
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - C. References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Doors and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

LUBRICATE L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A 12-025-C1-1 PAGE 1 OF 7 APR 22/08

12-025-C1-1

AIRLINE CARD NO.



MECH INSP

WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS

OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR

DAMAGE TO EQUIPMENT.

(2) Open the doors for the landing gear and install the door locks

(AMM 32-00-15/201).

E. Lubricate the Doors and the Actuating Mechanism (Fig. 301).

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE

LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE

FITTING.

(1) Lubricate the doors and the actuating mechanisms.

F. Put The Airplane Back to Its Usual Condition.

OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN WARNING:

AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO

EQUIPMENT.

(1) Remove the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A

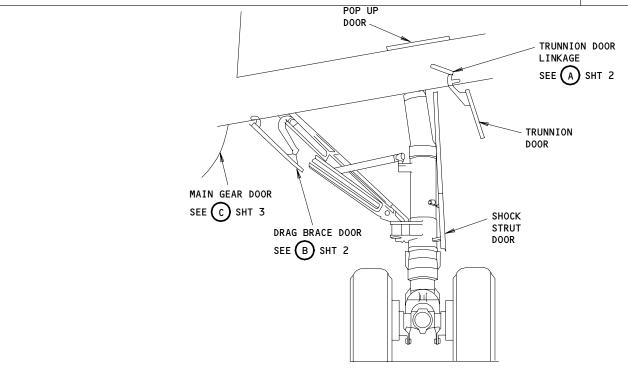
12-025-C1-1 PAGE 2 OF 7 AUG 22/99

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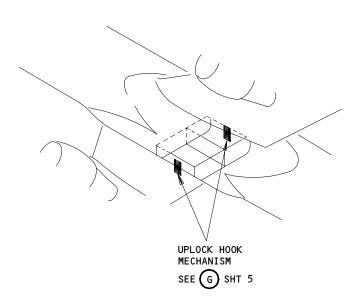
AIRLINE CARD NO.

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THE LEFT MAIN LANDING GEAR AND DOORS ARE SHOWN (VIEW IN THE AFT DIRECTION)



Lubrication for the Doors and Actuating Mechanisms of the Main Landing Gear Figure 301 (Sheet 1)

LUBRICATE L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

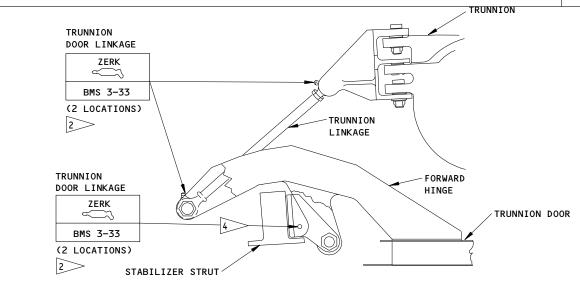
12-21-15-3A 12-025-C1-1 PAGE 3 OF 7 AUG 10/90

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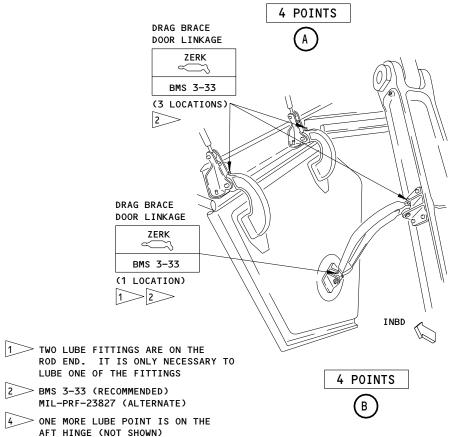
AIRLINE CARD NO.

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THE TRUNNION DOOR IS SHOWN CLOSED



Lubrication for the Doors and Actuating Mechanisms of the Main Landing Gear Figure 301 (Sheet 2)

LUBRICATE L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A 12-025-C1-1 PAGE 4 OF 7 AUG 22/05

12-025-C1-1

AIRLINE CARD NO.

SAS



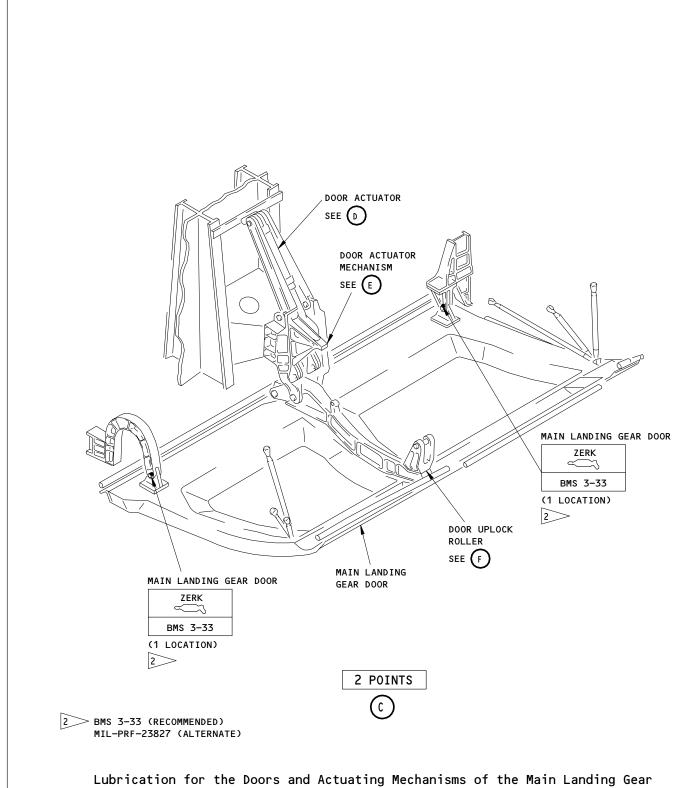


Figure 301 (Sheet 3)

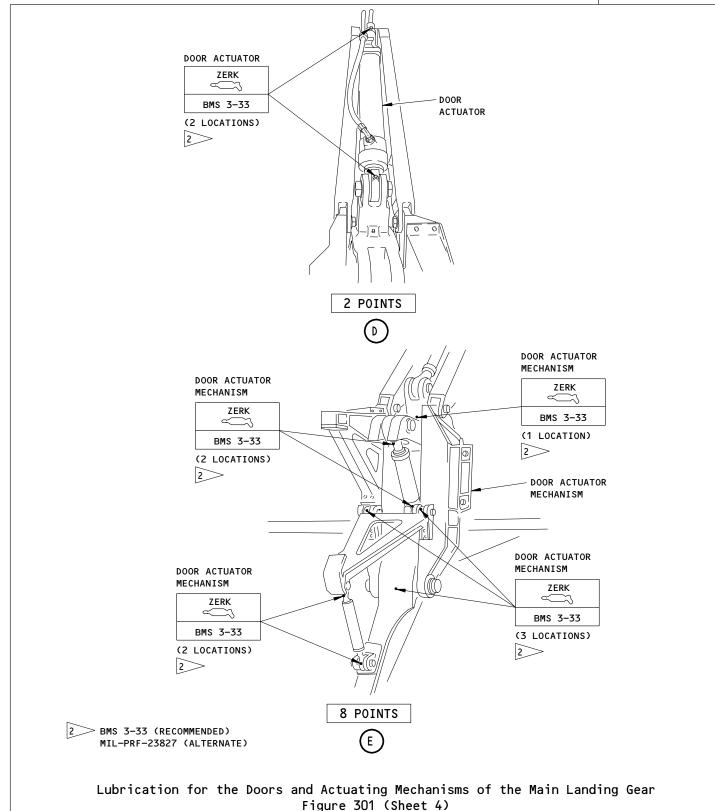
EFFECTIVITY LUBRICATE L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE 12-21-15-3A 12-025-C1-1 PAGE 5 OF 7 AUG 22/03

AIRLINE CARD NO.

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EFFECTIVITY

LUBRICATE

L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A

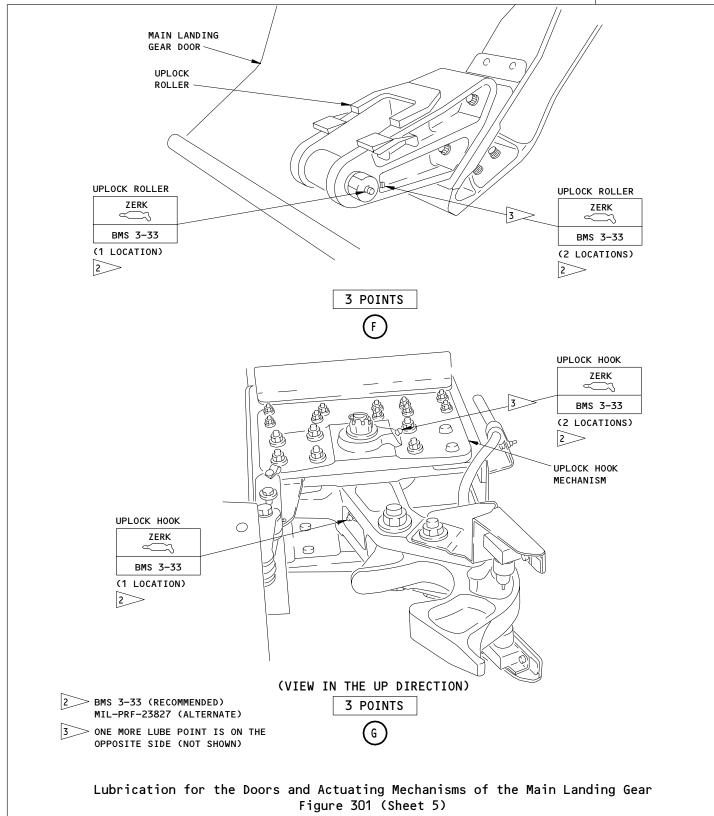
12-025-c1-1 PAGE 6 OF 7 AUG 22/03

12-025-C1-1

AIRLINE CARD NO.

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LUBRICATE

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12-21-15-3A

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L MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

PAGE 7 OF 7 AUG 22/03

EFFECTIVITY

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BOEING CARD NO.

12-025-C1-2

AIRLINE CARD NO.

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TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE
APPLICABILITY
AIRPLANE ENGINE

INTERVAL

LUBRICATE R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE NOTE ALL

ZONES ACCESS PANELS

144 651 742 742

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE MAIN GEAR DOOR, DOOR ACTUATOR AND
MECHANISM INCLUDING DOOR UPLOCK ROLLER BEARING.
CHECK DOOR ROLLER BEARINGS FOR FREEDOM OF ROTATION.
12-21-15-3A
12-21-15-3B
12-21-15-3B
12-21-15-3C
12-21-15-3D

2. LUBRICATE THE MAIN GEAR DOOR UPLOCK HOOK BEARING. 12-21-15-3B CHECK FOR FREEDOM OF MOVEMENT.

3. LUBRICATE THE MAIN GEAR TRUNNION DOOR LINKAGE. 12-21-15-3C

4. LUBRICATE THE MAIN GEAR DRAG BRACE DOOR LINKAGE. 12-21-15-3D

AIRPLANE NOTE: THIS TASK IS APPLICABLE TO ALL AIRPLANE MODELS EXCEPT THE 767-400ER.

- 1. Lubricate the Doors and the Actuating Mechanisms of the Main Landing Gear
 - A. Equipment
 - (1) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Recommended)
 - (2) D00013 Grease MIL-PRF-23827 (Alternative)
 - C. References
 - (1) AMM 32-00-15/201, Landing Gear Door Locks
 - (2) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Doors and the Actuating Mechanisms.
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).

LUBRICATE R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A 12-025-C1-2 PAGE 1 OF 7 APR 22/08

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AIRLINE CARD NO.

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			WARNING:	OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
				the doors for the landing gear and install the door locks $32-00-15/201$).
		Ε.	Lubricate	the Doors and the Actuating Mechanism (Fig. 301).
			<u>CAUTION</u> :	BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. THE GREASE GUN CAN CAUSE DAMAGE TO THE FITTING.
			(1) Lubr	icate the doors and the actuating mechanisms.
		F.	Put The A	irplane Back to Its Usual Condition.
			WARNING:	OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(1) Remov	ve the door locks and close the doors (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

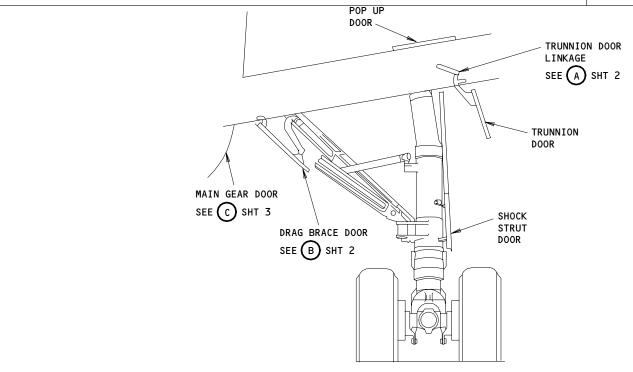
12-21-15-3A | 12-025-C1-2 PAGE 2 OF 7 AUG 22/99

12-025-C1-2

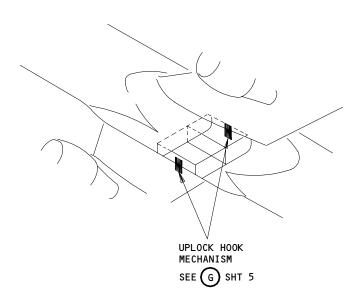
AIRLINE CARD NO.

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THE LEFT MAIN LANDING GEAR AND DOORS ARE SHOWN (VIEW IN THE AFT DIRECTION)



Lubrication for the Doors and Actuating Mechanisms of the Main Landing Gear Figure 301 (Sheet 1)

LUBRICATE R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

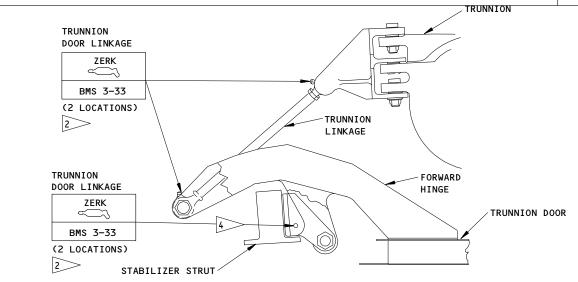
12-21-15-3A 12-025-C1-2 PAGE 3 OF 7 AUG 10/90

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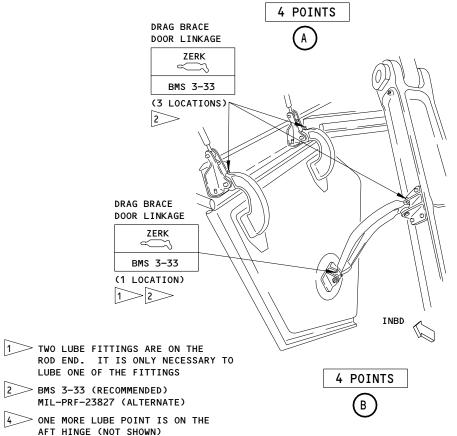
AIRLINE CARD NO.

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THE TRUNNION DOOR IS SHOWN CLOSED



Lubrication for the Doors and Actuating Mechanisms of the Main Landing Gear Figure 301 (Sheet 2)

LUBRICATE R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

12-21-15-3A 12-025-C1-2 PAGE 4 OF 7 AUG 22/05

12-025-C1-2

AIRLINE CARD NO.

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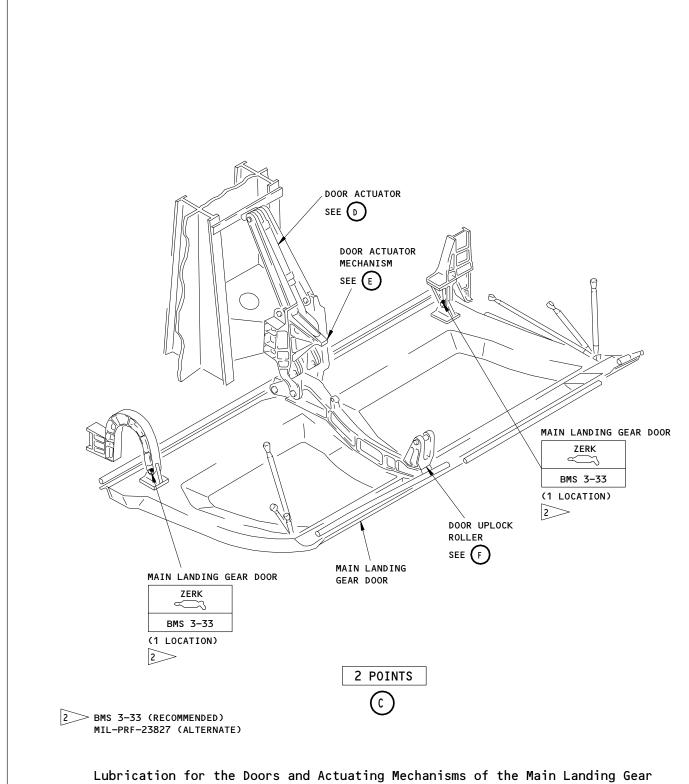


Figure 301 (Sheet 3)

EFFECTIVITY LUBRICATE R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE 12-21-15-3A 12-025-c1-2 PAGE 5 OF 7 AUG 22/03

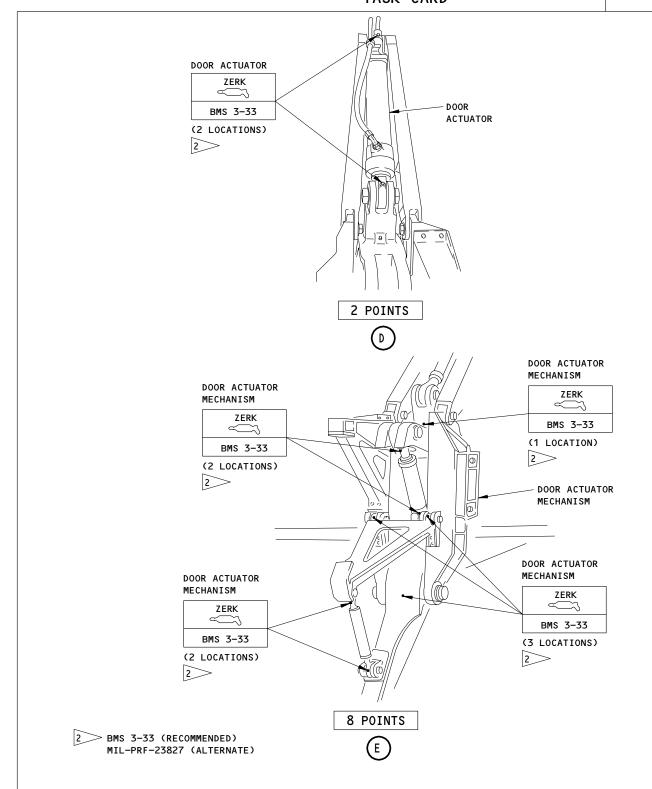
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Lubrication for the Doors and Actuating Mechanisms of the Main Landing Gear Figure 301 (Sheet 4)

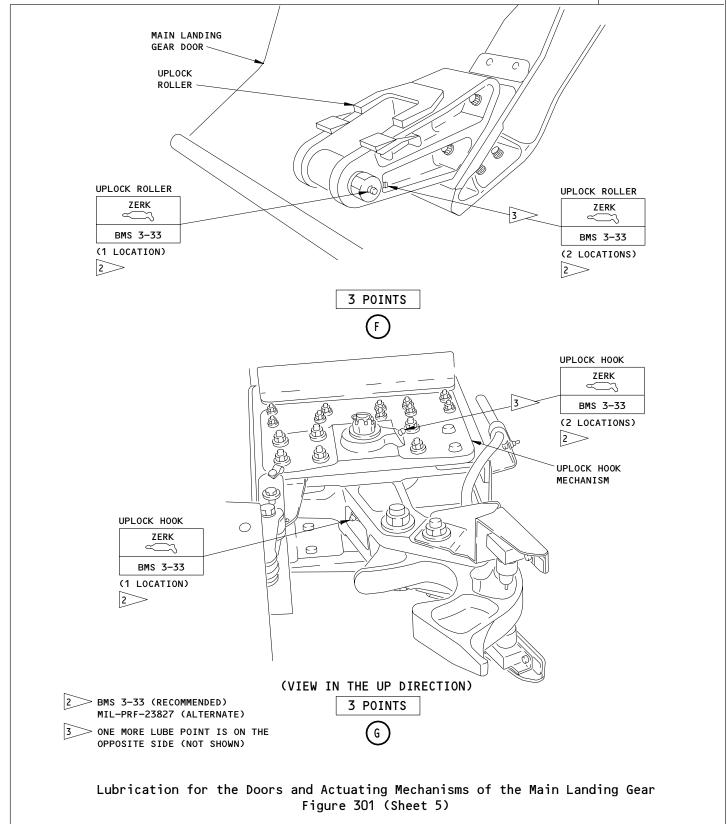
EFFECTIVITY R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE LUBRICATE 12-21-15-3A 12-025-c1-2 PAGE 6 OF 7 AUG 22/03

12-025-C1-2

AIRLINE CARD NO.

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12-21-15-3A

12-025-c1-2

R MAIN GEAR DOOR/ROLLER/HOOK/LINKAGE

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EFFECTIVITY

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ENTRY/SERVICE DOORS.

12-21-18-3B

AIRPLANE NOTE: APPLICABLE TO FOUR-DOOR CONFIGURATION.

2. LUBRICATE THE ENTRY/SERVICE DOOR ROLLER TRACKS.

ACCESS NOTE: SPECIAL ACCESS 2222 REQUIRES REMOVAL OF

THE CEILING PANELS TO GAIN ACCESS TO THE

UPPER TROLLEY TRACKS.

- 1. <u>Door Lubrication</u> (Fig. 301)
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - (3) D00015 Grease BMS 3-24 (Alternate)
 - (4) D00189 Lubricant Silicone Based, Dow Corning 111
 - (5) D00650 Lubricant High Vacuum Grease, Dow Corning 976V
 - References
 - (1) AMM 25-22-03/401, Moveable Ceiling Panels
 - AMM 25-66-03/401, Entry/Service Door Escape System Deployment Mechanism
 - Procedure
 - (1) Remove the moveable ceiling panel (AMM 25-22-03/401).

EFFECTIVITY	LUBRICATE	ENTRY/SERVICE	DOORS		
	12-21-18-3A	12-026-c1	PAGE	1 OF	6 AUG 22/09
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AIRLINE CARD NO.

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(2) Apply grease to the full length of the sliding surfaces on the floating roller guide assembly.

NOTE: The floating roller is on the left side, when you look outboard, of all of the entry/service doors.

- (3) Apply grease only to the door track and the trolley track surfaces that touch the rollers, and wipe almost dry with a clean cloth.
- (4) Apply grease to the latch roller bearings (Fig. 301).
- (5) If necessary, lubricate the girt bar carrier assembly as follows (Fig. 303):

<u>NOTE</u>: Lubrication of the girt bar carrier assembly is recommended to prevent it from moisture freezing.

- (a) Apply the Dow Corning 111 or 976V compound to the girt bar carrier bearings, inside the surface of bearing cavity, and to all surface of the lock arm shaft before you assemble the girt bar carrier (AMM 25-66-03/401).
- (b) Clean excess grease from assembled girt bar carrier and clean the drain holes.
- (6) Install the moveable ceiling panel (AMM 25-22-03/401).
- Handle Lubrication (Fig. 302)
 - A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - B. Procedure
 - (1) Apply a light film of grease to all surfaces of the moving pin before installation.

EFFECTIVITY

LUBRICATE

ENTRY/SERVICE DOORS

12-21-18-3A

12-026-c1

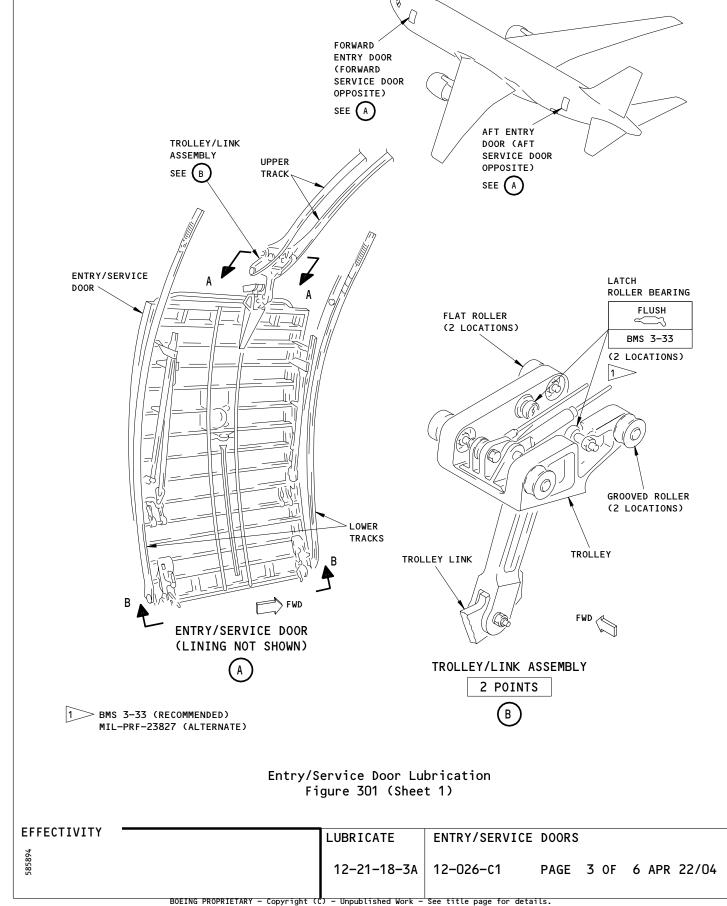
PAGE 2 OF 6 AUG 22/09

SAS



12-026-C1

AIRLINE CARD NO.

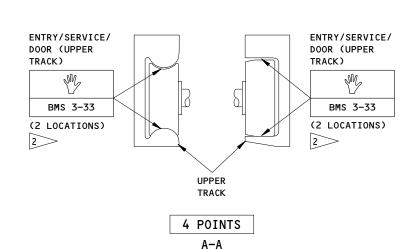


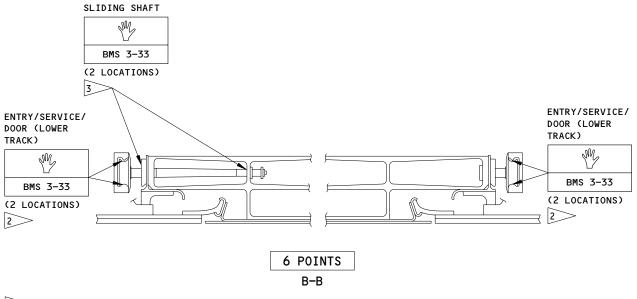
SAS



12-026-c1

AIRLINE CARD NO.





BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

BMS 3-33 (RECOMMENDED) BMS 3-24 (ALTERNATE)

Entry/Service Door Lubrication Figure 301 (Sheet 2)

LUBRICATE ENTRY/SERVICE DOORS

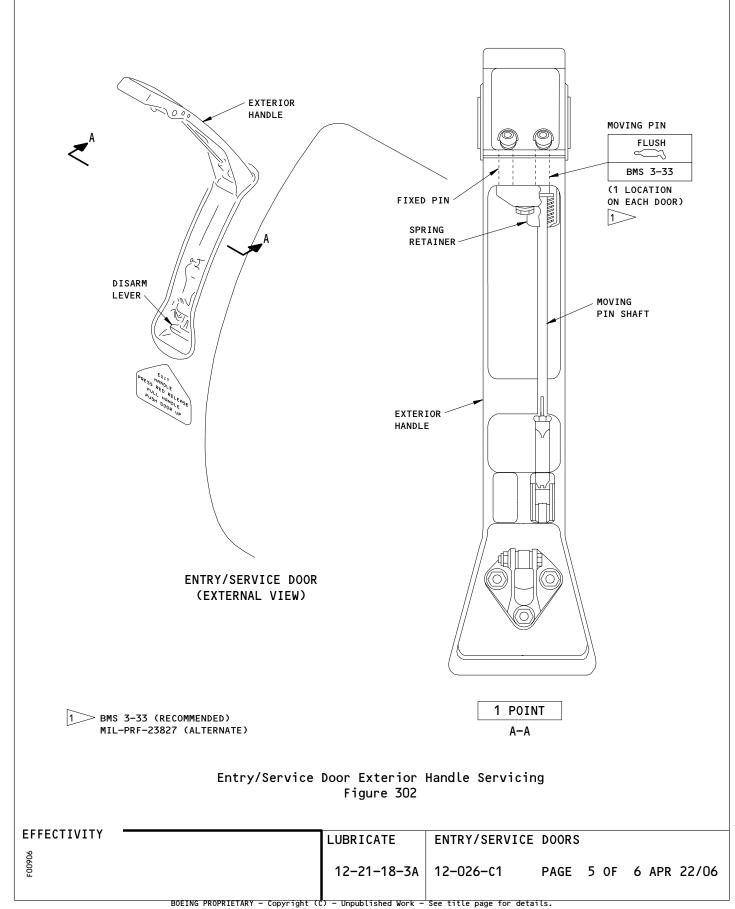
12-21-18-3A 12-026-C1 PAGE 4 OF 6 AUG 22/03

SAS



12-026-C1

AIRLINE CARD NO.

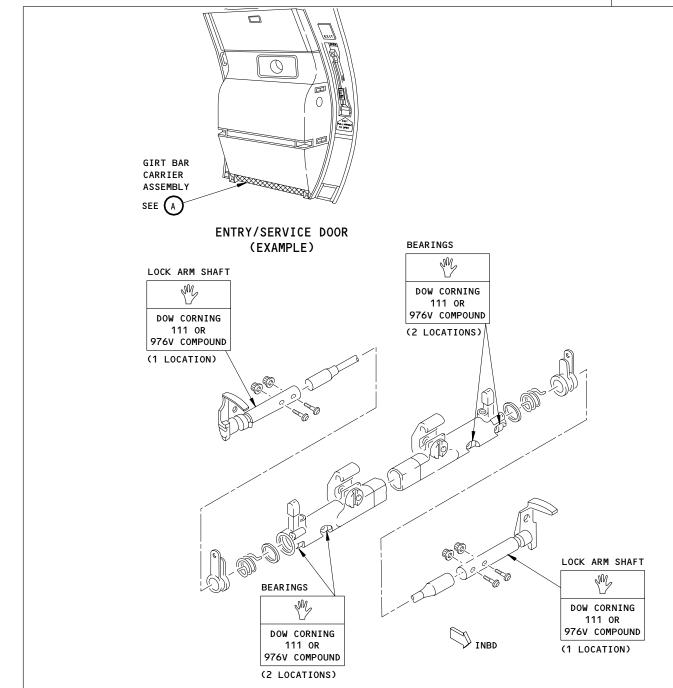


FOEING 767 TASK CARD

SAS

12-026-c1

AIRLINE CARD NO.



GIRT BAR CARRIER ASSEMBLY (DISARMED POSITION)

6 POINTS

Girt Bar Carrier Lubrication

EFFECTIVITY

LUBRICATE ENTRY/SERVICE DOORS

12-21-18-3A 12-026-C1 PAGE 6 OF 6 APR 22/06

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	STAT	TION				,							ING CARD	
	TAIL	. NO.	-				BO		VG			12-0	27-c1	
	DA	ATE.		SA	\S			767				AIRL	INE CAR	NO.
							TAS	SK CARD	•					
SKI	LL	WORK AF	REA	RELAT	ED TASK			INTERVAL			PHASE	MPD REV		K CARD /ISION
AIR		EMERG	DOORS				20				12424	007		22/08
	TASK IRDT <i>(</i>	CATE	OVED	WING ES		ITLE JATCH			STRUCTURAL ILL	USTRATION R	FERENCE	AP AIRPLAN	PPLICABIL E	ENGINE
	DIVI		OVER	WING LS	CALLI	IATCII						NOT	E	ALL
0.7		ZONES			070	0724	9/3	NOTE	ACCESS PANELS					
83	2 8	542			832	8321	842	NOTE						
MECH	INSP											N	MPD ITEM	NUMBER
	1													
						ING ESC	APE HAT	CH MECH	ANISM	12-2	1-20-3A			
		1		BEARING NOTE: A		OTSARMI	NG SYST	FM GAT	N ACCESS				1–20– 1–20–	
			00200					L HANDL						
		2 11	IRPTCA	TE THE	UNEDM.	TNG ESC	ADE HAT	CH MECH	ANISM	12-2	1_20_3B			
				NK ROLL		ING LSC	AL LIM	CII MECII	ANTON	12 2	1 20 36			
		7 11	IDDICA	TE TUE	OVEDIJ:	TNC ECC	. VDE 11V1	CU DDEC	SURE STOP	12_2	1_20_7¢			
								THIN CO.		12-2	1-20-30			
		W	ORKING	SURFAC	ES)	(2 HATC	HES PER	R AIRPLA	NE).					
		AIRPL	ANE NO	TE: AP	PLICAE	BLE TO	-200 PA	SSENGER	AIRPLANES	WITH	-			
				SI	NGLE (OVERWIN		E HATCH						
				ST	A 871	•								
		ACCES	S NOTE	: SPEC	IAL A	CCESS 8	321 REG	UIRES R	EMOVAL/		•			
									OVERWING					
				ESCA	PE HA	ICH LIN	IING/INS	SULATION	•					
		1. <u>Lu</u> l	bricat	e the O	verwir	ng Esca	pe Hato	h Mecha	<u>nism</u>					
		Α.	Cons	umable	Mater	ials								
			(1)	D00633	Greas	se – BM	1S 3-33	(Prefer	red)					
			(2)	D00013	Greas	se - MI	L-PRF-2	23827 (A	lternate)					
			(3)	D00014	Greas	se – MI	[L−G−211	64						
		В.	Refe	rences										
			(1)	AMM 52	-21-01	1/201,	0verwir	ng Escap	e Hatch					

EFFECTIVITY -	LUBRICATE OVERWING ESCAPE HATCH					
	12-21-20-3A	12-027-c1	PAGE 1 OF	3 DEC 22/08		

(2) AMM 52-21-02/201, Overwing Escape Hatch lining.

AIRLINE CARD NO.

12-027-c1

SAS BOEING TASK CARD

MECH INSP

C. Access

(1) Location Zones

832/842 Overwing Escape Hatch (Left/Right) 834/844 Overwing Escape Hatch (Left/Right)

D. Procedure

YOU MUST OBEY THE PROCEDURE TO REMOVE THE OVERWING ESCAPE WARNING: HATCH. IF YOU INCORRECTLY REMOVE THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

- (1) Remove the overwing escape hatch (AMM 52-21-01/201).
- (2) Remove the overwing escape hatch lining (AMM 52-21-02/201).
- (3) Lubricate the bellcrank rollers and the needle bearings (Fig. 301).
- (4) Lubricate the stop pins and the bearing plates (Fig. 301).
- (5) Install the overwing escape hatch lining (AMM 52-21-02/201).

WARNING: YOU MUST OBEY THE PROCEDURE TO INSTALL THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY INSTALL THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(6) Install the overwing escape hatch (AMM 52-21-01/201).

EFFECTIVITY

LUBRICATE

OVERWING ESCAPE HATCH

12-21-20-3A

12-027-c1

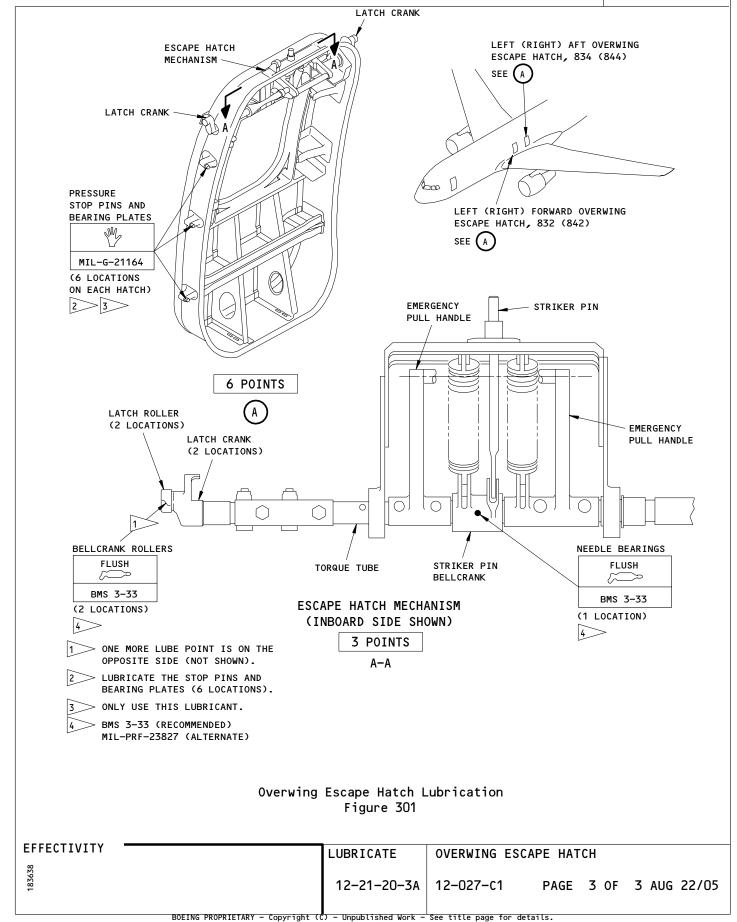
PAGE 2 OF 3 DEC 22/06

12-027-c1

AIRLINE CARD NO.

SAS

767 TASK CARD



SI	TATION										BOI	EING CARD N	NO.
TA	AIL NO.				BU	JEIA	IG				12-0	27-c3	
	DATE		SAS			767					AIR	LINE CARD	NO.
	DATE				TAS	SK CARD							
SKILL	WORK AR	EA	RELATED TASK			INTERVAL				PHASE	MPD REV	TASK REVI	
AIRPL		OORS			2C					12424	007	DEC 2	
	icate	OVEDUTI	NG ESCAPE	TITLE			STRUCTURA	L ILLUSTF	RATION R	EFERENCE	A AIRPLAI	NE PPLICABILI	TY ENGINE
LUBK	ICATE	OVERWII	NG ESCAPE	патсп							NOT	Έ	ALL
070	ZONES	0//	070	0704	07/	0/0	ACCESS PA		_				
832	834 842	2 844	832	8321	834	842	844	NOT	E				
MECH INS	p.											MPD ITEM N	UMBER
MECH INS													
			THE OVERW	ING ESC	CAPE HAT	CH MECH	ANISM		12-2	21-20-3A			
		EDLE BEA	ARINGS. TE: AFTER	DISARMI	ING SYST	TEM GATE	ACCES	S				:1-20-3 :1-20-3	_
		CLOO NO				L HANDLE					12 2	.1 20 3	,,,
	2	IDDICATE	THE OVERH	ITNC FC	SADE HAT	FOUL MEGU	NITCM		12.5	. 20 75			
			THE OVERW	ING ESC	APE HAI	ICH MECH/	AN I SM		12-2	21–20–3B			
			THE OVERW ARING PLAT					0P	12-2	21–20–3c			
			JRFACES)										
	A T D D L	NE NOTE	- ADDLTCA	DIE TO	DACCENC	CED AIDDI	ANEC			-			
	AIRPLA	ANE NOTE	: APPLICA WITH DU			SCAPE HA							
	ACCESS	S NOTE:	SPECIAL A										
			ESCAPE HA										
	1. <u>Luk</u>	oricate	the Overwi	ng Esca	ape Hato	ch Mechar	<u>nism</u>						
	Α.	Consum	able Mater	ials									
		(1) D	00633 Grea	se - BM	1S 3-33	(Prefer	red)						
		(2) D	00013 Grea	se - Ml	L-PRF-2	23827 (A	lternat	e)					
		(3) D	00014 Grea	ise - Ml	[L−G−211	164							
	В.	Refere	nces										
		(1) AI	MM 52-21-0	1/201,	Overwir	ng Escape	e Hatch						

EFFECTIVITY	LUBRICATE	OVERWING ESC	APE HATCH	
	12-21-20-3A	12-027-c3	PAGE 1 OF	3 DEC 22/08

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(2) AMM 52-21-02/201, Overwing Escape Hatch lining.

C. Access

12-027-c3

AIRLINE CARD NO.



MECH INSP

(1) Location Zones

832/842 Overwing Escape Hatch (Left/Right) 834/844 Overwing Escape Hatch (Left/Right)

D. Procedure

WARNING: YOU MUST OBEY THE PROCEDURE TO REMOVE THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY REMOVE THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

- (1) Remove the overwing escape hatch (AMM 52-21-01/201).
- (2) Remove the overwing escape hatch lining (AMM 52-21-02/201).
- (3) Lubricate the bellcrank rollers and the needle bearings (Fig. 301).
- (4) Lubricate the stop pins and the bearing plates (Fig. 301).
- (5) Install the overwing escape hatch lining (AMM 52-21-02/201).

WARNING: YOU MUST OBEY THE PROCEDURE TO INSTALL THE OVERWING ESCAPE HATCH. IF YOU INCORRECTLY INSTALL THE OVERWING ESCAPE HATCH, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE AND CAUSE INJURY OR DAMAGE.

(6) Install the overwing escape hatch (AMM 52-21-01/201).

EFFECTIVITY

LUBRICATE

OVERWING ESCAPE HATCH

12-21-20-3A

12-027-c3

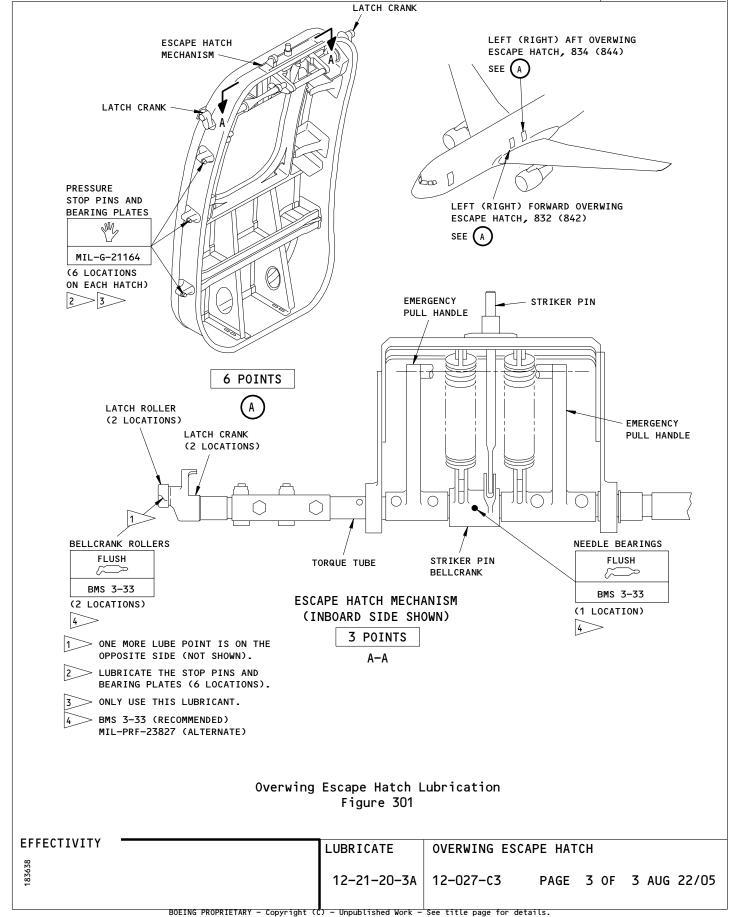
PAGE 2 OF 3 DEC 22/06

12-027-C3

AIRLINE CARD NO.

SAS

767 TASK CARD



	STAT	ION										BOE	ING CARE	NO.
	TAIL	NO.			(X	BA	EIA				12-0	28-C1	I
				S	AS Y			7 67				AIRI	LINE CAR	D NO.
	DA	TE					TAS	K CARD						
SKII	LL	WORK ARE	ΞA	REI	LATED TASK			INTERVAL			PHASE	MPD REV		SK CARD VISION
AIR		CARGO D	OORS				4C				14848	011	AUG	22/05
LU	TASK BRI(STD	AFT CA	TITLE ARGO DOOR		NISM		STRUCTURAL ILLUS	TRATION RE	FERENCE	AF AIRPLAN	PLICABII	LITY ENGINE
		,,,,,_	0.0	, . ,								NOT	Ε	ALL
		ZONES							ACCESS PANELS					
82	2				822 8	3221	NOTE							
MECH	INSP											ı	MPD ITEM	NUMBER
		1. LUB	RICAT	E THE	AFT CARGO	DOOR	LATCH	ROLLERS	S.	12-2	1-22-3A			
		_									_	12-2		
		2. LUB	RICAT	E THE	AFT CARGO	DOOR	HINGE	ASSEMBL	_Y .	12-2	1-22-3B			
		7 1110	DICAT	- TUE	AFT CARC	N DOOD	VENT	DOOD ME	CHANTOM	12.2		12-2	1-22-	-3V
					AFT CARGO POWER UN			DOOK ME	, UANT 91,1	12-2	1-22-3C			
		4. LUB	RICAT	E THE	AFT CARGO	DOOR	LIFT/	LATCH ME	ECHANISM.	12-2	1-22-3D			
											_			

ACCESS NOTE: SPECIAL ACCESS 8221 REQUIRES REMOVAL/
DISPLACEMENT OF THE AFT CARGO DOOR LINING/
INSULATION.

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH STANDARD

AFT CARGO DOOR.

LUBRICATE STD AFT CARGO DOOR MECHANISM

12-21-22-3A 12-028-C1 PAGE 1 OF 7 FEB 10/95

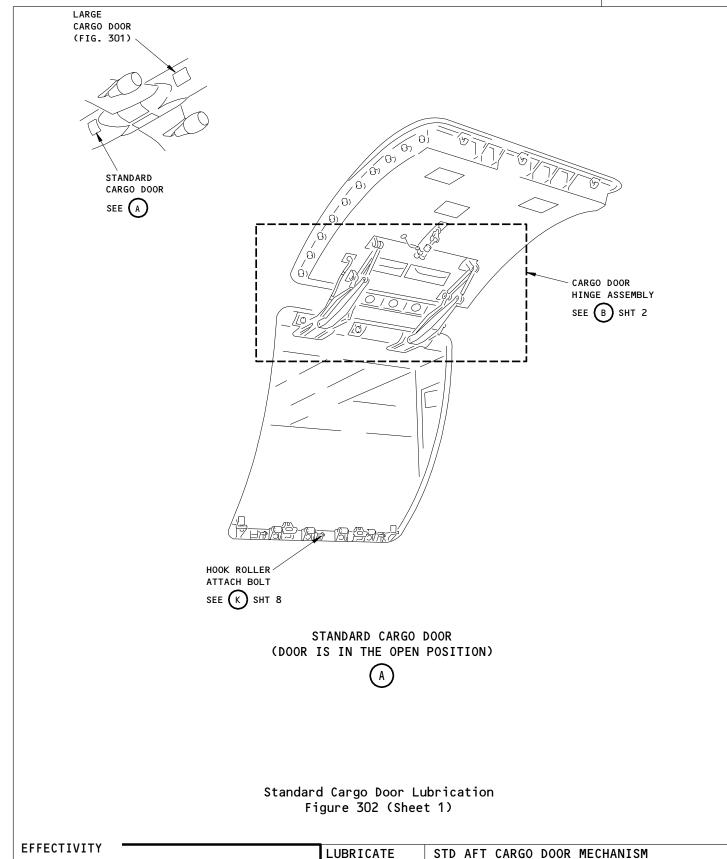
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AIRLINE CARD NO.

12-028-c1

SAS

BOEING 767 TASK CARD



12-21-22-3A

12-028-C1

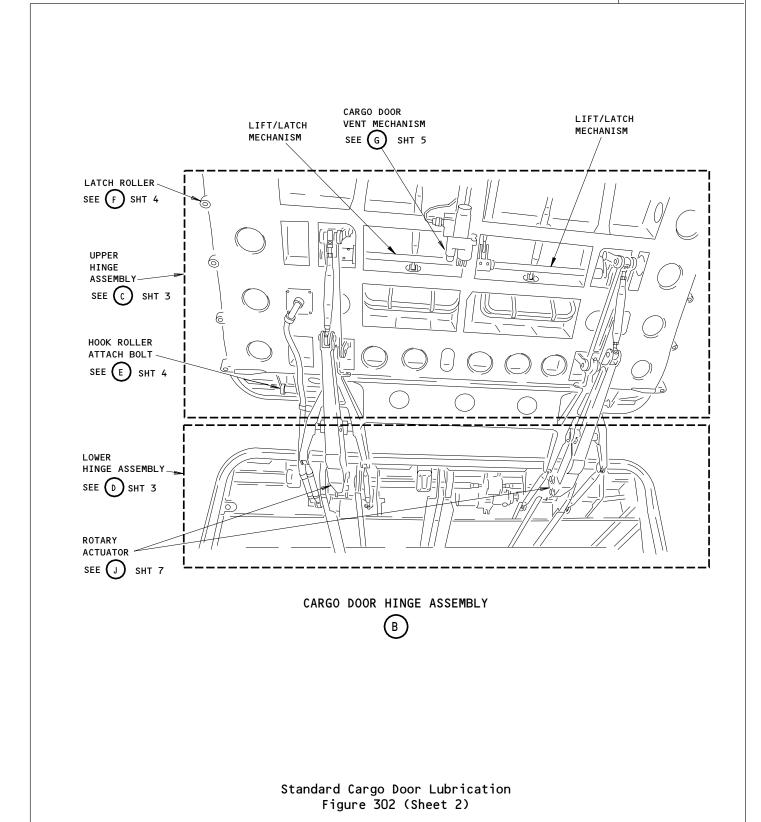
PAGE 2 OF 7 AUG 22/01

12-028-C1

AIRLINE CARD NO.

SAS





LUBRICATE

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12-21-22-3A

STD AFT CARGO DOOR MECHANISM

PAGE 3 OF 7 DEC 22/99

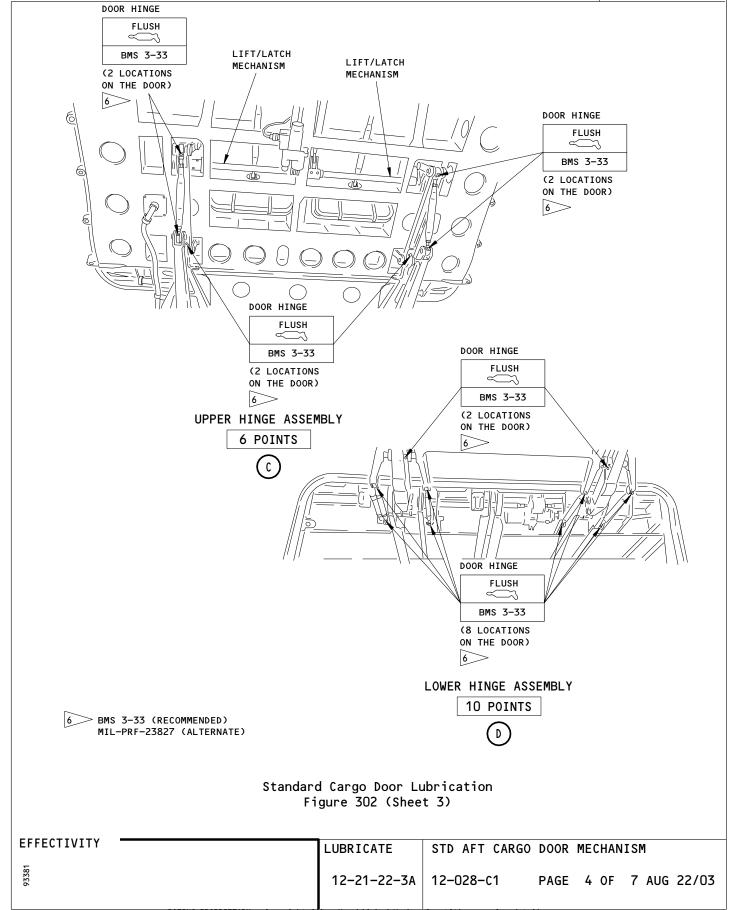
12-028-C1

12-028-c1

AIRLINE CARD NO.

SAS

767 TASK CARD

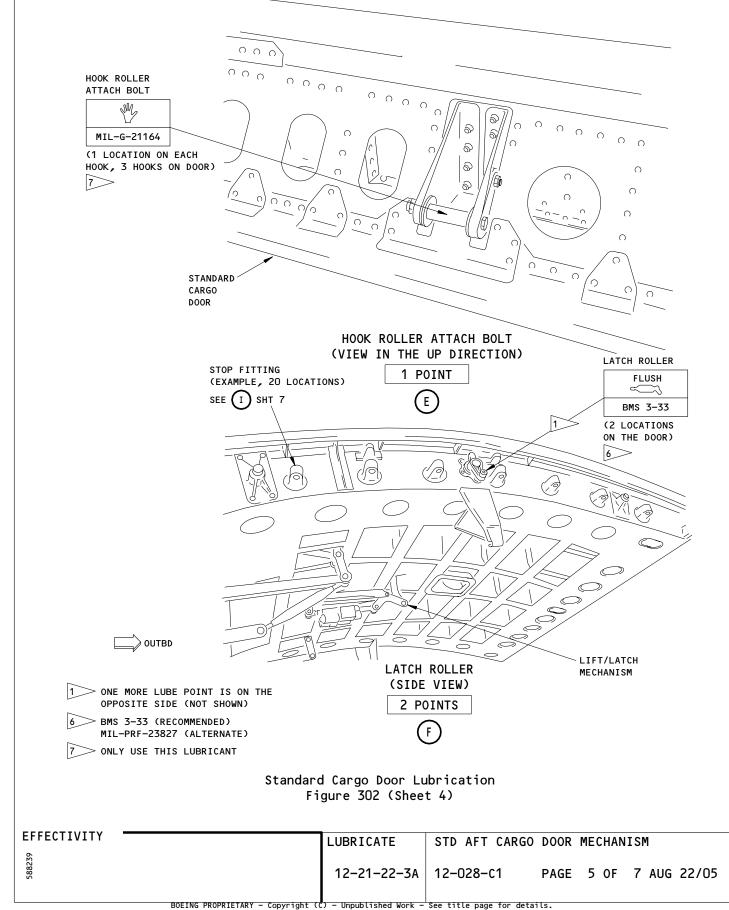


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12-028-c1

AIRLINE CARD NO.

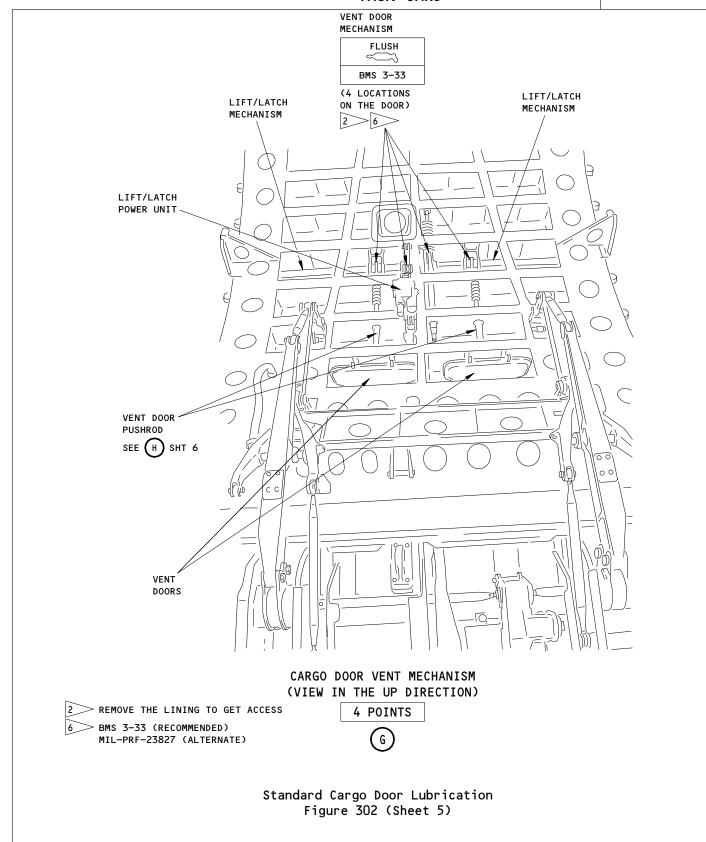


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12-028-c1

AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-22-3A

STD AFT CARGO DOOR MECHANISM

PAGE 6 OF 7 AUG 22/03

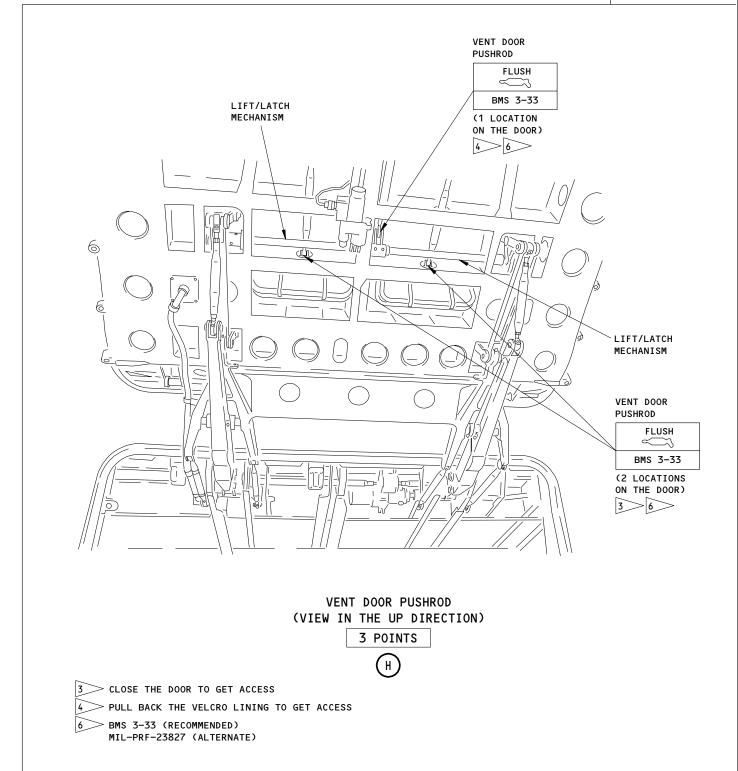
12-028-C1

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12-028-c1

AIRLINE CARD NO.



EFFECTIVITY

LUBRICATE

12-21-22-3A

Standard Cargo Door Lubrication Figure 302 (Sheet 6)

STD AFT CARGO DOOR MECHANISM

PAGE 7 OF 7 AUG 22/03

12-028-C1

			-											
	STAT	TION				_							EING CARD	NO.
	TAIL	. NO.		•			BL	DEIK	VG				28-c2	
	DA	ATE	-	SI	<i>SP</i>			767				AIR	LINE CARD	NO.
							TA	SK CARI)					
SKI	LL	WORK AR	EA	RELA	TED TASK			INTERVAL			PHASE	MPD REV		CARD ISION
AIR	PL	CARGO D	OORS				10		STRUCTURAL ILLUS		11212	011	AUG 2	
1.11	TASK IRRT <i>I</i>	CATE	ΔFT	CARGO I		TLE OPS &	HOOK F	OLLERS	STRUCTURAL ILLUS	SIRALION R	EFERENCE	AIRPLAN	PPLICABIL1 NE	ENGINE
		-	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	C/III C		01 0 Q	110010	COLLENG				NOT	Έ	ALL
82		ZONES			822	8221	NOTE	_	ACCESS PANELS					
02					OLL	0221	NOTE	-						
MECH	INSP			1								ı	MPD ITEM	NUMBER
									D BEARING SURFACES.)			12-2	:1-22-: :1-22-: :1-22-:	3K
			LUBRICATE THE AFT CARGO DOOR HOOK ROLLER ATTACH 12-21-22-3 BOLTS (UPPER AND LOWER SILLS).										. 1-22	OL.
		ACC	CESS N	OTE: RE	EMOVE A	TTACH	BOLTS	FOR LUBR	ICATION.					
			TE: Al	PPLICAE	BLE TO FION FI	AIRPL TTING	ANES WI		ORS. TORS WITH RPORATING	12-2	1-22-3L			
		ACCESS	S NOTE	DISF		NT OF		EQUIRES R T CARGO	EMOVAL/ DOOR LINING	/	•			
		AIRPLA	NE NO		PPLICAB T CARG			NES WITH	STANDARD		-			

EFFECTIVITY LUBRICATE AFT CARGO DOOR STOPS & HOOK ROLLERS

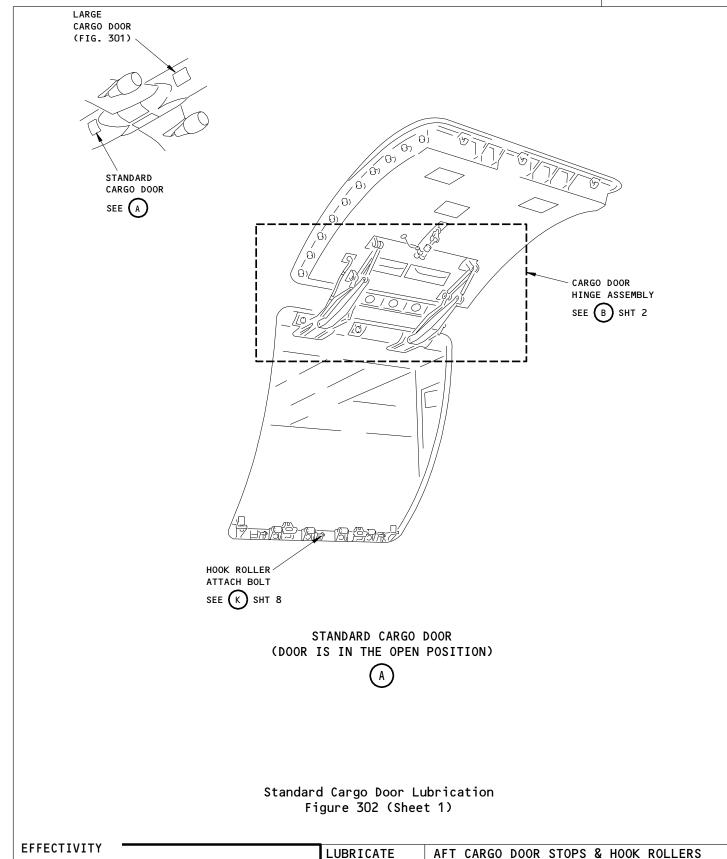
12-21-22-3E | 12-028-C2 | PAGE | 1 OF | 6 FEB | 10/95

12-028-C2

AIRLINE CARD NO.

SAS

767 TASK CARD



12-21-22-3E

12-028-c2

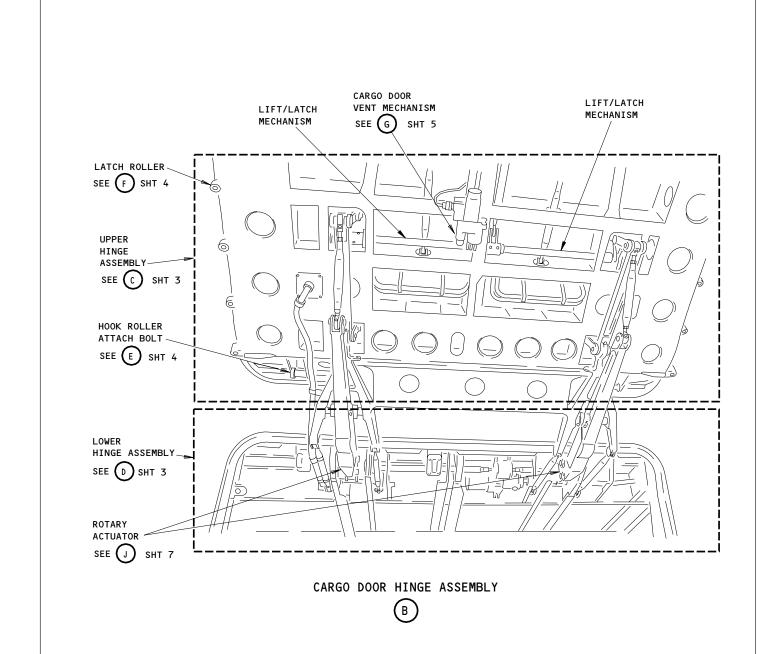
PAGE 2 OF 6 AUG 22/01

SAS

BOEING 767 TASK CARD

12-028-C2

AIRLINE CARD NO.



Standard Cargo Door Lubrication Figure 302 (Sheet 2)

EFFECTIVITY AFT CARGO DOOR STOPS & HOOK ROLLERS LUBRICATE 12-21-22-3E 12-028-C2 PAGE 3 OF 6 DEC 22/99

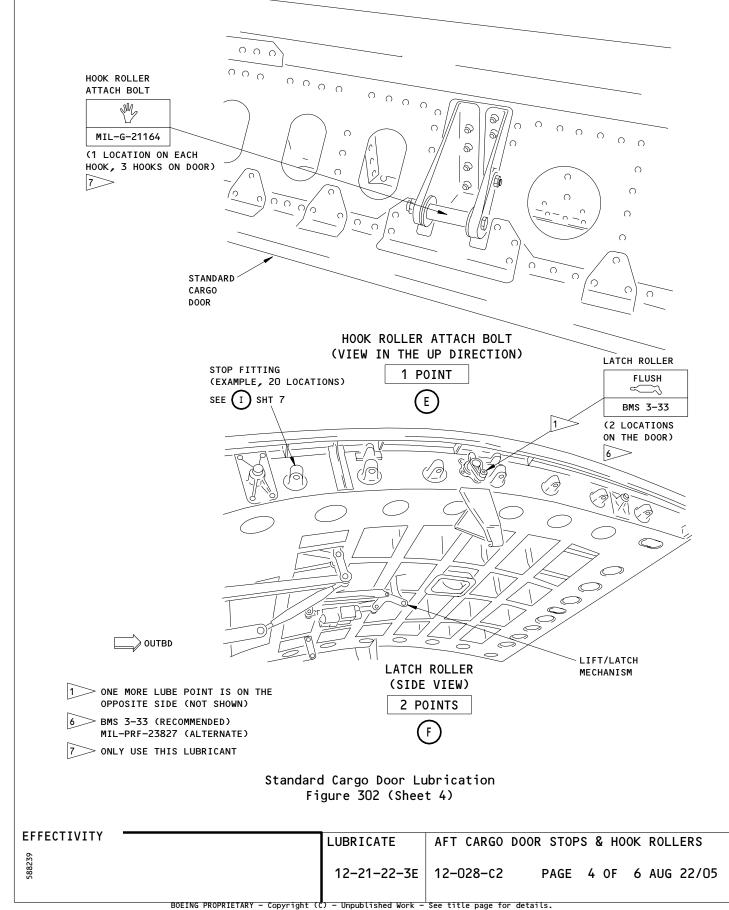
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12-028-C2

AIRLINE CARD NO.

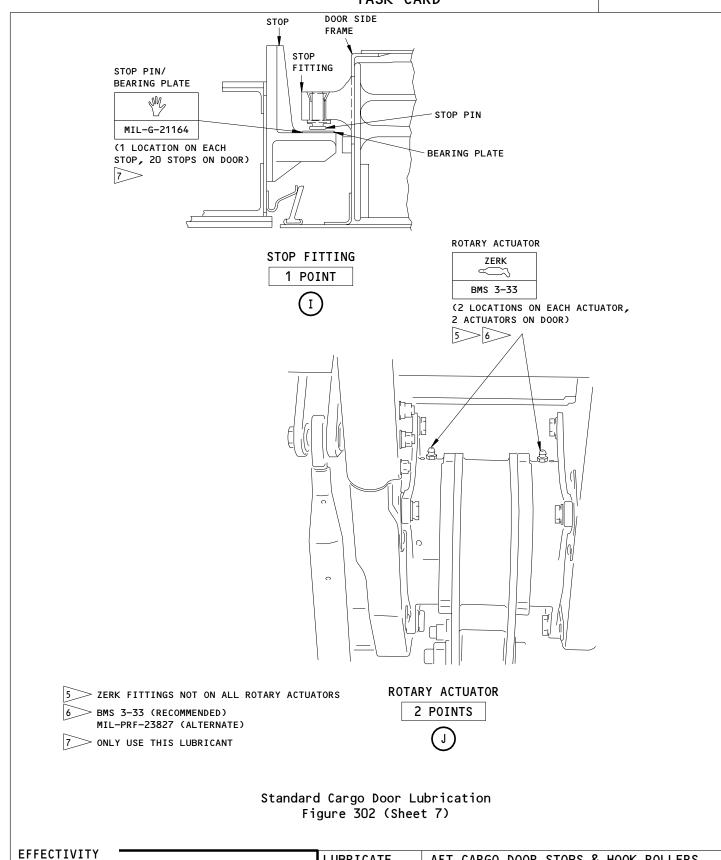


SAS

BOEING 767 TASK CARD

12-028-C2

AIRLINE CARD NO.



LUBRICATE

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12-21-22-3E

12-028-c2

AFT CARGO DOOR STOPS & HOOK ROLLERS

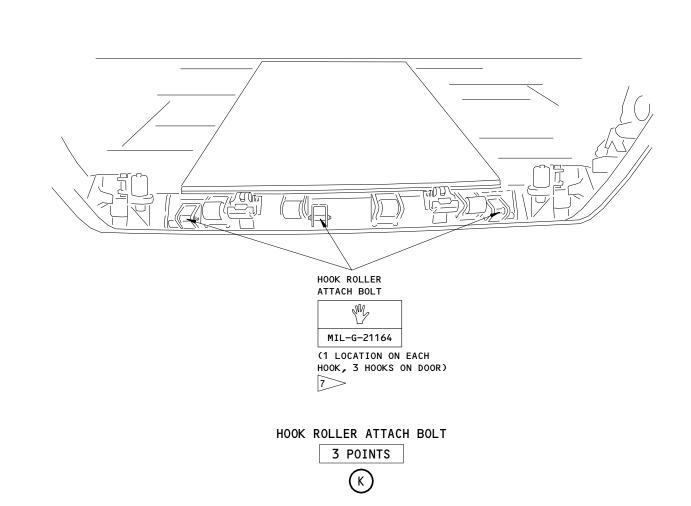
PAGE 5 OF 6 AUG 22/05

SAS

BOEING 767 TASK CARD

12-028-C2

AIRLINE CARD NO.



724133

EFFECTIVITY

7 ONLY USE THIS LUBRICANT

12-21-22-3E

12-028-c2

LUBRICATE

Standard Cargo Door Lubrication Figure 302 (Sheet 8)

AFT CARGO DOOR STOPS & HOOK ROLLERS

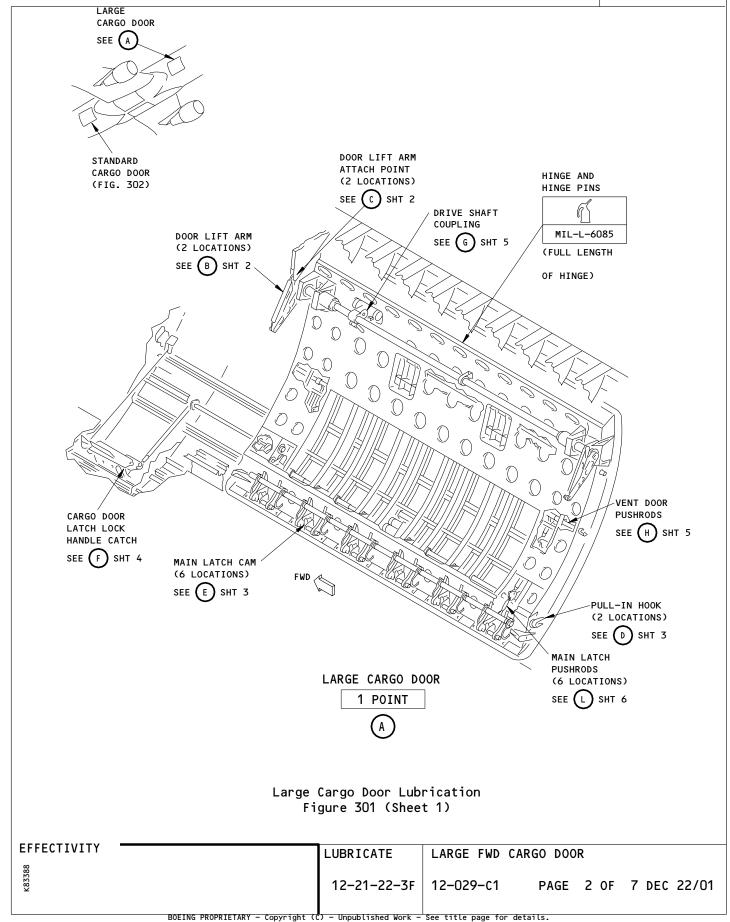
PAGE 6 OF 6 AUG 22/03

	STAT	ION										BOE	ING CARD NO.
	TAIL	NO.						EIN				12-0	29-c1
				S	AS	(V)		767			•	AIRL	INE CARD NO.
	DA	TE					TAS	K CARD					
SKII	LL	WORK AR	EA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIR		CARGO D	OORS				1 C				11212	014	APR 22/08
	TASK		LADCE	EUD		TITLE			STRUCTURAL ILLUST	TRATION R	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE
LU	BKI	CATE	LARGE	FWD	CARGO	DOOR						NOT	E ALL
00	4	ZONES			42/4	004			ACCESS PANELS				
82	1				124AI	R 821							
MECH	INSP											M	IPD ITEM NUMBER
	1												
		1. LUE	BRICATE	THE	LARGE	FWD C	ARGO DOOR	LIFT AR	MS.	12-2			
		2. LUE	BRICATE	1-22-3G	12-2								
				1-22-3I		1-22-3J							
		CAT	CH.								_		
			BRICATE JPLING.		SE FOR	WARD C	ARGO DOOR	DRIVE S	HAFT	12-2	1-22-3J		
					TDDI A	NEO 117	TIL 1 ADOE	FORMARA	CARCO ROOR		-		
		AIRPLA	NE NOI	E: /	AIRPLAI	NES WI	IH LARGE	FORWARD	CARGO DOOR.				

12-029-C1

AIRLINE CARD NO.

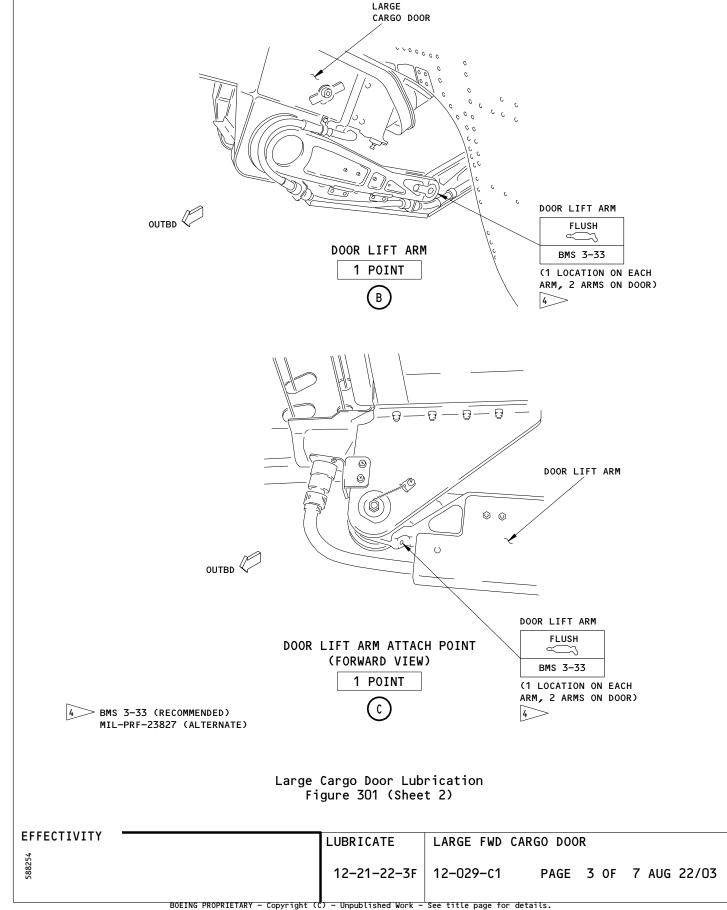




12-029-C1

AIRLINE CARD NO.

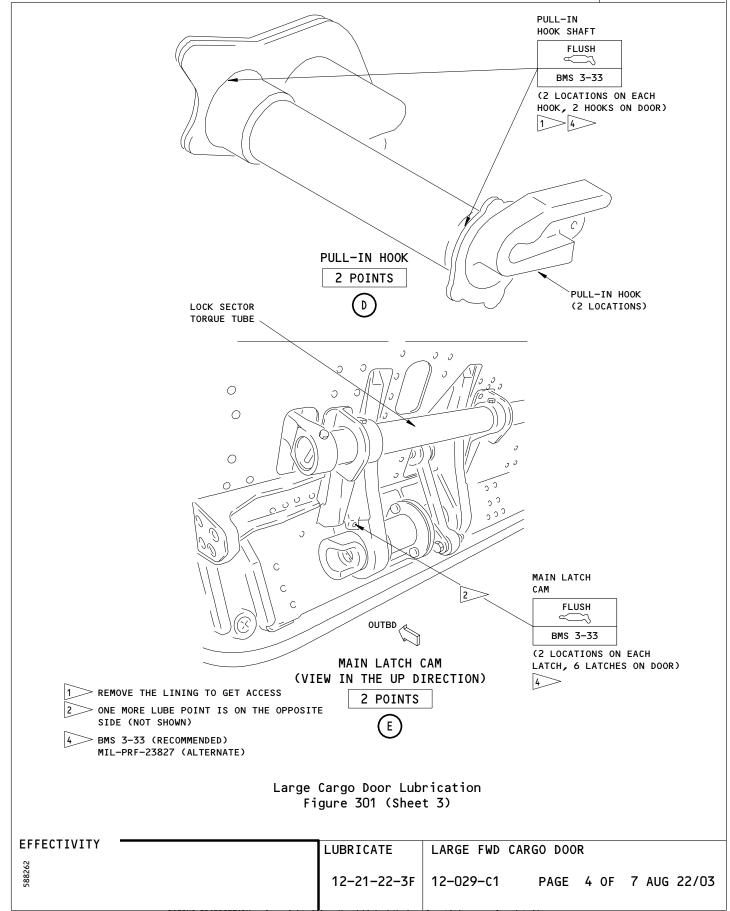




12-029-C1

AIRLINE CARD NO.



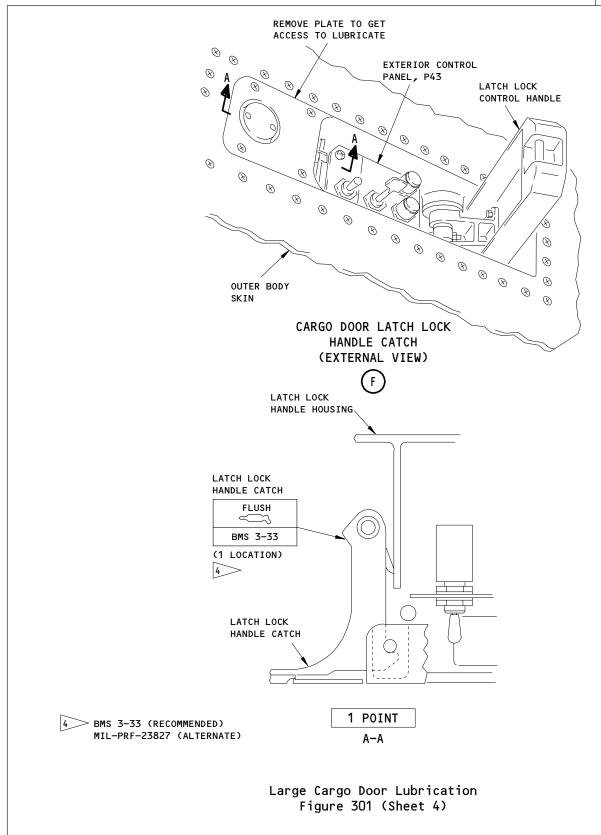


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12-029-c1

AIRLINE CARD NO.



LUBRICATE

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12-21-22-3F

LARGE FWD CARGO DOOR

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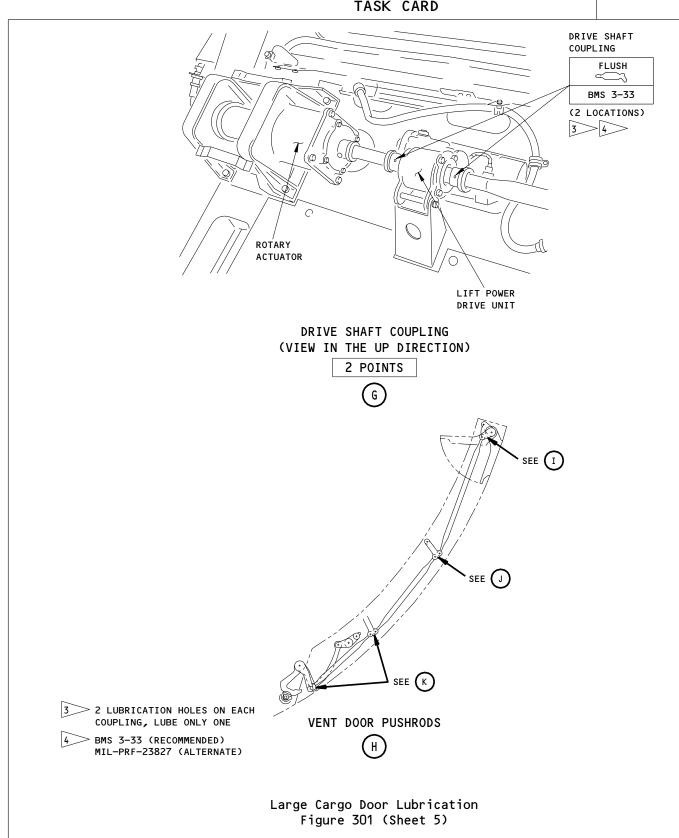
12-029-C1

12-029-C1

AIRLINE CARD NO.

SAS



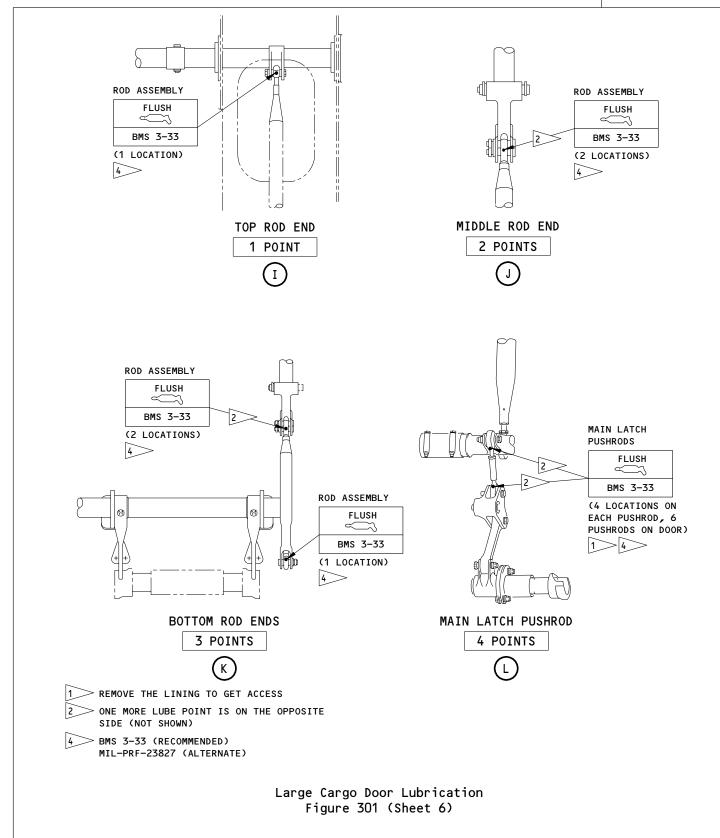


SAS

BOEING 767 TASK CARD

12-029-C1

AIRLINE CARD NO.



LUBRICATE

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12-21-22-3F

LARGE FWD CARGO DOOR

PAGE 7 OF 7 APR 22/08

12-029-C1

ST	TATION										BOE	ING CARD NO.
TA	AIL NO.	+				BO	EIA	Œ			12-0	29-c2
	DATE		S	AS	X		 767				AIRI	LINE CARD NO.
	DATE					TASE	CARD					
SKILL	WORK A	REA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
	CARGO	DOORS				1 C		0.70110.7110.41		11212	011	APR 22/08
	ICATE	I ARGE	CARG		ITLE OOK SHA	AFT AND \	/FNTS	STRUCTURAL ILLUS	SIRALION R	EFEKENCE	AIRPLAN	
2021			7					400500 DANELO			NOT	E ALL
821	ZONES			821	8211	NOTE		ACCESS PANELS				
021				021	0211	NOTE						
MECH INS	SP										ı	MPD ITEM NUMBER
			·	LADCE	CARCO	DOOD DUI		OK CHAFT	42.2	4 22 711	42.2	4 22 711
	1. L	OBRICAL	E IHE	LARGE	CARGO	DOOR PUL	T-IN HC	OK SHAFT.	12-2			1-22-3H 1-22-3P
	2. L	UBRICAT	E THE	VENT D	OOR PL	JSH RODS	AND ROD	ENDS.	12-2	1-22-3P		
	AIRPL	ANE NOT	E: A	PPLICAE	BLE TO	AIRPLANE	S WITH	LARGE		-		
				ORWARD								
	ACCES	S NOTE.	SPF	CTAL AC	rress 8	3211 REQU	ITRES RE	ΜΟναι /		-		
	ACCES	3 NOIL.						OOR LINING	/			
			INS	ULATION	٧.							

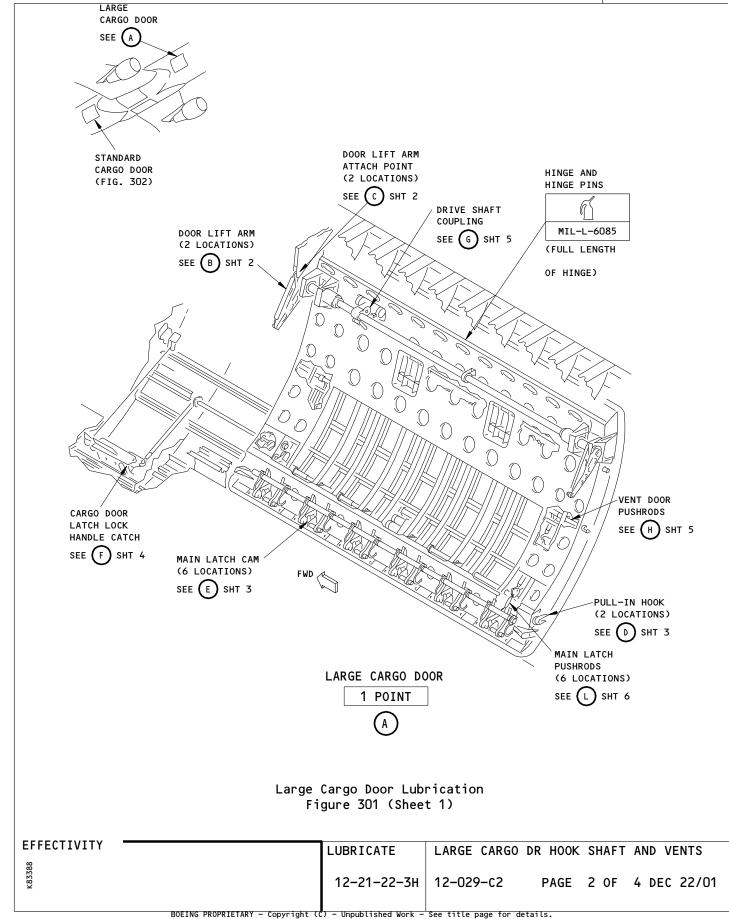
12-029-C2

AIRLINE CARD NO.

SAS

767 TASK CARD

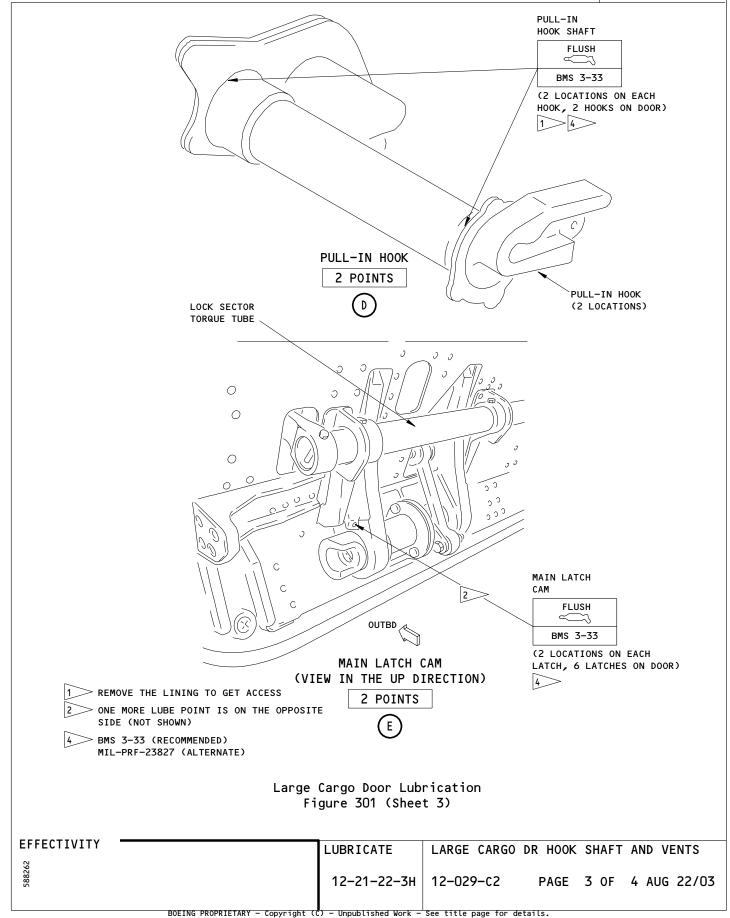
12-029-02



12-029-C2

AIRLINE CARD NO.



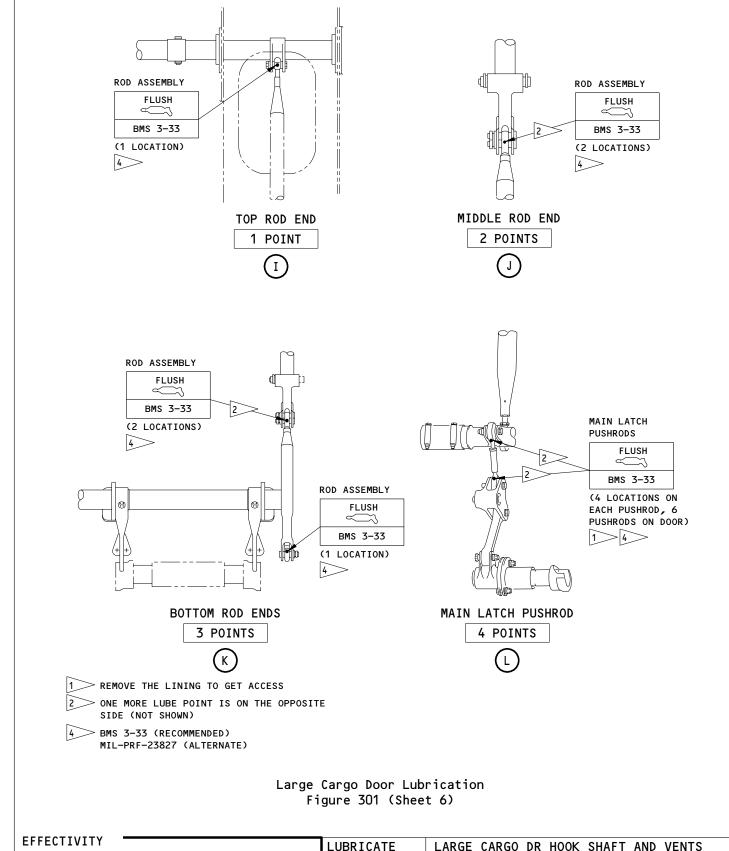


AIRLINE CARD NO.

12-029-C2

SAS

BOEING 767 TASK CARD



12-21-22-3H

12-029-C2

PAGE 4 OF 4 APR 22/08

	STAT	ION												BOE	ING CARD NO.	
	TAIL	NO.					0		OE					12-0	30-c1	
					S	AS	(C)		767					AIRI	INE CARD NO.	
	DA	TE			O	710		т	ΓASK (
SKIL	.L	WOF	RK AREA		REI	_ATED TASK				ITERVAL			PHASE	MPD	TASK CARD	
AIR	ы	CARG	iO DO	OPS				1	r				11212	006	DEC 22/0	17
VII	TASK			UK 3		Т	TTLE		<u> </u>		STRUCTURAL	ILLUSTRATION		AF	PLICABILITY	
LU	BRIC	CATE		BULK	CARGO	DR PRI	ES ST	TOP/LAT	CH ROL	LER				AIRPLAN	E ENGI	ΝE
														ALL	ALI	
	_	ZONES	•								ACCESS PAI	NELS				
81	1					811										
MECH	TNCD													ı	MPD ITEM NUMBER	-
несн	INSF	-														
		1_	LURR	TCAT	F THE	BULK C	ARGO	DOOR PI	RESSUR	F STO	P PINS	12-2	1-24-34	12-2	1-24-3A	
						_ATES.									1-24-3B	
			SURF	ACES).											
		2.	LUBR	ICAT	E THE	BULK C	ARG0	DOOR L	ATCH R	OLLER	S.	12-	21-24-3B	;		
			NOTE							AVE L	UBRICAT	ION FITT	INGS			
				NO	LUBR :	CATION	IS R	REQUIRE	D.							
		1.	Lubr	icat	e the	Bulk C	argo	Door S	top Pi	ns an	d Stop	<u>Pads</u> (Fi	g. 301)			
			Α.	Cons	umable	e Mater	ials									
				(1)	D0063	33 Grea	se -	BMS 3-	33 (Pr	eferr	ed)					
				(2)	D0001	14 Grea	se -	MIL-G-	21164	(Alte	rnate)					
				(3)	0pen	the bu	lk ca	argo do	or suf	ficie	ntly to	get acc	ess to t	he st	op pins	

(4) Apply a light layer of the grease to the stop pins and the stop pads.

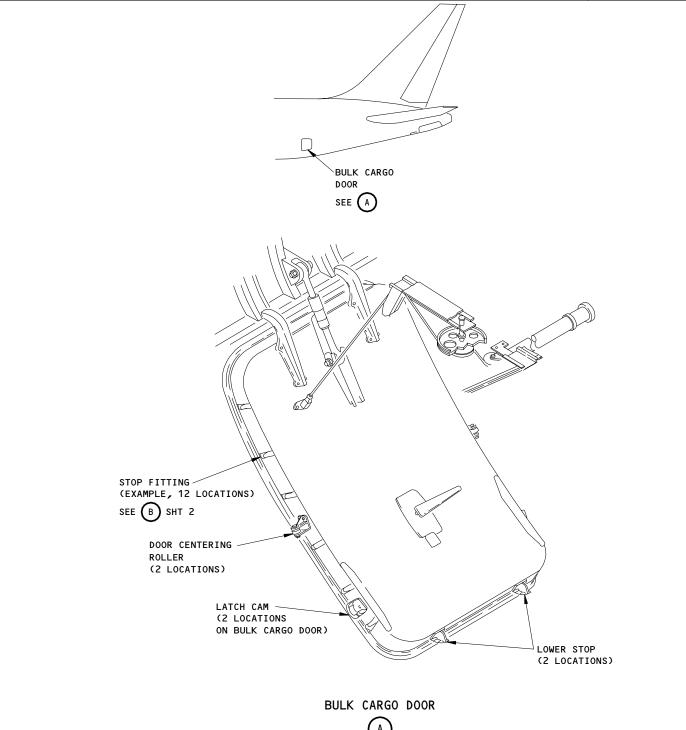
EFFECTIVITY LUBRICATE BULK CARGO DR PRES STOP/LATCH ROLLER PAGE 1 OF 3 DEC 22/07 12-21-24-3A | 12-030-c1

12-030-C1

AIRLINE CARD NO.

SAS







Bulk Cargo Door Lubrication Figure 301 (Sheet 1)

EFFECTIVITY	LUBRICATE	BULK CARGO DR	PRES	STOP/L	ATCH ROLLER
L07587	12-21-24-3A	12-030-c1	PAGE	2 OF	3 AUG 22/01

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

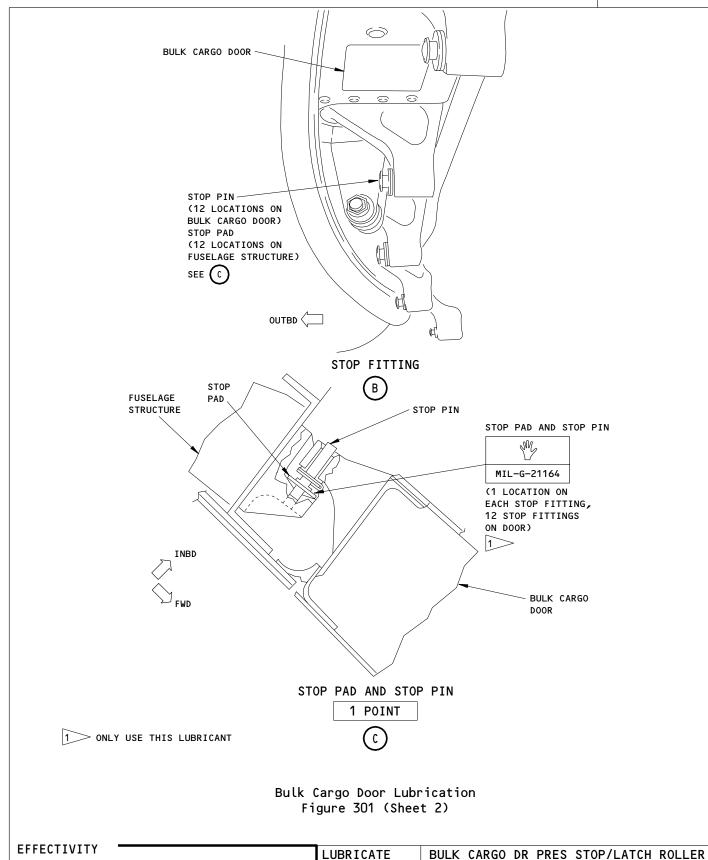
767

BOEING TASK CARD

SAS

12-030-c1

AIRLINE CARD NO.



12-21-24-3A

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

12-030-c1

PAGE 3 OF 3 AUG 22/03

	STAT	ION									BOE	ING CAR	D NO.
	TAIL	NO.				0	S BO	TEIN	i G		12-0	31–0′	1
				S	AS	8		767			AIRI	LINE CAR	RD NO.
	DAT	ΓE					TAS	K CARD					
SKIL	L	WORK ARE	A	REI	ATED TASK			INTERVAL		PHASE	MPD REV		SK CARD EVISION
AIRF	PL	W/B FAI	RING				1C			11212	002	APR	22/05
	TASK				TITLE			STRUCTURAL ILLUSTRATION R	EFERENCE	AF AIRPLAN	PLICABI E	LITY ENGINE	
LUE	LUBRICATE RAT DEPLO		DEPLOY	MENT S	SYSTE	М				ALL		ALL	
		ZONES							ACCESS PANELS				
198	8				198GF	₹							
MECH	INSP										ľ	1PD ITEM	1 NUMBER
		LUBRIC DOOR L					EPLOYMENT	SYSTEM (DEPLOYMENT ARM,		12-2	1–30-	-3A
		1 Lub	ni.aa+	-a +ha	Dom A	: n T	nhina (DAI	·) (Eia	701)				

<u>Lubricate the Ram Air Turbine (RAT)</u> (Fig. 301)

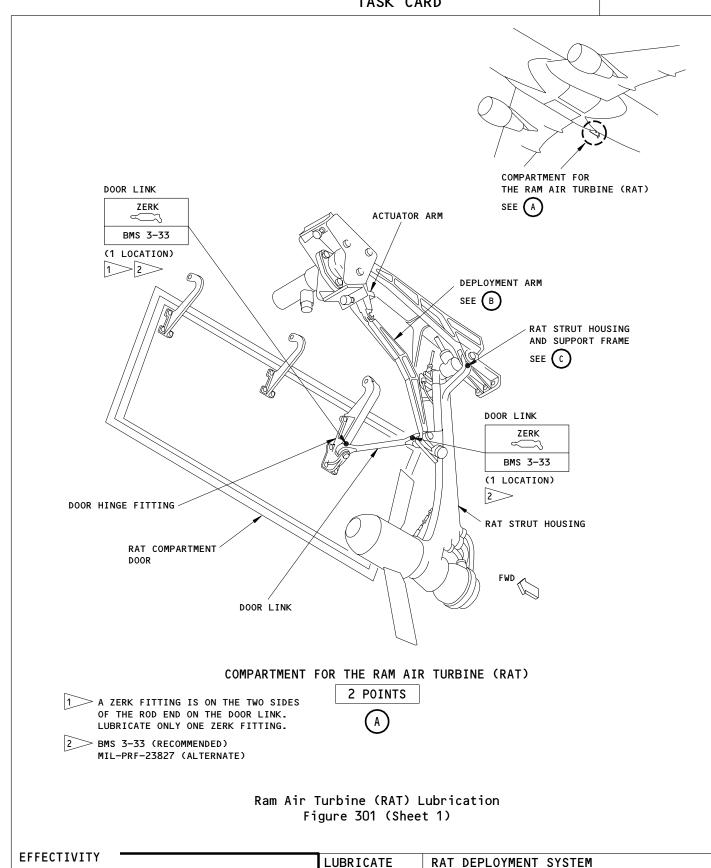
- A. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease, MIL-PRF-23827 (Alternate).
- B. References
 - (1) AMM 29-21-00/201, Ram Air Turbine (RAT) System
- C. Procedure
 - (1) Extend the ram air turbine (RAT) (AMM 29-21-00/201).
 - (2) Lubricate the bearings and the bushings as shown.
 - (3) Retract the ram air turbine (RAT) (AMM 29-21-00/201).

SAS



12-031-01

AIRLINE CARD NO.



12-21-30-3A

12-031-01

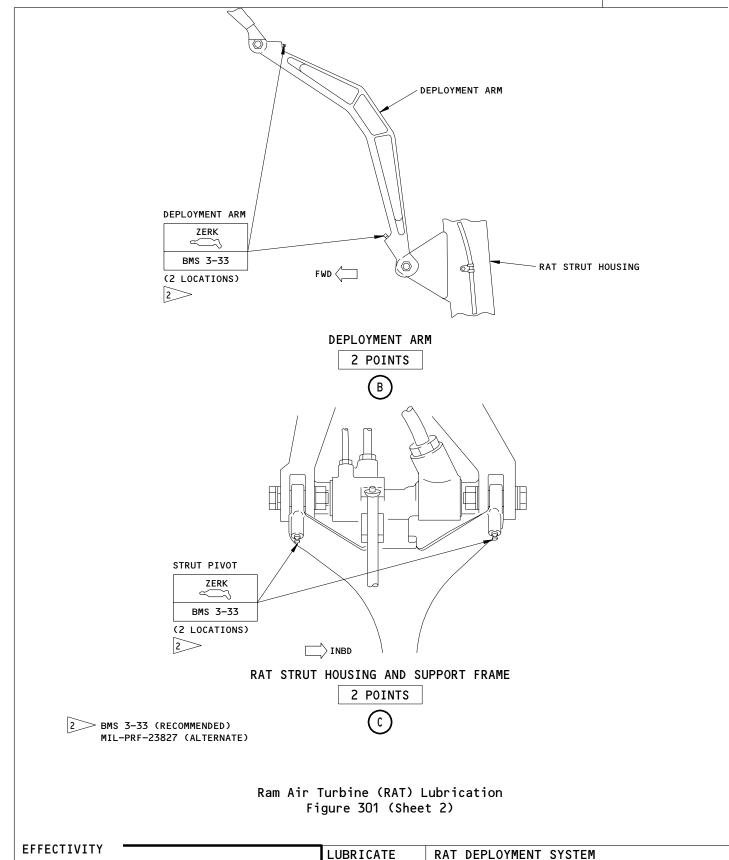
PAGE 2 OF 3 AUG 22/03

12-031-01

AIRLINE CARD NO.

SAS

BOEING
767
TASK CARD



12-21-30-3A

BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

12-031-01

PAGE 3 OF 3 AUG 22/03

STA	TION							B0E	ING CAR	NO.
TAII	L NO.			Ø 4	BOEIN	G		12-0	32-01	I - 1
			SAS		767			AIRI	INE CAR	D NO.
D.	ATE				TASK CARD					
SKILL	WORK ARE	ĒA	RELATED TASK		INTERVAL		PHASE	MPD REV		SK CARD VISION
AIRPL	STRUT 1				10		11212	002	APR	22/04
TAS	K		TIT	LE		STRUCTURAL ILLUSTRATION RE	FERENCE		PLICABI	
LUBRI	CATE	LEFT W	ING NACELLE	ATTACH	FITTINGS			AIRPLAN	E	ENGINE
								ALL		NOTE
	ZONES					ACCESS PANELS				

MECH INSP MPD ITEM NUMBER

LUBRICATE LEFT WING NACELLE ATTACH FITTINGS. ENGINE NOTE: ALL EXCEPT ROLL—ROYCE ENGINES.

12-21-32-3A

- Lubricate the Strut-to-Wing Attach Fittings
 - A. Equipment

437

(1) Lubrication adapter - A12005-1, attach fittings, wing nacelle

437BL 437BR 437CL

- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
- C. References
 - (1) AMM 06-43-00/201, Engine and Nacelle Strut (Major Zone 400) Access Doors and Panels
 - (2) AMM 78-31-00/201, Thrust Reverser System
- D. Access
 - (1) Location Zones

411 Left Engine

421 Right Engine

- E. Lubricate Wing Nacelle Attach Fittings (Fig. 301)
 - (1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
 - (2) Open the access panels (437BL, 447BL, 437BR, 447BR, 437CL, 447CR) (AMM 06-43-00/201).

LUBRICATE LEFT WING NACELLE ATTACH FITTINGS

12-21-32-3A 12-032-01-1 PAGE 1 OF 5 APR 22/04

12-032-01-1

AIRLINE CARD NO.

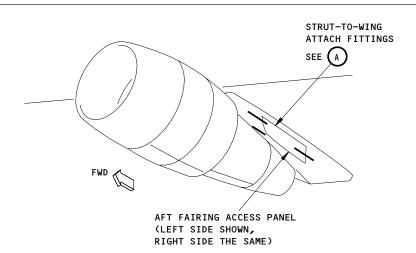
		TASK CARD	
MECH	INSP		
		(3) Remove the end coupler from the flexible hose of grease gun and put on the curved end of the lubrication adapter.	
		 (4) Use the lubrication adapter and a grease gun to lubricate the strut-to-wing attach points that follow: diagonal brace to wing midspar fitting to wing (inboard) midspar fitting to wing (outboard) 	
		(5) Close the access panels.	
		(6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).	

12-032-01-1

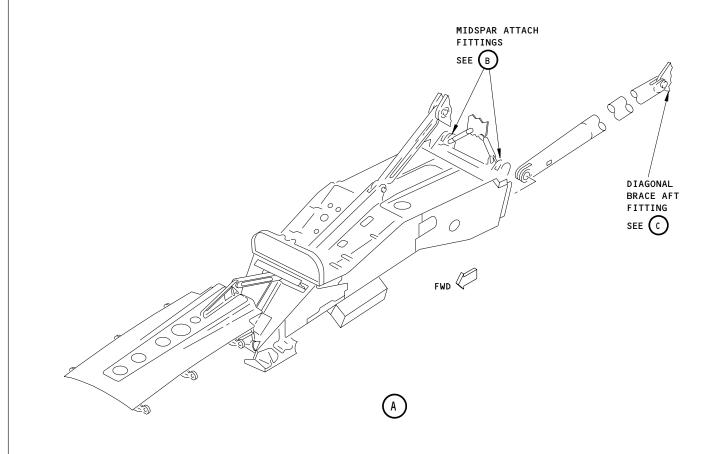
AIRLINE CARD NO.

SAS





NO. 1 ENGINE



Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 1)

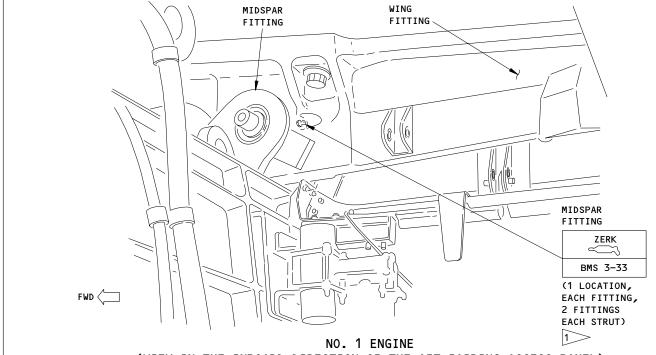
LUBRICATE LEFT WING NACELLE ATTACH FITTINGS

12-21-32-3A 12-032-01-1 PAGE 3 OF 5 APR 22/04

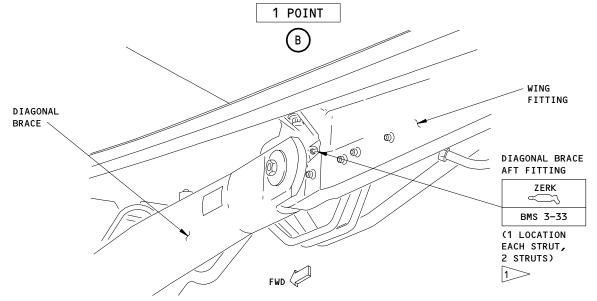
BOEING 767

SAS TASK CARD 12-032-01-1

AIRLINE CARD NO.



(VIEW IN THE INBOARD DIRECTION OF THE AFT FAIRING ACCESS PANEL)



(VIEW IN THE INBOARD DIRECTION OF THE AFT FAIRING ACCESS PANEL)

1 POINT > BMS 3-33 (RECOMMENDED) С MIL-PRF-23827 (ALTERNATE)

> Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 2)

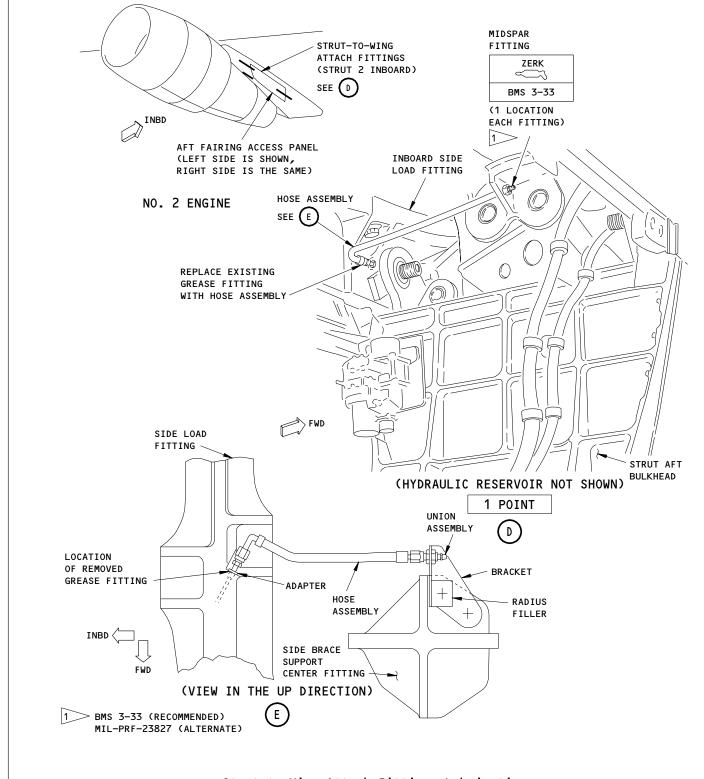
EFFECTIVITY LEFT WING NACELLE ATTACH FITTINGS LUBRICATE 12-21-32-3A 12-032-01-1 PAGE 4 OF 5 APR 22/04

12-032-01-1

AIRLINE CARD NO.

SAS





Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 3)

LUBRICATE LEFT WING NACELLE ATTACH FITTINGS

SAIRPLANES WITH

BB 767-57-0040.

LUBRICATE LEFT WING NACELLE ATTACH FITTINGS

12-21-32-3A 12-032-01-1 PAGE 5 OF 5 AUG 22/03

	STATI	ION									BOE	EING CARD NO.
	TAIL	NO.			(X 4	801	F/A			12-0	32-01-2
				S	AS X		_	- <i></i> - 57			AIR	LINE CARD NO.
	DAT	E						CARD				
SKIL	.L	WORK AR	EΑ	REL	ATED TASK			INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR	PL	STRUT 2	2				1 C			11212	013	DEC 22/06
	TASK				TITLE				STRUCTURAL ILLUSTRATION F	REFERENCE	AIRPLAN	PPLICABILITY NE ENGINE
LUI	BRIC	ATE	RIGH	HT WING	NACELLE	ATTACE	H FITTIN	GS			ALL	. NOTE
		ZONES							ACCESS PANELS		ALL	. NOTE
MECH	INSP											MPD ITEM NUMBER
		ENGIN	E NOTE	E: ALL E: LUBR MIDS BULL LINE	SPAR FITTI ETIN 767-	OLL-RO OINT F NG IS 57-004	OYCE ENG FOR THE INACCES 40, APPL OUGH 432	INES. RIGHT SIBLE. ICABLE	WING INBOARD		12-2	21-32-3A
		1. <u>Lul</u>	oricat	te the	Strut-to-	Wing A	Attach F	itting	<u>1S</u>			
		Α.	Equ	ipment								
			(1)	Lubri	cation ad	lapter	- A1200	5-1, a	nttach			

- fittings, wing nacelle
- B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
- References
 - (1) AMM 06-43-00/201, Engine and Nacelle Strut (Major Zone 400) Access Doors and Panels
 - (2) AMM 78-31-00/201, Thrust Reverser System
- Access
 - (1) Location Zones 411 Left Engine 421 Right Engine
- E. Lubricate Wing Nacelle Attach Fittings (Fig. 301)

EFFECTIVITY LUBRICATE RIGHT WING NACELLE ATTACH FITTINGS 12-21-32-3A 12-032-01-2 PAGE 1 OF 5 DEC 22/06

12-032-01-2

AIRLINE CARD NO.



MECH INSP

- (1) Do the deactivation procedure for the thrust reverser for ground maintenance (AMM 78-31-00/201).
- (2) Open the access panels (437BL, 447BL, 437BR, 447BR, 437CL, 447CR) (AMM 06-43-00/201).
- (3) Remove the end coupler from the flexible hose of grease gun and put on the curved end of the lubrication adapter.
- (4) Use the lubrication adapter and a grease gun to lubricate the strut-to-wing attach points that follow:
 - diagonal brace to wing
 - midspar fitting to wing (inboard)
 - midspar fitting to wing (outboard)
- (5) Close the access panels.
- (6) Do the activation procedure for the thrust reverser (AMM 78-31-00/201).

EFFECTIVITY

LUBRICATE

RIGHT WING NACELLE ATTACH FITTINGS

12-21-32-3A

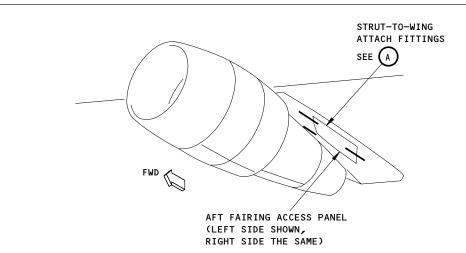
12-032-01-2 PAGE 2 OF 5 APR 22/04

12-032-01-2

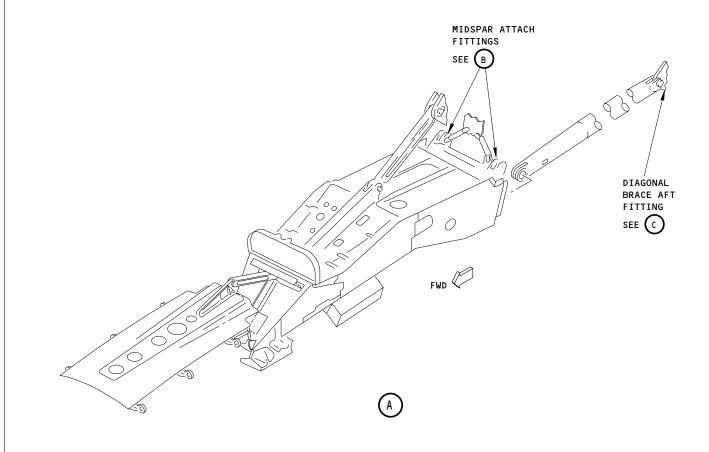
AIRLINE CARD NO.

SAS





NO. 1 ENGINE



Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 1)

LUBRICATE RIGHT WING NACELLE ATTACH FITTINGS

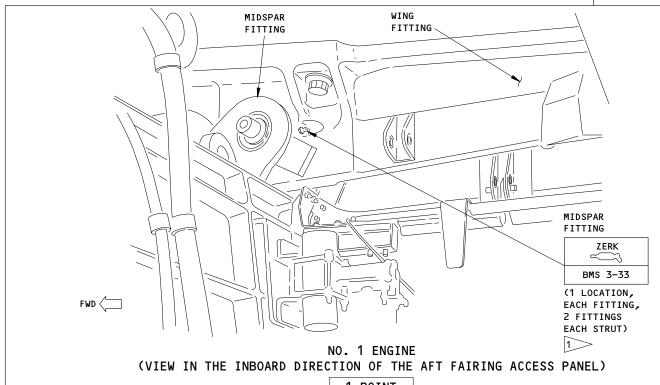
12-21-32-3A 12-032-01-2 PAGE 3 OF 5 APR 22/04

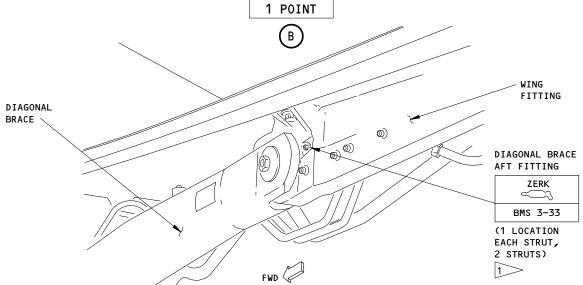
12-032-01-2

SAS



AIRLINE CARD NO.





(VIEW IN THE INBOARD DIRECTION OF THE AFT FAIRING ACCESS PANEL)

DBMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 2)

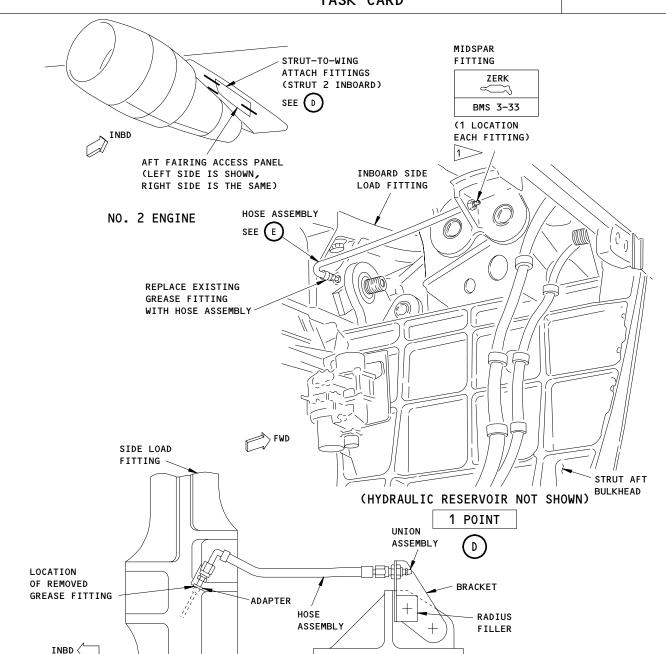
EFFECTIVITY	LUBRICATE	RIGHT WING NA	CELLE	ATTACH	FITTINGS
588455	12-21-32-3A	12-032-01-2	PAGE	4 OF	5 APR 22/04

12-032-01-2

AIRLINE CARD NO.

SAS





Strut-to-Wing Attach Fittings Lubrication Figure 301 (Sheet 3)

SIDE BRACE SUPPORT CENTER FITTING

(VIEW IN THE UP DIRECTION)

> BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

LUBRICATE RIGHT WING NACELLE ATTACH FITTINGS

SAIRPLANES WITH

SB 767-57-0040.

LUBRICATE RIGHT WING NACELLE ATTACH FITTINGS

12-21-32-3A 12-032-01-2 PAGE 5 OF 5 AUG 22/03

STA	TION	
TAI	L NO.	
D	ATE	
SKILL	WORK AR	E A
AIRPL	CARGO C	OMF
TAS	K	



BOEING CARD NO.
12-033-C2

AIRLINE CARD NO.

TASK CARD

							REV	RE\	VISION
AIRPL	CARGO C	OMPT		1 C		11212	012	DEC	22/06
TASI	K		TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PPLICABIL	LITY

LUBRICATE CONTAINERIZED CARGO HANDLING SYSTEM NOTE ALL

ZONES ACCESS PANELS

121 122 153 154

821 822

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE ROLLOUT STOP SHAFTS AND PINS ABOUT WHICH PARTS ROTATE.

12-21-33-3A 12-21-33-3B 12-21-33-3A

2. LUBRICATE THE ROLLOUT STOP CAM FOLLOWER

12-21-33-3B

PHASE

AIRPLANE NOTE: SB 767-25-0070. APPLICABLE TO AIRPLANES

PRODUCTION LINE NUMBER 132 AND ON FOR 767-300 AIRPLANES AND PRODUCTION LINE NUMBERS 155 AND ON FOR 767-200 AIRPLANES AND THOSE AIRPLANES WHICH HAVE HAD THE

SERVICE BULLETIN OR EQUIVALENT

INCORPORATED.

- 1. Containerized Cargo Handling System Servicing
 - A. Consumable Materials
 - (2) D00091 Oil Lubricating MIL-L-7870
 - B. Access
 - (1) Location Zones

121/122 Forward Cargo Compartment 153/154 Aft Cargo Compartment

(2) Access Panels

Forward Cargo Compartment DoorAft Cargo Compartment Door

C. Procedure

0

7 5

3

LUBRICATE CONTAINERIZED CARGO HANDLING SYSTEM

12-21-33-3B 12-033-C2 PAGE 1 OF 4 DEC 22/06

SAS FOEING
TASK CARD

12-033-c2

AIRLINE CARD NO.

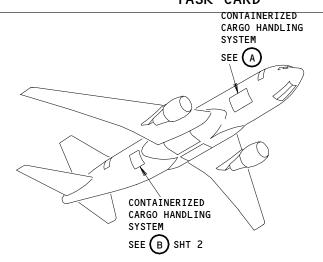
MECH	INSP									
			(1)	Lubricate the rolle rollout stop (Fig.	r shaft, 1 301).	the cam	follower, a	and the	pawl o	n the
EFF	ECTI	VITY -			LUBRICATI	E CO	ONTAINERIZE	CARGO	HANDLI	NG SYSTEM
					12-21-33	3-3B 12	2-033-c2	PAGE	2 OF	4 DEC 22/05

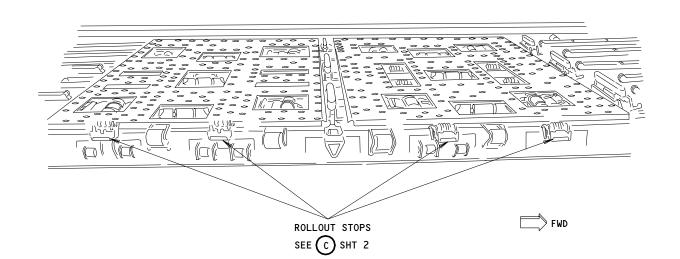
12-033-C2

AIRLINE CARD NO.

SAS

767
TASK CARD





FWD CARGO COMPARTMENT FLOOR (VIEW FROM CARGO DOORWAY)



Containerized Cargo Handling System Lubrication Figure 301 (Sheet 1)

LUBRICATE CONTAINERIZED CARGO HANDLING SYSTEM

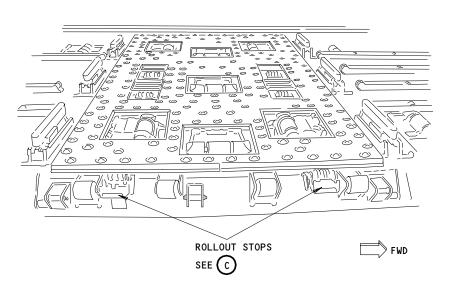
12-21-33-3B 12-033-C2 PAGE 3 OF 4 DEC 22/05

12-033-C2

AIRLINE CARD NO.

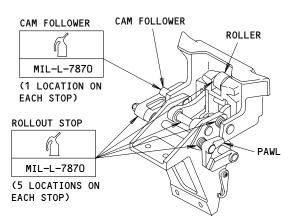
SAS





AFT CARGO COMPARTMENT FLOOR (VIEW FROM CARGO DOORWAY)





ROLLOUT STOP
(4 IN THE FWD COMPT)
(2 IN THE AFT COMPT)

6 POINTS



Containerized Cargo Handling System Lubrication Figure 301 (Sheet 2)

LUBRICATE CONTAINERIZED CARGO HANDLING SYSTEM

12-21-33-3B 12-033-C2 PAGE 4 OF 4 DEC 22/05

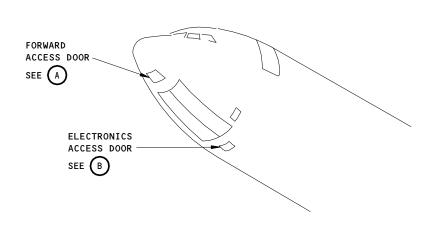
ST	ATION	7									ВО	EING CARD) NO.
					\prec							034-01	
TA	IL NO.		C	۸۰		BO	FIN	G				RLINE CAR	
	DATE	1	3	AS		7	67				A1	KEINE CAK	D NO.
	HODK AS)	1			TASK	CARD				MPD	TAC	K CARD
SKILL	WORK AF		RELA	ATED TASK			INTERVAL			PHASE	REV	REV	VISION
AIRPL	FUSELA	GE 		T	ITLE	4C		STRUCTURAL IL	LUSTRATION R	1484		AUG	22/03
	ICATE	FWD	EQUIPM		Y ACCESS	DOOR					AIRPLA		ENGINE
								100500 BANSI			ALI	_	ALL
113	ZONES			113AL				ACCESS PANEL	S				
113				IIJAL									
MECH INSI	P											MPD ITEM	NUMBER
THE STATE OF THE S	·												
	LUBRI	CATE T	THE FOR	WARD E	QUIPMENT	BAY ACC	CESS DO	OR.			12-7	21–27–	-3A
EFFEC	TIVITY					LUBRICA	NTE	FWD EQU	IPMENT E	BAY AC	CESS D	OOR	
						12-21-	-27 – 3A	12-034-0	D1 F	PAGE	1 OF 3	3 NOV	10/96

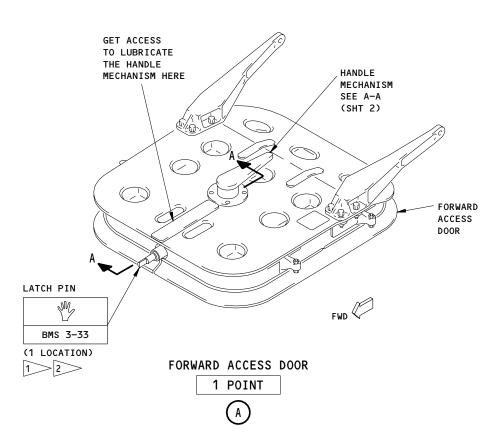
SAS



12-034-01

AIRLINE CARD NO.





LUBRICATE THE CHROME-PLATED LATCH PINS ONLY.
IT IS NOT NECESSARY TO LUBRICATE THE LATCH
PINS THAT HAVE DRI-LUBE ON THEM

BMS 3-33 (RECOMMENDED)
MIL-PRF-23827 (ALTERNATE)

Forward Access Door and Electronics Access Door Lubrication Figure 301 (Sheet 1)

LUBRICATE FWD EQUIPMENT BAY ACCESS DOOR

12-21-27-3A 12-034-01 PAGE 2 OF 3 AUG 22/03

12-034-01

AIRLINE CARD NO.

767 TASK CARD

SAS

HANDLE MECHANISM
ROD END

FLUSH
BMS 3-33
(1 LOCATION)

2

HANDLE MECHANISM

FWD

HANDLE MECHANISM ROD

1 POINT A-A

2 BMS 3-33 (RECOMMENDED) MIL-PRF-23827 (ALTERNATE)

Forward Access Door and Electronics Access Door Lubrication Figure 301 (Sheet 2)

LUBRICATE FWD EQUIPMENT BAY ACCESS DOOR

12-21-27-3A 12-034-01 PAGE 3 OF 3 AUG 22/03

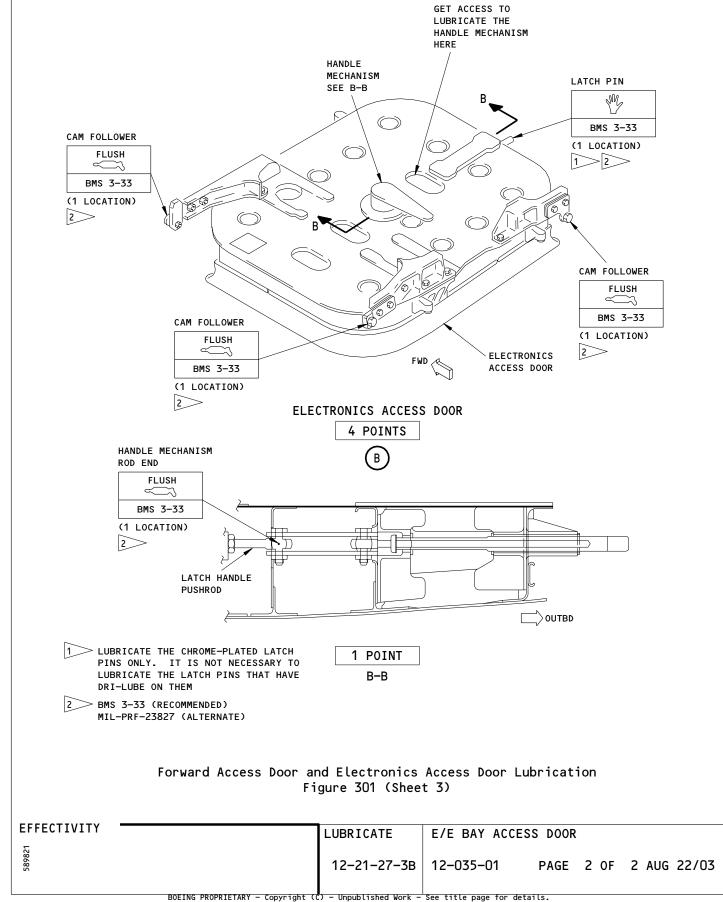
:	STATION										BOE	ING CARD NO.	
1	TAIL NO.	-				BO	EIA				12-0	35-01	
	DATE		SA	S	KX.		67				AIRI	INE CARD NO.	
	57112					TASK	CARD						
SKILL	WORK AF	REA	RELATE	ED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION	
AIRPL	MAIN E	E CTR		TITI		4C		CTRUCTURAL	ILLUSTRATION R	14848	003	AUG 22/	03
	RICATE	F/F	BAY ACCI					STRUCTURAL	ILLUSTRATION K	EFERENCE	AIRPLAN		NE
Lobi			DATE 71.001								ALL	AL	L_
119	ZONES			119AL				ACCESS PANE	LS				
MECH IN	NSP										ı	IPD ITEM NUMBE	R
	LUBRI	CATE T	HE ELEC	TRICAL	/ELECTR	ONICS B	AY ACCE	SS DOOR.	ı		12-2	1-27-3B	
	OTT.//												
EFFE(CTIVITY					LUBRIC	ATE	E/E BAY	ACCESS	DOOR			
						12-21	-27-3B	12-035-	-01 P	AGE 1	0F 2	NOV 10/	96

12-035-01

AIRLINE CARD NO.

SAS

FOEING 767 TASK CARD



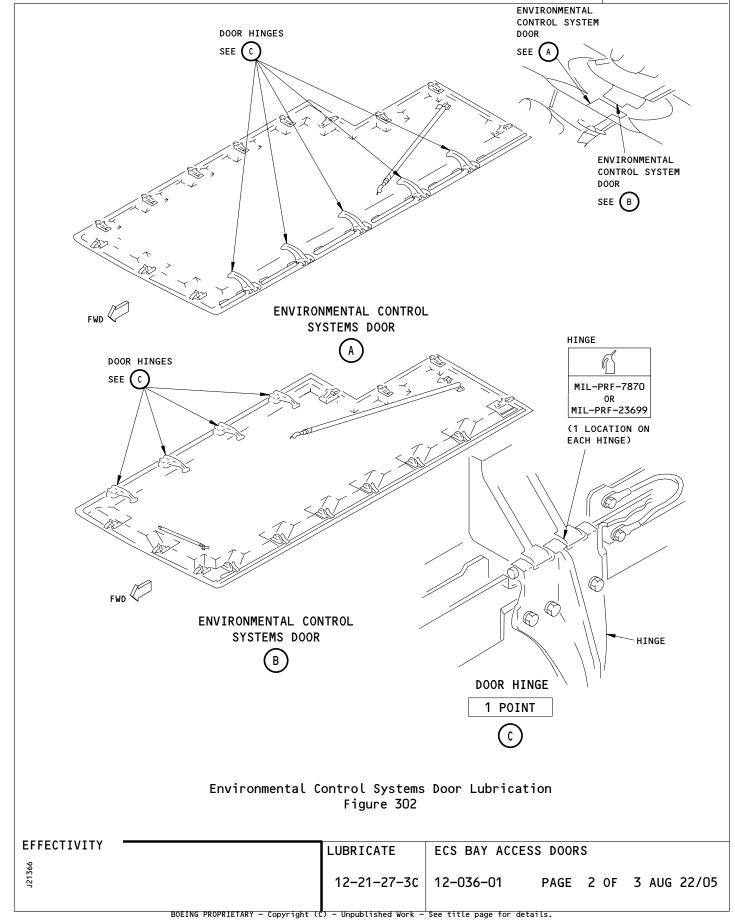
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	DAT	E						CARD					
SKIL	.L	WORK AR	EA	RELA	TED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
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	TASK BRIC	ATE	ECC	BAY AC		TTLE OOD C			STRUCTURAL IL	LUSTRATION RE	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE
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AIRLINE CARD NO.

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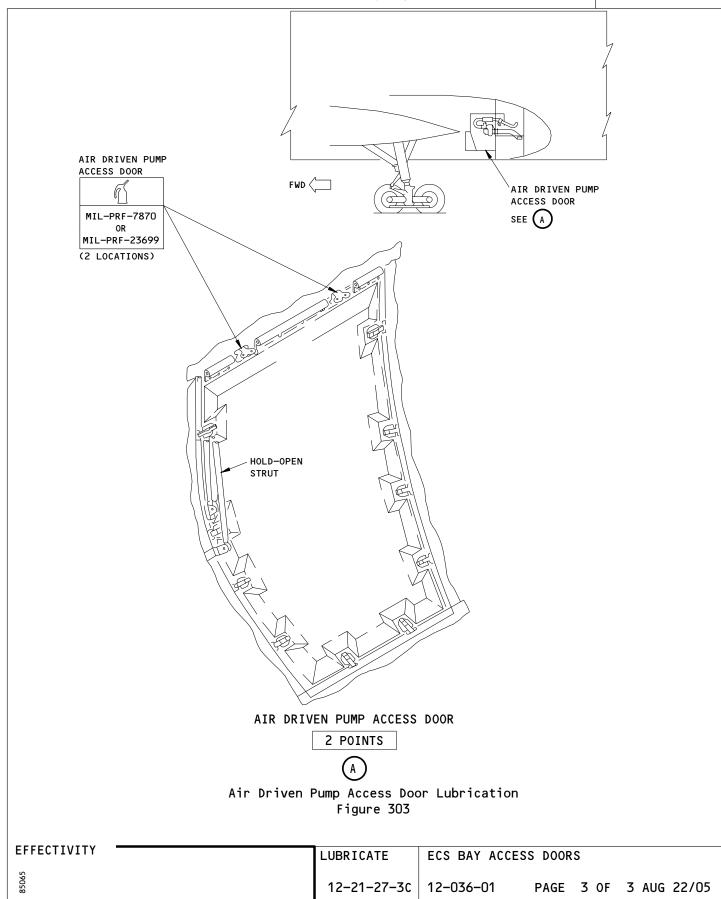


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12-036-01

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BOEING 767 TASK CARD



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T/	AIL NO.				α						12-0	37-01
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SKILL	WORK	AREA	RELA	TED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
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	LUBR	ICATE T	HE AIR	DRIVEN	PUMP	ACCESS DO	OOR.				12-2	1-27-3D
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12-21-27-3D 12-037-01 PAGE 1 OF 2 NOV 10/96

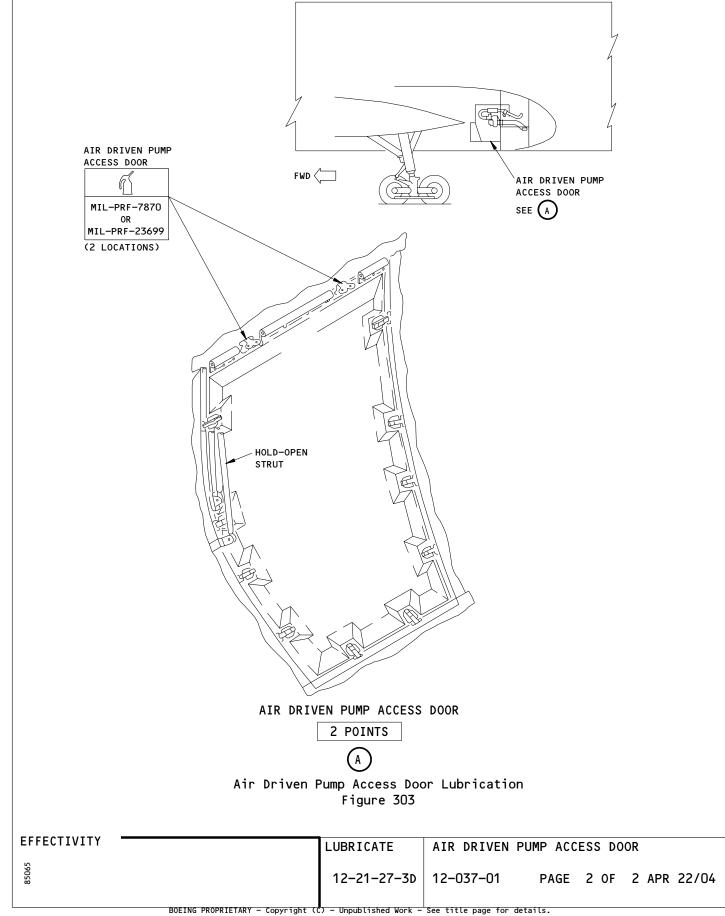
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BOEING TASK CARD

12-037-01

AIRLINE CARD NO.



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TAI	IL NO.	_		(X A	OEIN				12-0	38-c1
			Si	AS X		767				AIRL	INE CARD NO.
	DATE				T	ASK CARD					
SKILL	WORK A	REA	RELA	TED TASK		INTERVAL			PHASE	MPD REV	TASK CARD REVISION
	W/B FA	IRING			6A				10606	003	APR 22/04
LUBR 1		FXTE	RIOR SI	TITLE FRVICE AC	CESS DOOR	S	STRUCTURAL ILLU:	STRATION R	EFERENCE	AP AIRPLAN	PLICABILITY E ENGINE
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107	zones 194 19	Ω		1070 1	0711 10/	HR 194PR	ACCESS PANELS				
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MECH INSF	>									Ŋ	MPD ITEM NUMBER
	1 1	DDTCAT	C TUC I	INDEDUTNO	FAIDING	DDECCUDE F	RELIEF	12_2	1_27_7	12_2	1-27-3E
			CESS DO		I FAIRING	PRESSURE P	KELIEF	12-2	1-21-36		1-27-3E 1-27-3F
	2		<i>-</i>	CDOUND AT	D CHDDLY	ACCECC DO	ND 0	42.2			1-27-3G
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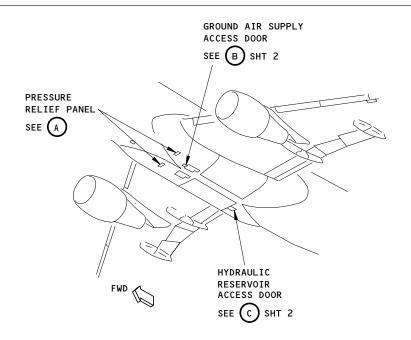
EFFECTIVITY

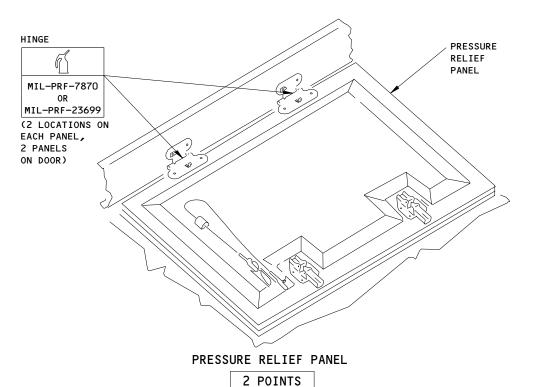
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12-038-c1

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BOEING 767 TASK CARD





Exterior Service Doors Lubrication

Figure 304 (Sheet 1)

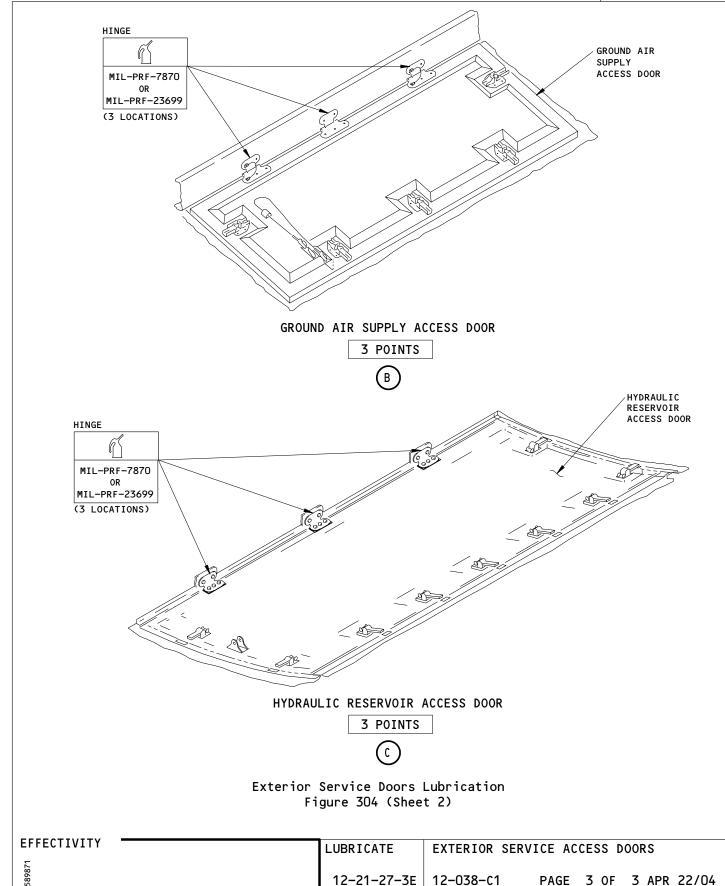
EFFECTIVITY LUBRICATE EXTERIOR SERVICE ACCESS DOORS 12-21-27-3E 12-038-C1 PAGE 2 OF 3 APR 22/04

12-038-C1

AIRLINE CARD NO.

SAS







BOEING CARD NO. 12-039-01

AIRLINE CARD NO.

TASK CARD

REVISION

MPD

REV

PHASE

003 1C AUG 22/03 AIRPL | CREW CABIN 11212 STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE LUBRICATE NO. 2 SLIDING WINDOW - FLIGHT DECK ALL ALL ZONES ACCESS PANELS

INTERVAL

WORK AREA

211 212

MECH INSP

SKILL

MPD ITEM NUMBER

LUBRICATE THE LEFT AND RIGHT NO. 2 SLIDING WINDOW (FLIGHT DECK).

12-21-34-3A

Consumable Materials Α.

RELATED TASK

- (1) D00633 Grease BMS 3-33 (Preferred)
- (2) G00099 Paper Grade A, Type 2, Class 2 (Grease-proof)
- В. Procedure
 - (1) Put paper below the ballscrew assembly to keep the lubricant away from the lower interior equipment.
 - (2) Apply the BMS 3-33 or BMS 3-24 lubricant to the ballscrew through the top outboard side of the lower aft track.

EFFECTIVITY

LUBRICATE

NO. 2 SLIDING WINDOW - FLIGHT DECK

12-21-34-3A

12-039-01

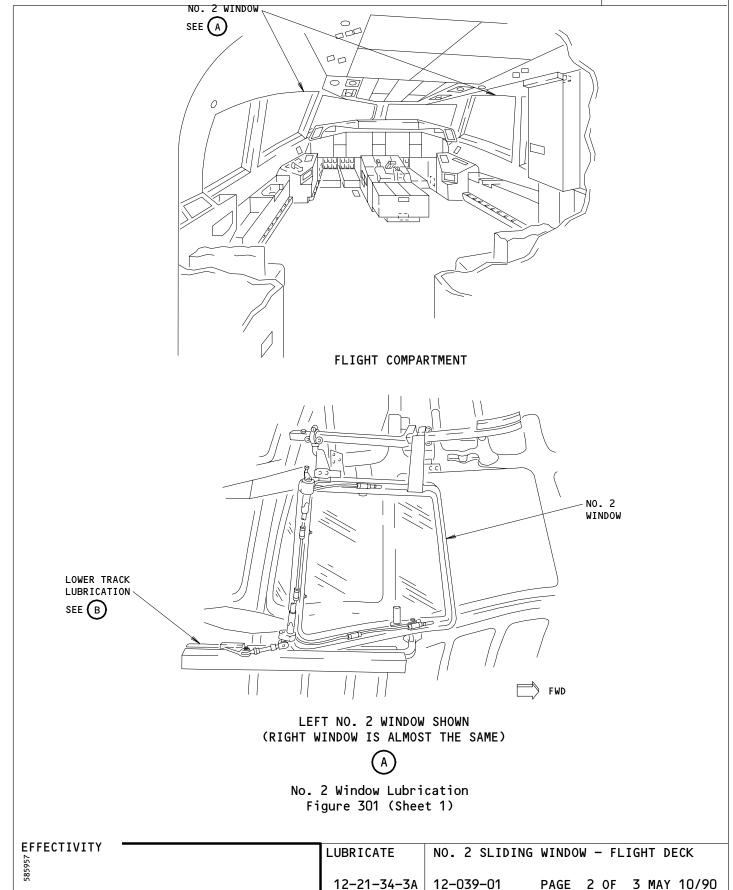
PAGE 1 OF 3 DEC 22/02

12-039-01

AIRLINE CARD NO.

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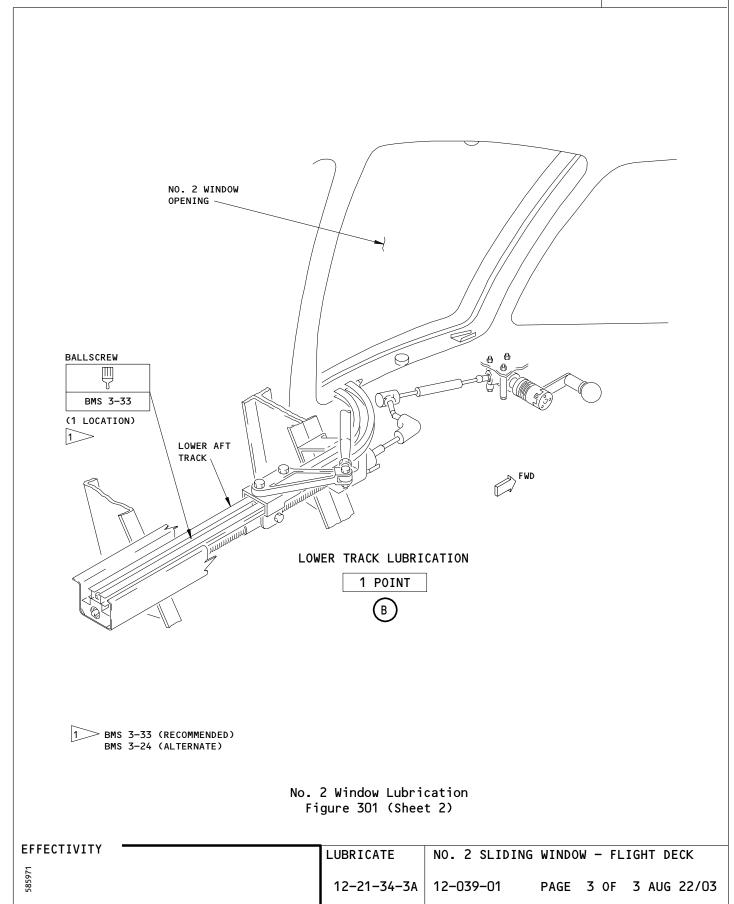


AIRLINE CARD NO.

12-039-01

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BOEING 767 TASK CARD



STATION
TAIL NO.
DATE



BOEING CARD NO.
12-040-01

AIRLINE CARD NO.

						IASK CAKD					
SKILL	WORK AREA		RELATED TASK			INTERVAL		PHASE	MPD TASK CARD		
								REV	REVISION		
AIRPL	EMPENNA	NNAGE		6A			10606	003	AUG	22/07	
TASK				TITLE			STRUCTURAL ILLUSTRATION REFERENCE		APPLICABILITY		
LUDDICATE TAIL CKIN			CKIDI	LEVED MECH	ANTOM				AIRPLAN	E	ENGINE
LUBRICATE TAIL SKID			2KID I	LEVER MECH	AN I SM						
									300		ALL
ZONES							ACCESS PANELS				
740				74240							
312				312AR							

MECH INSP

MPD ITEM NUMBER

LUBRICATE THE TAIL SKID LEVER MECHANISM.

12-21-16-3A

- 1. <u>Lubricate the Tail Skid Actuating Mechanisms</u> (Fig. 301)
 - A. Equipment
 - (1) Retractable Tail Skid Maintenance Lock A32088-7
 - B. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
 - (2) D00013 Grease MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)
 - C. References
 - (1) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels
 - (2) AMM 29-11-00/201, Pressurize/Depressurize Main Hydraulic System
 - (3) AMM 32-00-20/201, Landing Gear Downlocks
 - D. Prepare to Lubricate the Tail Skid Actuating Mechanisms
 - (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
 - (2) Make sure the tail skid is extended.
 - (3) Make sure the pressure is removed from the center hydraulic system and the hydraulic reservoir (AMM 29-11-00/201).
 - (4) Open this circuit breaker on the overhead circuit breaker panel P11 and install a DO-NOT-CLOSE tag:
 - (a) 11U26, TAIL SKID CONT

LUBRICATE TAIL SKID LEVER MECHANISM

12-21-16-3A 12-040-01 PAGE 1 OF 5 AUG 22/07

12-040-01

AIRLINE CARD NO.



MECH INSP

E. Procedure to Lubricate the Tail Skid Actuating Mechanisms

WARNING: STAY OFF THE ACCESS DOOR 312AR. THE WEIGHT OF A PERSON CAN CAUSE THE SPRING-LOADED LATCHES TO RELEASE, AND PERSONS CAN BE INJURED WHEN THEY FALL THROUGH THE OPEN DOOR.

- (1) Open the access door for the stabilizer/trim jackscrew compartment, 312AR (AMM 06-42-00/201). This permits access to the lubrication points on the tail skid support assembly.
- (2) Install the retractable tail skid maintenance lock around the inner cylinder of the extended shock strut/actuator.
- (3) Lubricate the tail skid as shown on Fig. 301.
- (4) Remove the retractable tail-skid-maintenance lock from the inner cylinder of the shock strut/actuator (Detail A).
- (5) Close the access door for the stabilizer/trim jackscrew compartment, 312AR.
- (6) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P11 panel:
 - (a) 11U26, TAIL SKID CONT

EFFECTIVITY

LUBRICATE

TAIL SKID LEVER MECHANISM

12-21-16-3A

12-040-01

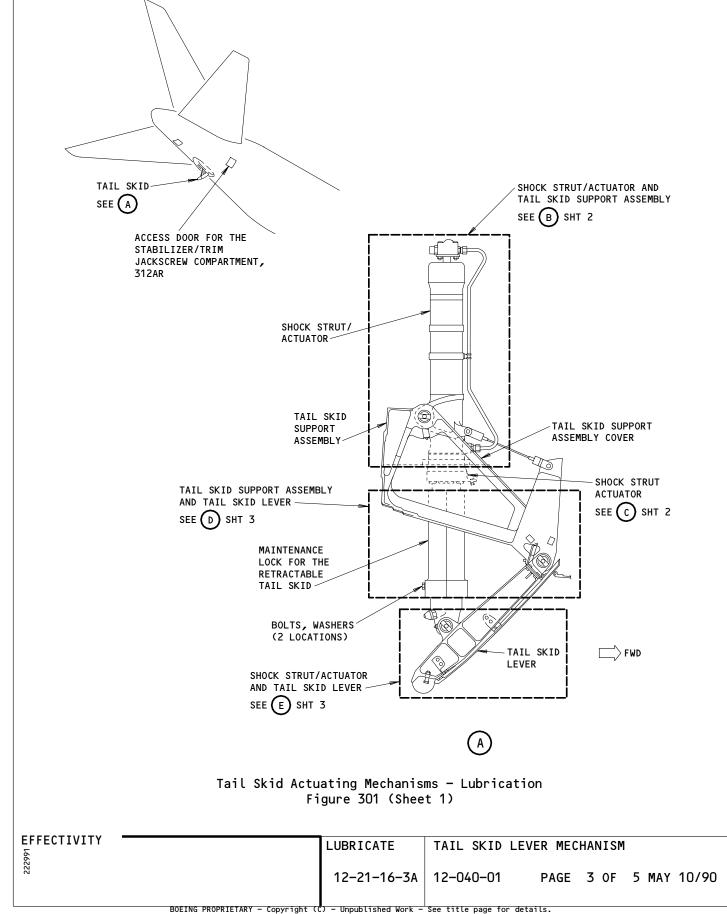
PAGE 2 OF 5 AUG 22/02

SAS 767

BOEING TASK CARD

12-040-01

AIRLINE CARD NO.

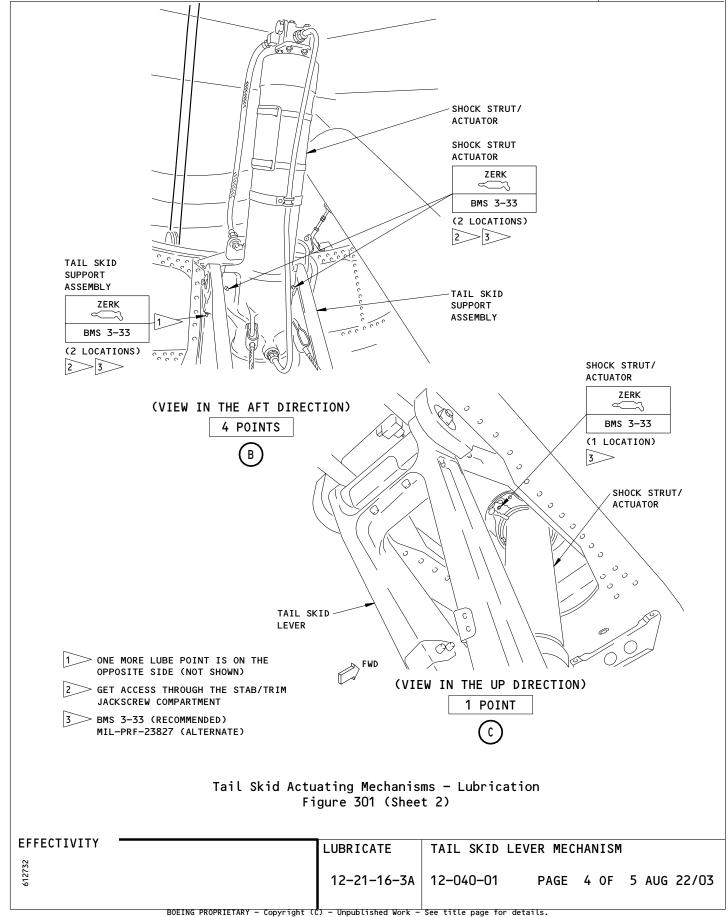


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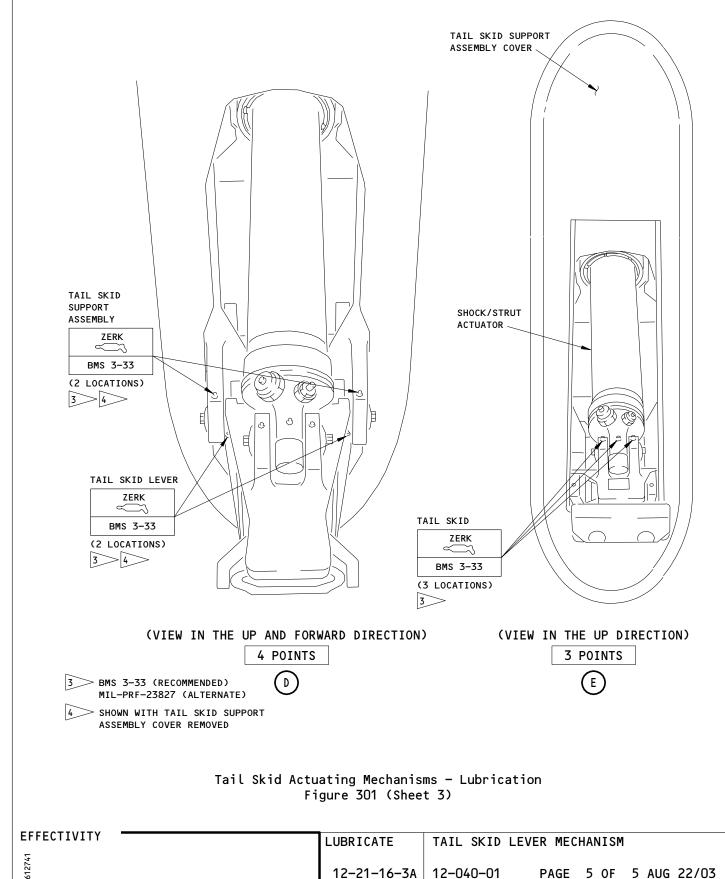


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AIRLINE CARD NO.



STATION	
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DATE	コ



BOEING CARD NO.

12-044-C1-1

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL MPD TASK CARD SKILL PHASE REV REVISION 010 01000 HRS AUG 22/08 AIRPL L MAIN W/W 10202 APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS ALL **ALL** ZONES ACCESS PANELS 143 1004 195CL NOTE

MECH INSP

MPD ITEM NUMBER

1. LUBRICATE THE LEFT AFT WHEEL WELL BULKHEAD SPHERICAL 12-21-17-3A 12-21-17-3B BEARING. 12-21-17-3B

ACCESS NOTE: ACCESS TO THE LUBRICATION FITTING MAY

ALSO BE GAINED THROUGH THE WHEEL WELL ALTHOUGH LOCATING THE FITTING MAY BE DIFFICULT FROM THIS PERSPECTIVE.

2. LUBRICATE THE LEFT SUPPORT SPHERICAL BEARING.

12-21-17-3B

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING THE

LANDING GEAR THROUGH THE WHEEL WELL DOORS

PER MM REF 32-00-15.

1. Lubricate the Aft Wheel Well Bulkhead Spherical Bearing

A. General

- (1) The procedure to lubricate the spherical bearing for the aft wheel well bulkhead can be done through the access panel on the overwing fairing (Preferred Method) or through the MLG wheel well. It is only necessary to use one of the procedures that follow.
- (2) For airplanes with the 90 degree type Zerk fitting, the access is through the overwing fairing panel (preferred method), OR through the wheel well. For airplanes with the 45 degree type Zerk fitting, the access is through the overwing fairing panel ONLY.

B. Equipment

- (1) Lube Fitting Tool Aft Wheel Well Bulkhead Spherical Bearing, A12008-1 (90 Degree Fitting).
- (2) Lube Fitting Tool Access Panel Spherical Bearing, Snap-On YA750, YA761, or YA756 (45 Degree OR 90 Degree Fitting).
- (3) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21

LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS

12-21-17-3A 12-044-C1-1 PAGE 1 OF 9 DEC 22/07

12-044-C1-1

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- C. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
- References D.
 - (1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Locks
- E. Access
 - (1) Location Zones

143 MLG Wheel Well (Left) 144 MLG Wheel Well (Right)

(2) Access Panels

195CL Overwing Fairing (Left) 196CR Overwing Fairing (Right)

F. Procedure - Lubricate the Spherical Bearing through the Access Panel (Preferred Method).

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS OR MOVE ALL PERSONS AND EQUIPMENT AWAY WHEN YOU WORK NEAR THE TRAILING EDGE (T/E) FLAPS. THE T/E FLAPS CAN EXTEND OR RETRACT QUICKLY AND CAUSE DAMAGE TO EQUIPMENT AND INJURY TO PERSONS IF YOU DO NOT DO THE DEACTIVATION PROCEDURE.

- (1) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201) as follows before you do the lubrication task:
 - Open these circuit breakers on the main power distribution panel, P6, and attach circuit breaker locks and D0-NOT-CLOSE tags:
 - 1) 6D21, ALTN SLAT INBD PWR

EFFECTIVITY LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS 12-21-17-3A 12-044-c1-1 PAGE 2 OF 9 AUG 22/07

12-044-C1-1

AIRLINE CARD NO.

			J	TASK CARD					
MECH	INSP								
				2) 6D24, ALTN FLAP PWR					
				3) 6F24, ALTN SLAT OUTBD PWR					
		1	-	pen these circuit breakers on the overhead panel, P11, and attach ircuit breaker locks and DO-NOT-CLOSE tags:					
			(a)	11H23, SLAT ALTN CONT INBD					
			(b)	11H24, SLAT ALTN CONT OUTBD					
			(c)	11J24, FLAPS ALTN CONT					
		(ve the power from the center hydraulic system if it is not ssary (AMM 29-11-00/201).					
		(we the access panel (195CL, 196CR) that is forward of the wing slide door as shown in Figure 302 (AMM 06-41-00/201).					
		•		ch a flexible grease gun hose to the recommended tool to icate the grease fitting.					
			<u>NOTE</u> :	: The lubrication fitting is on the aft face of the bulkhead side fitting. It is above and slightly outboard of the bearing.	of				
			(6) Apply	y grease to the lubrication fitting.					
		((7) Insta	all the access panel.					
			<u>NOTE</u> :	Ensure that fasteners have the minimum locking torque for self-locking nuts (AMM 20-11-00/201).					
		G. I	Procedure	- Lubricate the Spherical Bearing through the Wheel Well					
		ı		MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.					
				the doors for the main landing gear and install the door lock	ks				

(AMM 32-00-15/201).

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. DAMAGE TO LUBRICATION FITTING CAN EASILY OCCUR.

(2) Lubricate the spherical bearing as shown on Fig. 301.

NOTE: To lubricate the spherical bearing, get access to the fitting through the clearance between the airplane structure and the link on the inboard end of the main landing gear beam.

2. Spherical Bearing Support Fitting Lubrication (Fig. 303)

A. Procedure

- (1) Lubricate the spherical bearing in the support fitting as shown in Figure 303.
- (2) Remove the DO-NOT-CLOSE tags and the circuit breaker locks, and close these circuit breakers on the main power distribution panel, P6:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- (3) Remove the DO-NOT-CLOSE tags and the circuit breaker locks and close these circuit breakers on the overhead panel, P11:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBRD
 - (c) 11J24, FLAPS ALTN CONT

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Remove the door locks from the main landing gear doors and close the doors (AMM 32-00-15/201).

LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS

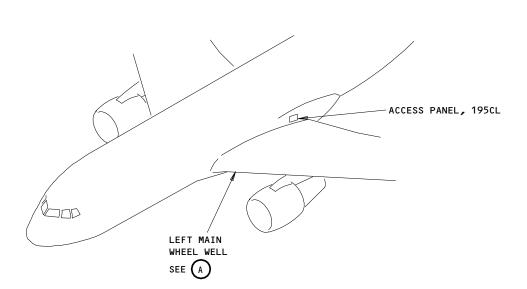
12-21-17-3A 12-044-c1-1 PAGE 4 OF 9 AUG 22/07

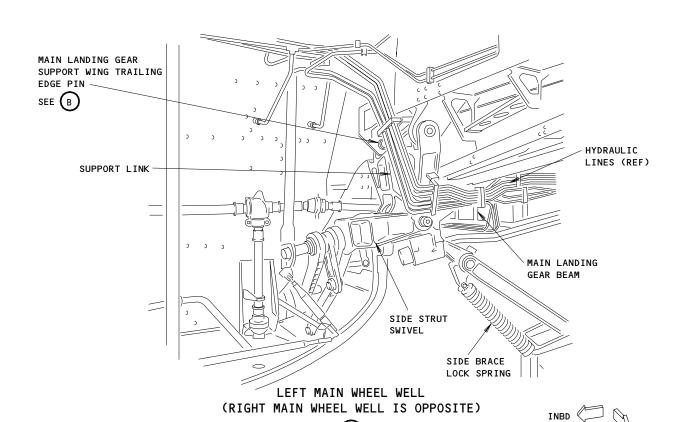
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AIRLINE CARD NO.

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767 TASK CARD





Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Wheel Well Access Figure 301 (Sheet 1)

LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS

267-200 AND 767-300

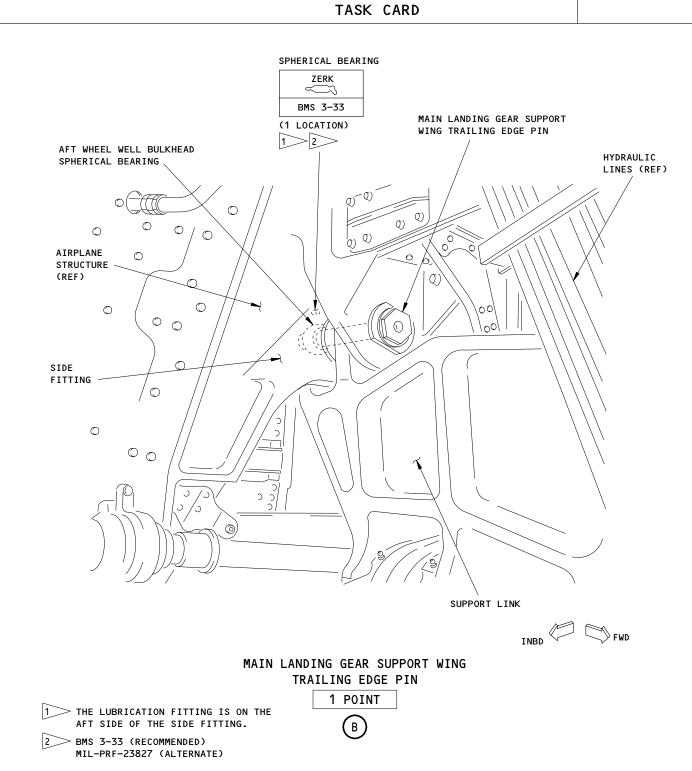
12-21-17-3A 12-044-C1-1 PAGE 5 OF 9 AUG 22/99

12-044-c1-1

AIRLINE CARD NO.

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Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Wheel Well Access Figure 301 (Sheet 2)

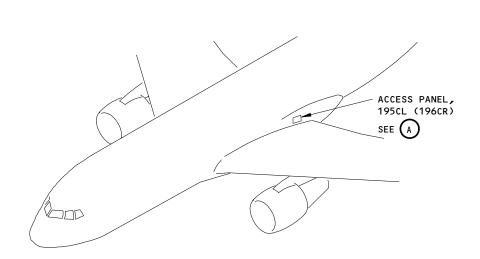
| LUBRICATE | LEFT WHEEL WELL SPHERICAL BEARINGS | 12-21-17-3A | 12-044-C1-1 | PAGE 6 0F 9 AUG 22/03

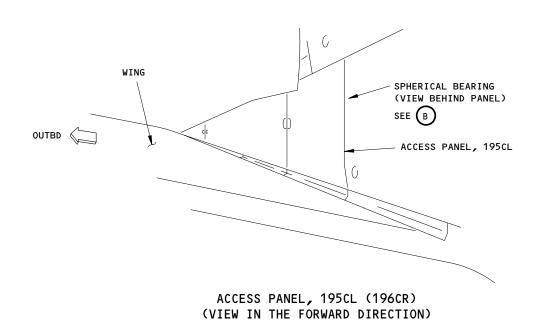
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AIRLINE CARD NO.

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BOEING 767 TASK CARD





Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Panel Access Figure 302 (Sheet 1)

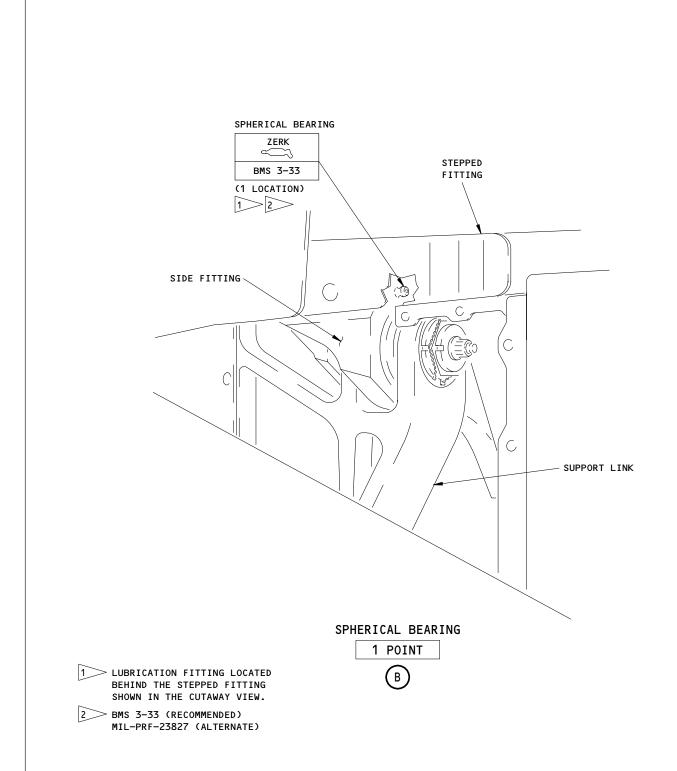
EFFECTIVITY LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS ₹67-200 AND 767-300 12-21-17-3A 12-044-c1-1 PAGE 7 OF 9 AUG 22/08

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AIRLINE CARD NO.



Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Panel Access Figure 302 (Sheet 2)

LUBRICATE LEFT WHEEL WELL SPHERICAL BEARINGS

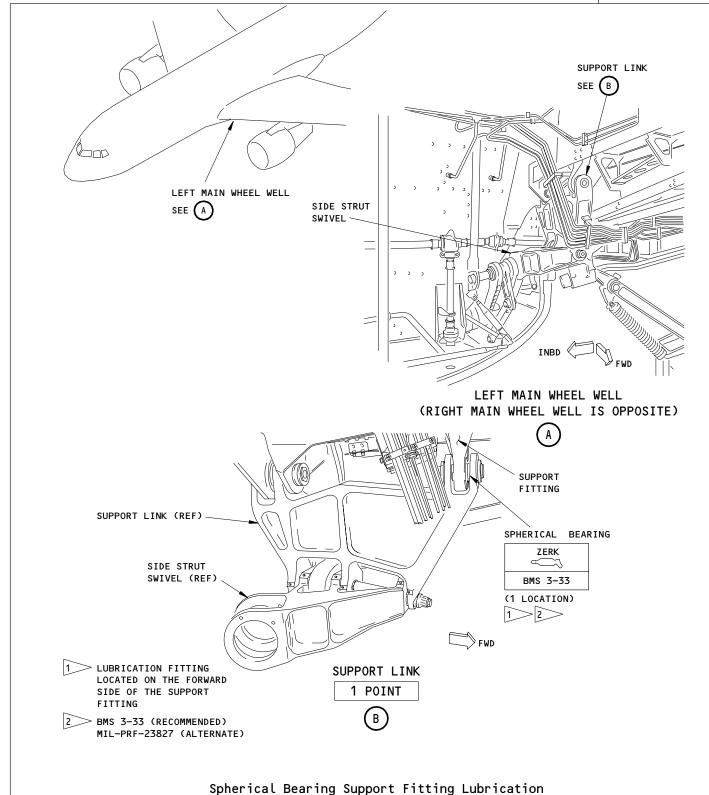
12-21-17-3A 12-044-C1-1 PAGE 8 OF 9 AUG 22/03

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EFFECTIVITY

愛67-200 AND 767-300

LUBRICATE

Figure 303

12-21-17-3A

LEFT WHEEL WELL SPHERICAL BEARINGS

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12-044-C1-1

STATION	
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BOEING CARD NO.

12-044-C1-2

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL R MAIN W/W 01000 HRS 10202 010 AUG 22/08

INTERVAL

TASK

LUBRICATE

RIGHT WHEEL WELL SPHERICAL BEARINGS

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

ALL

ALL

ALL

ZONES ACCESS PANELS

144 1004 196CR NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

1. LUBRICATE THE RIGHT AFT WHEEL WELL BULKHEAD SPHERICAL BEARING.

12-21-17-3A 12-21-17-3A 12-21-17-3B

ACCESS NOTE: ACCESS TO THE LUBRICATION FITTING MAY

ALSO BE GAINED THROUGH THE WHEEL WELL ALTHOUGH LOCATING THE FITTING MAY BE DIFFICULT FROM THIS PERSPECTIVE.

2. LUBRICATE THE RIGHT SUPPORT SPHERICAL BEARING.

12-21-17-3B

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING THE

LANDING GEAR THROUGH THE WHEEL WELL DOORS

PER MM REF 32-00-15.

1. Lubricate the Aft Wheel Well Bulkhead Spherical Bearing

A. General

- (1) The procedure to lubricate the spherical bearing for the aft wheel well bulkhead can be done through the access panel on the overwing fairing (Preferred Method) or through the MLG wheel well. It is only necessary to use one of the procedures that follow.
- (2) For airplanes with the 90 degree type Zerk fitting, the access is through the overwing fairing panel (preferred method), OR through the wheel well. For airplanes with the 45 degree type Zerk fitting, the access is through the overwing fairing panel ONLY.

B. Equipment

- (1) Lube Fitting Tool Aft Wheel Well Bulkhead Spherical Bearing, A12008-1 (90 Degree Fitting).
- (2) Lube Fitting Tool Access Panel Spherical Bearing, Snap-On YA750, YA761, or YA756 (45 Degree OR 90 Degree Fitting).
- (3) Main Landing Gear Door Lock A32030-6 or -12 or -18 or -21

LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS

12-21-17-3A 12-044-C1-2 PAGE 1 OF 9 DEC 22/07

12-044-c1-2

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- C. Consumable Materials
 - (1) D00633 Grease BMS 3-33 (Preferred)
- D. References
 - (1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels
 - (2) AMM 27-51-00/201, Trailing Edge Flap System
 - (3) AMM 29-11-00/201, Main (Left, Right and Center) Hydraulic Systems
 - (4) AMM 32-00-15/201, Landing Gear Door Locks
- E. Access
 - (1) Location Zones

143 MLG Wheel Well (Left)144 MLG Wheel Well (Right)

(2) Access Panels

195CL Overwing Fairing (Left)
196CR Overwing Fairing (Right)

F. Procedure - Lubricate the Spherical Bearing through the Access Panel (Preferred Method).

WARNING: DO THE DEACTIVATION PROCEDURE FOR THE TRAILING EDGE FLAPS OR MOVE ALL PERSONS AND EQUIPMENT AWAY WHEN YOU WORK NEAR THE TRAILING EDGE (T/E) FLAPS. THE T/E FLAPS CAN EXTEND OR RETRACT QUICKLY AND CAUSE DAMAGE TO EQUIPMENT AND INJURY TO PERSONS IF YOU DO NOT DO THE DEACTIVATION PROCEDURE.

- (1) Do the deactivation procedure for the trailing edge flaps (AMM 27-51-00/201) as follows before you do the lubrication task:
 - (a) Open these circuit breakers on the main power distribution panel, P6, and attach circuit breaker locks and D0-NOT-CLOSE tags:
 - 1) 6D21, ALTN SLAT INBD PWR

EFFECTIVITY

LUBRICATE

RIGHT WHEEL WELL SPHERICAL BEARINGS

12-21-17-3A

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AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- 2) 6D24, ALTN FLAP PWR
- 3) 6F24, ALTN SLAT OUTBD PWR
- (2) Open these circuit breakers on the overhead panel, P11, and attach circuit breaker locks and DO-NOT-CLOSE tags:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBD
 - (c) 11J24, FLAPS ALTN CONT
- (3) Remove the power from the center hydraulic system if it is not necessary (AMM 29-11-00/201).
- (4) Remove the access panel (195CL, 196CR) that is forward of the off-wing slide door as shown in Figure 302 (AMM 06-41-00/201).
- (5) Attach a flexible grease gun hose to the recommended tool to lubricate the grease fitting.
 - NOTE: The lubrication fitting is on the aft face of the bulkhead side fitting. It is above and slightly outboard of the bearing.
- (6) Apply grease to the lubrication fitting.
- (7) Install the access panel.
 - NOTE: Ensure that fasteners have the minimum locking torque for self-locking nuts (AMM 20-11-00/201).
- G. Procedure Lubricate the Spherical Bearing through the Wheel Well
 - WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
 - (1) Open the doors for the main landing gear and install the door locks (AMM 32-00-15/201).

EFFECTIVITY

LUBRICATE

RIGHT WHEEL WELL SPHERICAL BEARINGS

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CAUTION: BE CAREFUL WHEN YOU DISENGAGE THE GREASE GUN FROM THE LUBRICATION FITTING. DAMAGE TO LUBRICATION FITTING CAN EASILY OCCUR.

(2) Lubricate the spherical bearing as shown on Fig. 301.

NOTE: To lubricate the spherical bearing, get access to the fitting through the clearance between the airplane structure and the link on the inboard end of the main landing gear beam.

2. Spherical Bearing Support Fitting Lubrication (Fig. 303)

A. Procedure

- (1) Lubricate the spherical bearing in the support fitting as shown in Figure 303.
- (2) Remove the DO-NOT-CLOSE tags and the circuit breaker locks, and close these circuit breakers on the main power distribution panel, P6:
 - (a) 6D21, ALTN SLAT INBD PWR
 - (b) 6D24, ALTN FLAP PWR
 - (c) 6F24, ALTN SLAT OUTBD PWR
- (3) Remove the DO-NOT-CLOSE tags and the circuit breaker locks and close these circuit breakers on the overhead panel, P11:
 - (a) 11H23, SLAT ALTN CONT INBD
 - (b) 11H24, SLAT ALTN CONT OUTBRD
 - (c) 11J24, FLAPS ALTN CONT

WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.

(4) Remove the door locks from the main landing gear doors and close the doors (AMM 32-00-15/201).

LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS

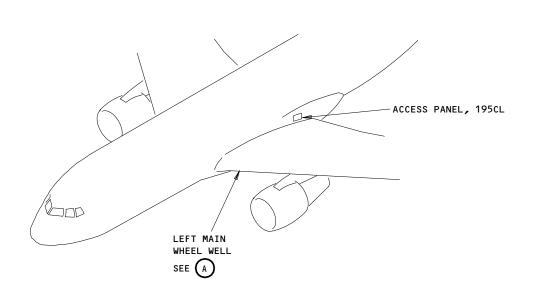
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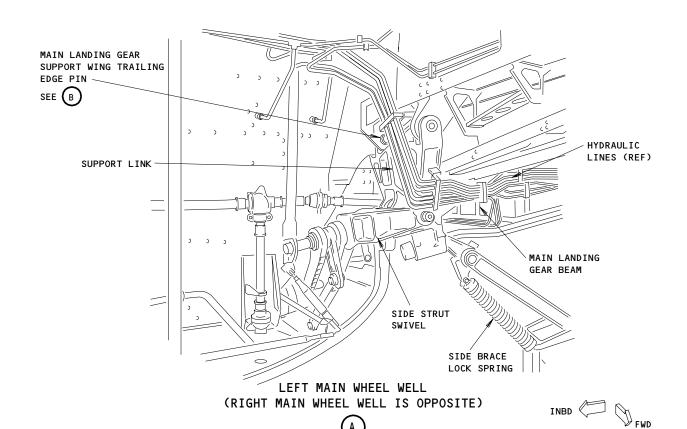
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Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Wheel Well Access Figure 301 (Sheet 1)

LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS

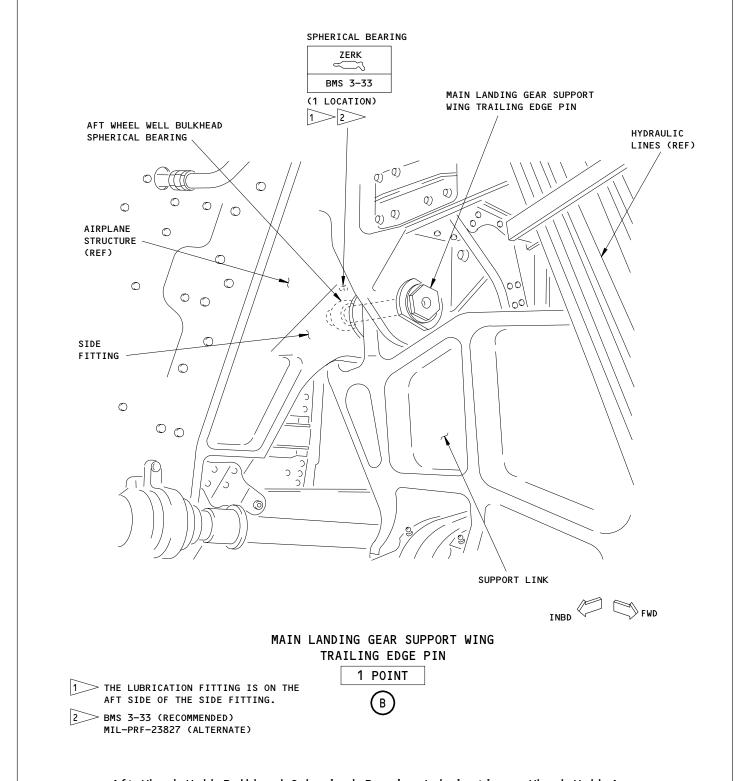
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Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Wheel Well Access Figure 301 (Sheet 2)

LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS

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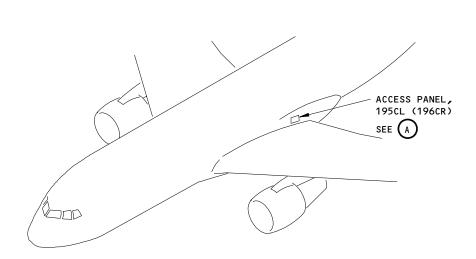
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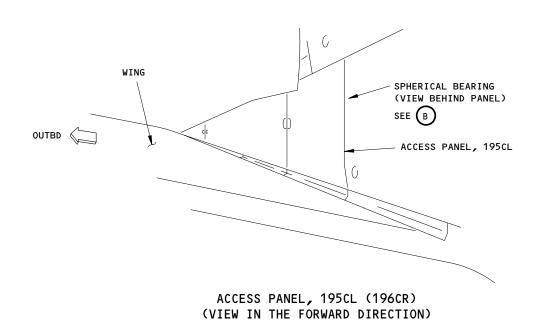
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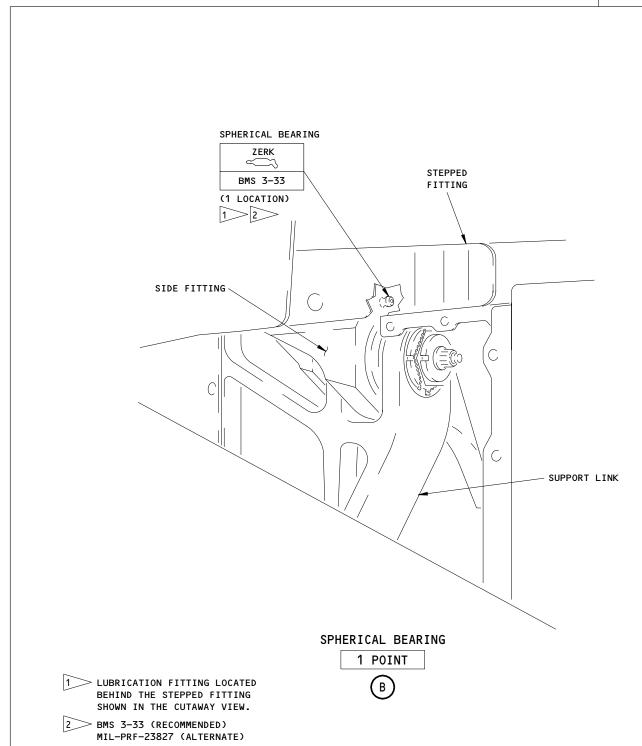
Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Panel Access Figure 302 (Sheet 1)

EFFECTIVITY LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS ₹67-200 AND 767-300 12-21-17-3A 12-044-C1-2 PAGE 7 OF 9 AUG 22/08

AIRLINE CARD NO.

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767 TASK CARD



Aft Wheel Well Bulkhead Spherical Bearing Lubrication - Panel Access Figure 302 (Sheet 2)

LUBRICATE RIGHT WHEEL WELL SPHERICAL BEARINGS

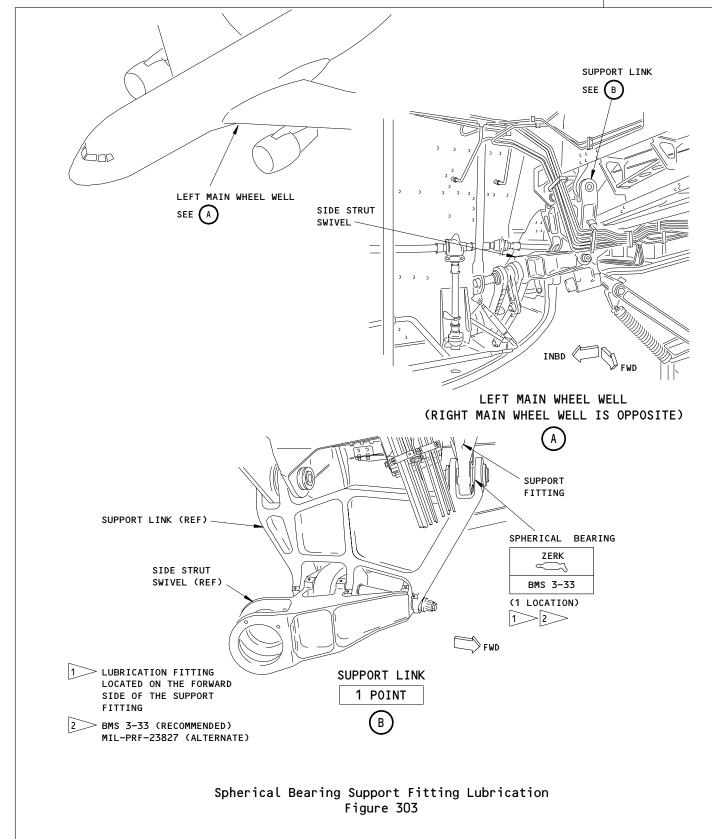
967-200 AND 767-300

12-21-17-3A 12-044-C1-2 PAGE 8 OF 9 AUG 22/03

AIRLINE CARD NO.

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12-21-17-3A

RIGHT WHEEL WELL SPHERICAL BEARINGS

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12-044-C1-2

EFFECTIVITY

₹67-200 AND 767-300

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TENUTORIAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE

ENGINE

INTERVAL

LUBRICATE THRUST REVERSER LATCH LEVER

NOTE ALL

ZONES ACCESS PANELS

211 212

SKILL

MECH INSP MPD ITEM NUMBER

LUBRICATE BOTH THRUST REVERSER LATCH LEVER MECHANISMS.

12-21-25-3A

AIRPLANE NOTE: APPLICABLE TO AIRPLANE LINE NUMBERS 1-531.

PRODUCTION LINE NO. 532 AND ON REVISED THRUST REVERSER LATCH MECHANISMS TO ALUMINUM WHICH REQUIRES NO REPETITIVE LUBRICATION.

1. <u>Lubricate the Reverse Thrust Levers</u>

RELATED TASK

- A. Consumable Materials
 - (1) D00010 Compound Antiseize, High Temperature, MIL-PRF-907 (AMM 20-30-04/201)
 - (2) GO1163 Cloth Clean Absorbent, 1x2 foot (AMM 20-30-07/201)
- B. References
 - (1) AMM 76-11-01/401, Thrust Levers
 - (2) AMM 78-31-00/201, Thrust Reverser System
- C. Access
 - (1) Location Zones
 210 Control Cabin
- D. Lubricate the Reverse Thrust Lever Latch (Fig. 301)

WARNING: DO THE THRUST REVERSER DEACTIVATION PROCEDURE TO PREVENT THE

OPERATION OF THE THRUST REVERSER. ACCIDENTAL OPERATION OF THE THRUST REVERSER CAN CAUSE INJURY TO YOU AND DAMAGE TO

EQUIPMENT.

AIRPLANES WITH TITANIUM THRUST LEVER
ASSEMBLY P/N 254N1131

LUBRICATE

THRUST REVERSER LATCH LEVER

12-21-25-3A

12-045-01

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TASK CARD

AIRLINE CARD NO.

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		(1)	Do the Thrust Reverser Deactivation Procedure for ground maintenance (AMM $78-31-00/201$).
		(2)	Open this circuit breaker on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
			(a) 11G11, AUTO SPEEDBRAKE
		(3)	Remove the center cover, the center cover seal, and the rail from the control stand.
		(4)	Put the absorbant cloth below the latch of the reverse thrust lever to catch any leakage from the lubricant.
		<u>CAUT.</u>	ION: USE ONLY MIL-A-907 ANTI-SEIZE COMPOUNDS. USE OF OTHER LUBRICANTS CAN RESULT IN TOO MUCH LOAD ON THE REVERSE THRUST LEVER.
		(5)	Use a clean applicator to apply anti-seize compound to the surfaces where the latch and notch engage.
			(a) Move the reverse thrust levers to make sure the surfaces are lubricated.
		(6)	Do a visual check to make sure the surfaces are coated with the compound.
		(7)	Move the reverse thrust lever forward and back and listen for a metallic scraping sound as the latch moves out of the notch.
			(a) If no sound is heard, the latch is correctly lubricated.
		(8)	Do the procedure again for the other latch.
		(9)	Remove the cloth. Put the reverse thrust lever back to the forward idle position.
		(10)	Install the rail, the center cover seal, and the cover seal onto the control stand.

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overhead panel, P11:

(a) 11G11, AUTO SPEEDBRAKE

(11) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the

12-045-01

AIRLINE CARD NO.

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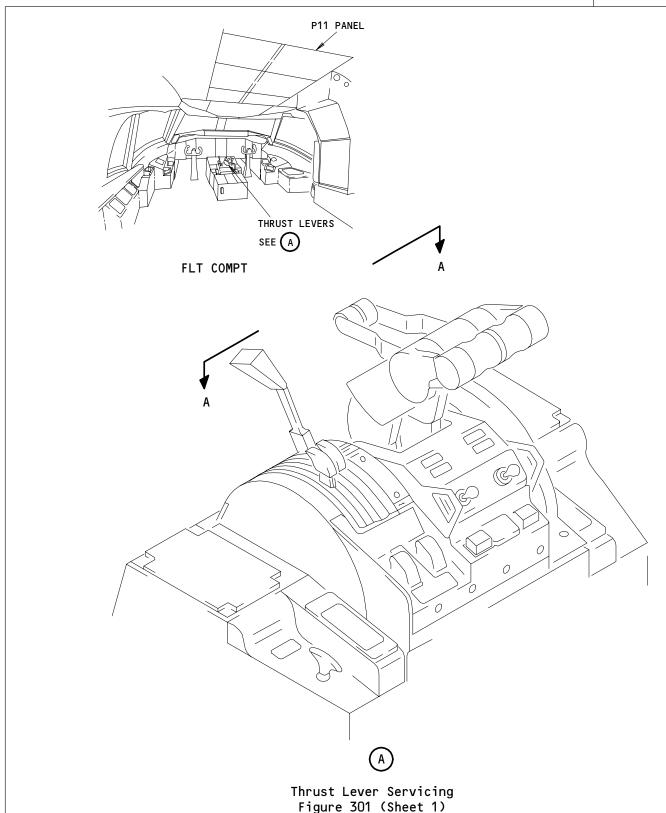
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AIRLINE CARD NO.

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LUBRICATE 12-21-25-3A THRUST REVERSER LATCH LEVER

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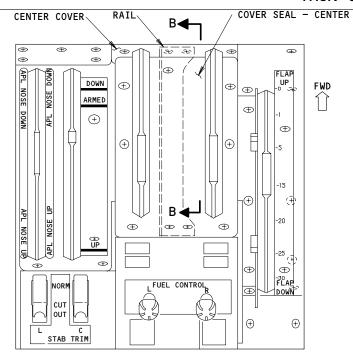
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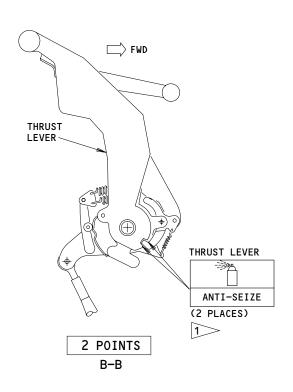
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(VIEW LOOKING DOWN) THRUST LEVER A-A



1>> APPLY ANTI-SEIZE COMPOUND TO LATCH AND NOTCH

Thrust Lever Servicing Figure 301 (Sheet 2)

EFFECTIVITY AIRPLANES WITH TITANIUM THRUST LEVER "ASSEMBLY P/N 254N1131

LUBRICATE

THRUST REVERSER LATCH LEVER

12-21-25-3A

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