STATION	
TAIL NO.	
DATE	1



BOEING CARD NO. 20-001-01

AIRLINE CARD NO.

SKILL	WORK ARE	A	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	FUSELAG	iΕ		2C		12424	018	AUG 22/05
TASI	K		TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PLICABILITY
CHECK	/INSP	CONT	TROL CABLE TURNS	- LWR FUSELAGE			AIRPLAN	
							NOT	F All

ACCESS PANELS

ZONES

113AL NOTE

113 114

MECH INSP

MPD ITEM NUMBER

20-20-02-6A

VISUALLY INSPECT FLIGHT CONTROL (AILERON, ELEVATOR, STABILIZER, FLAP), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (NOSE WHEEL STEERING, BRAKE, LG EXTENSION/RETRACTION) CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS NOTE: STABILIZER TRIM CABLES WITHIN CENTER PEDESTAL

IN CREW CABIN TO BE VIEWED FROM BELOW. CABLE

SYSTEM MAY NEED TO BE CYCLED IN ORDER TO INSPECT THE UPPER PORTIONS OF THE CABLES

OBSCURED BY THE TOP PULLEY.

ACCESS NOTE: FLIGHT CONTROL (AILERON AND FLAP) AND LANDING

GEAR CONTROL CABLES WITHIN CENTER PEDESTAL IN

CREW CABIN AREA TO BE VIEWED FROM BELOW.

NOTE: LANDING GEAR EXTENSION/RETRACTION VISUAL

INSPECTION NOT APPLICABLE TO 767-400ER.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6A 20-001-01 PAGE 1 OF 5 AUG 22/05

20-001-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. <u>Inspection of the control cable wire rope.</u>
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - 1) The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - 2) There is three or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP | CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6A

20-001-01

PAGE 2 OF 5 AUG 22/02

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20-001-01

AIRLINE CARD NO.

SAS FOEING
767
TASK CARD

MECH INSP

- (b) Replace the 7 X 19 cable assembly if:
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. <u>Inspection of pulleys.</u>
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6A 20-001-01 PAGE 3 OF 5 AUG 22/05

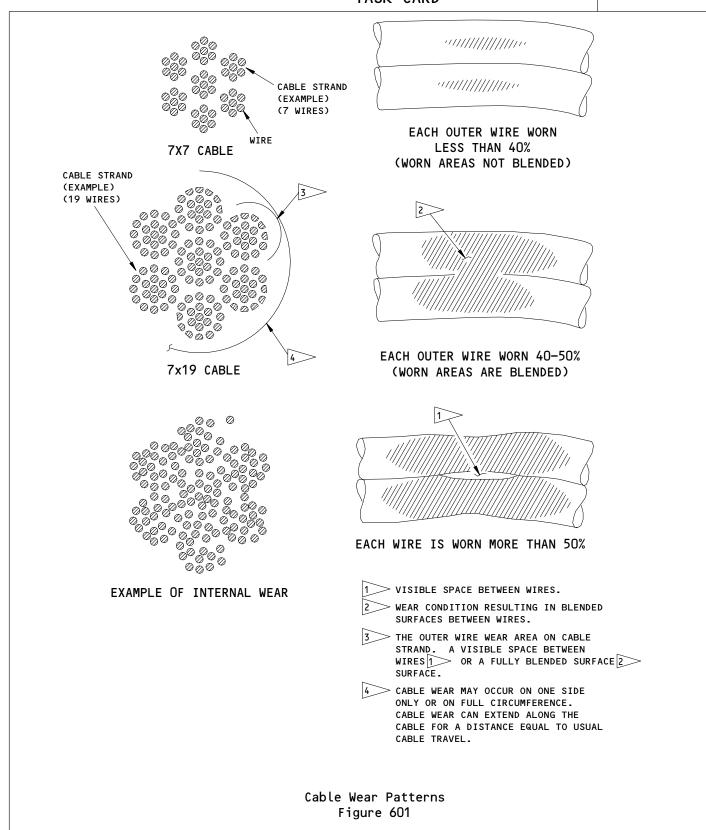
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TASK CARD



EFFECTIVITY

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20-20-02-6A

20-001-01

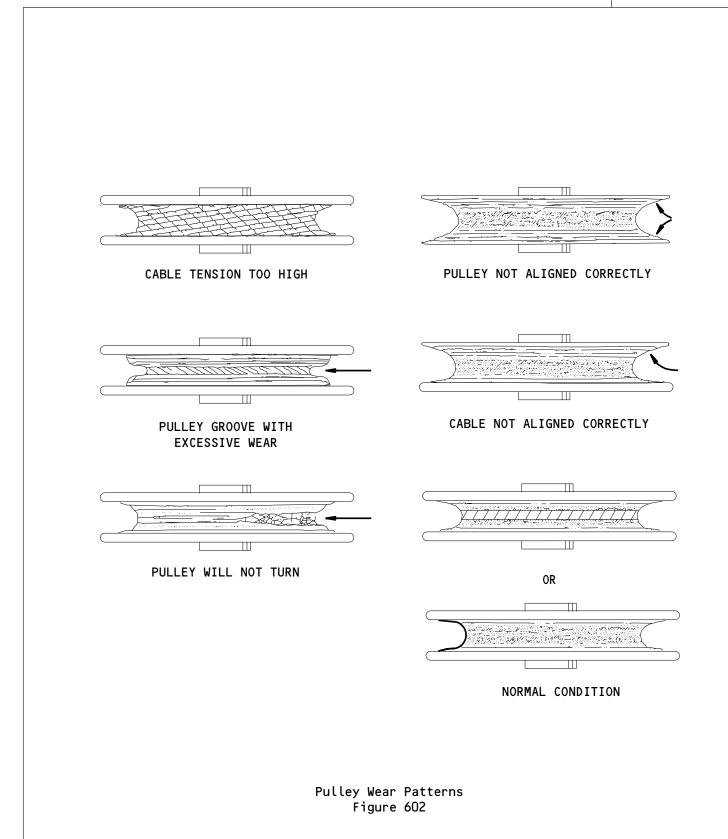
CONTROL CABLE TURNS - LWR FUSELAGE

PAGE 4 OF 5 APR 22/03

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20-001-01



EFFECTIVITY

CHECK/INSP

20-20-02-6A

20-001-01

CONTROL CABLE TURNS - LWR FUSELAGE

PAGE 5 OF 5 DEC 22/00

STATION	
TAT: NO	_
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DATE	



BOEING CARD NO. 20-001-02

AIRLINE CARD NO.

MPD

WORK AREA INTERVAL TASK CARD SKILL RELATED TASK PHASE REV REVISION 20 018 AUG 22/05 AIRPL 12424 MAIN EE CTR APPLICABILITY
LANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE NOTE ALL

ACCESS PANELS

ZONES 117 118 119

MECH INSP

119AL

MPD ITEM NUMBER

20-20-02-6A

VISUALLY INSPECT FLIGHT CONTROL (AILERON, ELEVATOR, RUDDER, STABILIZER, FLAP), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKE, NOSE WHEEL STEERING, LG EXTENSION/RETRACTION) CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTIONS ARE NOT APPLICABLE TO 767-400ER AIRPLANES.

General 1.

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.

EFFECTIVITY CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE 20-20-02-6A 20-001-02 PAGE 1 OF 5 AUG 22/05

20-001-02

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CONTROL CABLE TURNS - LWR FUSELAGE CHECK/INSP

20-20-02-6A

20-001-02

PAGE 2 OF 5 AUG 22/02

20-001-02

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SAS BOEING
767
TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

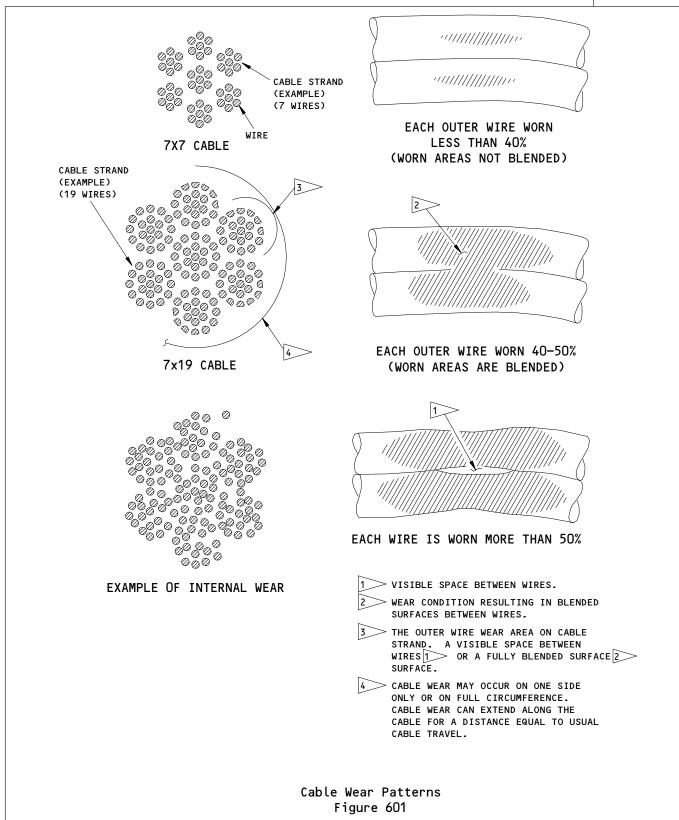
- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

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20-001-02

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6A

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CONTROL CABLE TURNS - LWR FUSELAGE

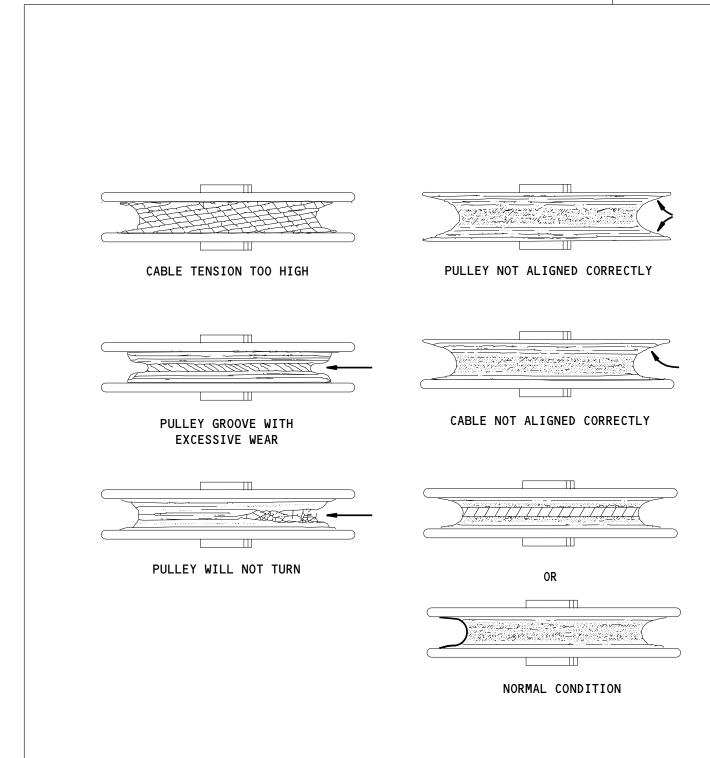
PAGE 4 OF 5 APR 22/03

SAS



20-001-02

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STATION	
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SKILL

WORK AREA



BOEING CARD NO. 20-001-04

AIRLINE CARD NO.

20-20-02-6A

TASK CARD

MPD

PHASE

AIRPL A/C MIX BAY

TASK

TITLE

REV REVISION

12424 018 AUG 22/05

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

ALL

ALL

ZONES ACCESS PANELS

RELATED TASK

125 126 1251 NOTE

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT FLIGHT CONTROL (ELEVATOR, FLAP), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKE) CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

NOTE: ALTERNATE GEAR EXTENSION VISUAL INSPECTION

IS NOT APPLICABLE TO 767-400ER AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1251 REQUIRES REMOVAL OF

THE FWD CARGO COMPT AFT WALL PANELS.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6A 20-001-04 PAGE 1 OF 5 AUG 22/05

20-001-04

SAS BOEING TASK CARD

MECH INSP

- (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
- Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
- Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total 2) cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches 1) of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6A

20-001-04

PAGE 2 OF 5 AUG 22/02

20-001-04

AIRLINE CARD NO.



MECH INSP

- (a) Make sure there is sufficient lubrication on the control cable.
- (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

3. <u>Inspection of the control cable fittings.</u>

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. Inspection of pulleys.

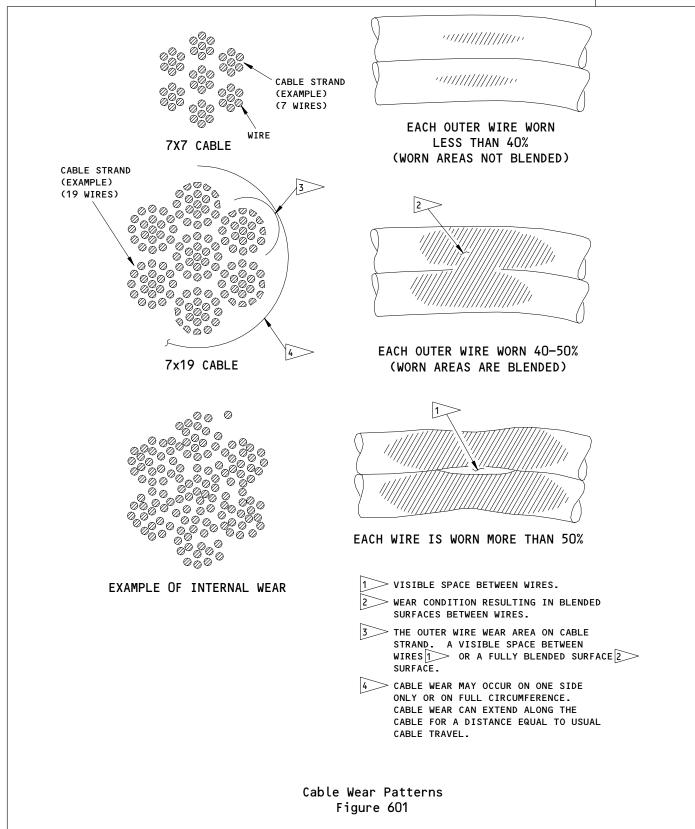
- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

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20-001-04

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6A

20-001-04

CONTROL CABLE TURNS - LWR FUSELAGE

PAGE 4 OF 5 APR 22/03

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767 TASK CARD

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20-001-04

AIRLINE CARD NO.

CABLE TENSION TOO HIGH PULLEY NOT ALIGNED CORRECTLY Ш Ш CABLE NOT ALIGNED CORRECTLY PULLEY GROOVE WITH **EXCESSIVE WEAR** PULLEY WILL NOT TURN 0R Community Commun NORMAL CONDITION

> Pulley Wear Patterns Figure 602

	STATION	
•	TAIL NO.	
	DATE	



BOEING CARD NO. 20-002-01

AIRLINE CARD NO.

20-20-02-6B

SKILL	WORK AREA	RELATED TASK		INTERVAL	PHASE	MPD REV	TASK CARD REVISION
AIRPL	FUSELAGE		4C	1/10	14848	018	AUG 22/05

TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY TASK AIRPLANE ENGINE CHECK/INSP CONTROL CABLES - STRAIGHT RUNS NOTE **ALL**

ZONES ACCESS PANELS

117 118 119

119AL

MPD ITEM NUMBER MECH INSP

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL (AILERON, ELEVATOR, STABILIZER, FLAP, RUDDER), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (NOSE WHEEL STEERING, BRAKES, ALTERNATE GEAR EXTENSION, LG EXTENSION/RETRACTION) CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE

CONTROL IN LIEU OF STABILIZER TRIM CABLES.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTIONS IS NOT APPLICABLE TO 767-400ER AIRPLANES.

General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6B 20-002-01 PAGE 1 OF 5 AUG 22/05

20-002-01

SAS BOEING

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

TASK CARD

- Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
- Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B

20-002-01

PAGE 2 OF 5 AUG 22/02

20-002-01

AIRLINE CARD NO.



MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- 3. <u>Inspection of the control cable fittings.</u>
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B

20-002-01

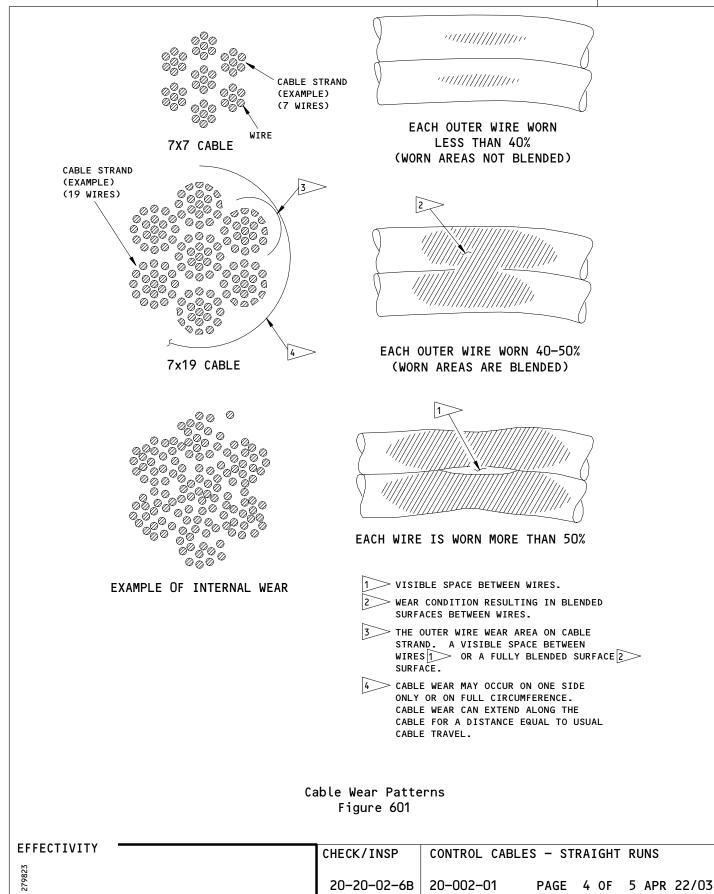
PAGE 3 OF 5 AUG 22/05

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20-002-01

AIRLINE CARD NO.



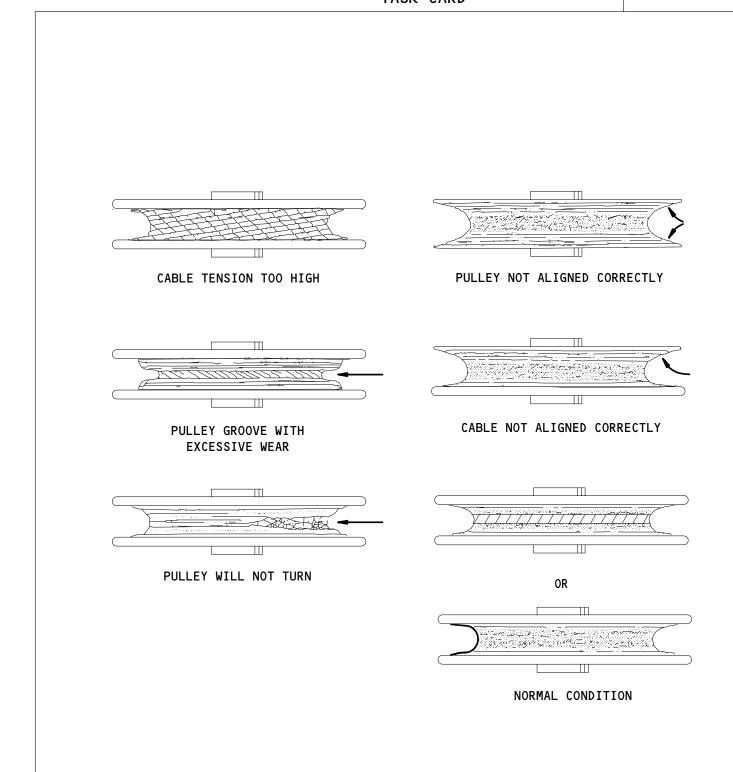
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767 TASK CARD

SAS

20-002-01

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	



4C

20-002-02

MPD

REV

AIRLINE CARD NO.

BOEING CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK

PHASE

14848

REVISION 018 AUG 22/05

TASK CARD

ALL

CHECK/INSP

121 122

AIRPL

MECH INSP

CONTROL CABLES - STRAIGHT RUNS

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

ACCESS PANELS

1/10

NOTE

ZONES

FWD CARGO

1211 1212 1221

MPD ITEM NUMBER

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL (AILERON, FLAP, ELEVATOR), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKES, LG EXTENSION/RETRACTION) CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6B

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTION IS

NOT APPLICABLE TO 767-400ER AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1211 AND 1221 REQUIRE

> REMOVAL OF THE LEFT AND RIGHT FWD CARGO COMPARTMENT SIDEWALL PANELS PER MM REF

25-52-01.

SPECIAL ACCESS 1212 REQUIRES REMOVAL OF THE FWD CARGO COMPT CEILING PANELS.

General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-002-02 PAGE 1 OF 5 AUG 22/05 20-20-02-6B

20-002-02



MECH INSP

- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - 1) There is two or more broken wires in 12 continuous inches of cable.
 - 2) There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6B 20-002-02 PAGE 2 OF 5 AUG 22/02

20-002-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 1) There is four or more broken wires in 12 continuous inches of cable.
- There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

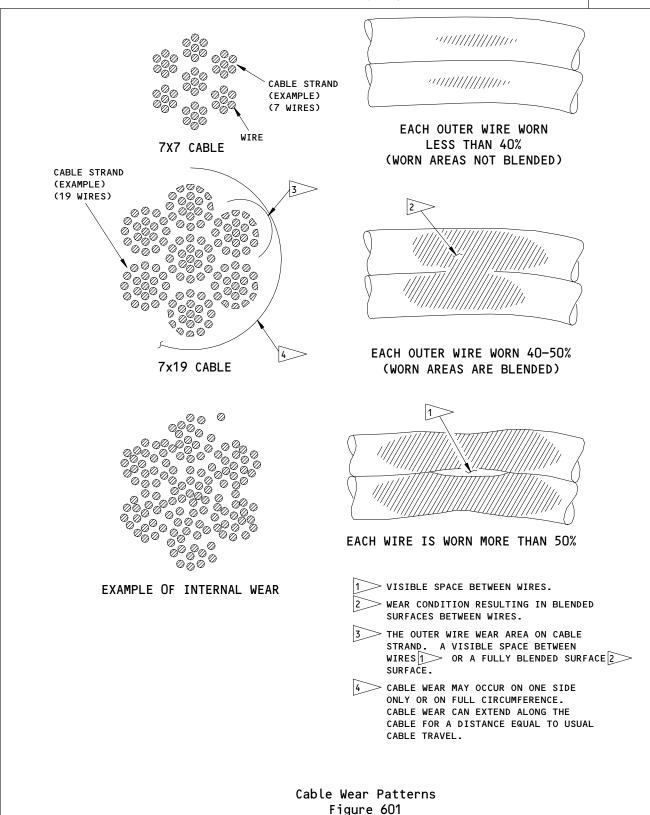
20-20-02-6B 20-002-02 PAGE 3 OF 5 AUG 22/05

SAS



20-002-02

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6B

CONTROL CABLES - STRAIGHT RUNS

PAGE 4 OF 5 APR 22/03

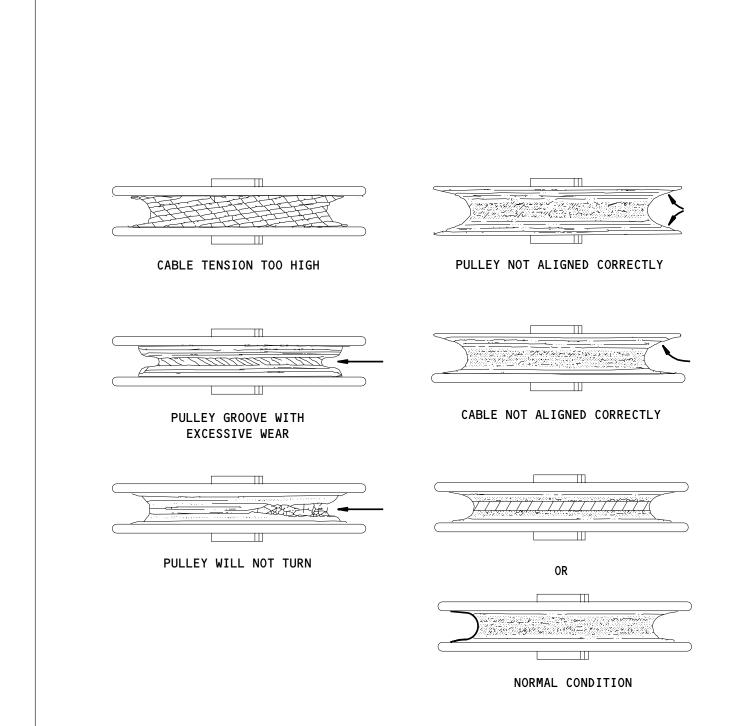
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767 TASK CARD

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20-002-02

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STA	TION			
TAI	L NO.			BOEING
D	ATE	SAS	8	767
				TASK CARD
SKILL	WORK AREA	RELATED TASK		INTERVAL

BOEING CARD NO. 20-002-03

AIRLINE CARD NO.

20-20-02-6B

PHASE

TASK CARD

AIRPL A/C MIX BAY

4C 1/10 14848 018 AUG 22/05

TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

AIRPLANE ENGINE
ALL ALL

ZONES ACCESS PANELS

125 126 1251 NOTE

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL (AILERON, FLAP, ELEVATOR), THRUST CONTROL (IF INSTALLED), AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKES, LG EXTENSION/RETRACTION) CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND ALTERNATE

GEAR EXTENSION VISUAL INSPECTIONS ARE NOT

APPLICABLE TO 767-400 AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1251 REQUIRES REMOVAL OF

THE FWD CARGO COMPT AFT WALL PANELS.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B 20-002-03 PAGE 1 OF 5 AUG 22/05

20-002-03

SAS BOEING TASK CARD

MECH INSP

- (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
- Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
- Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total 2) cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches 1) of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B

20-002-03

PAGE 2 OF 5 AUG 22/02

20-002-03

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- (a) Make sure there is sufficient lubrication on the control cable.
- (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

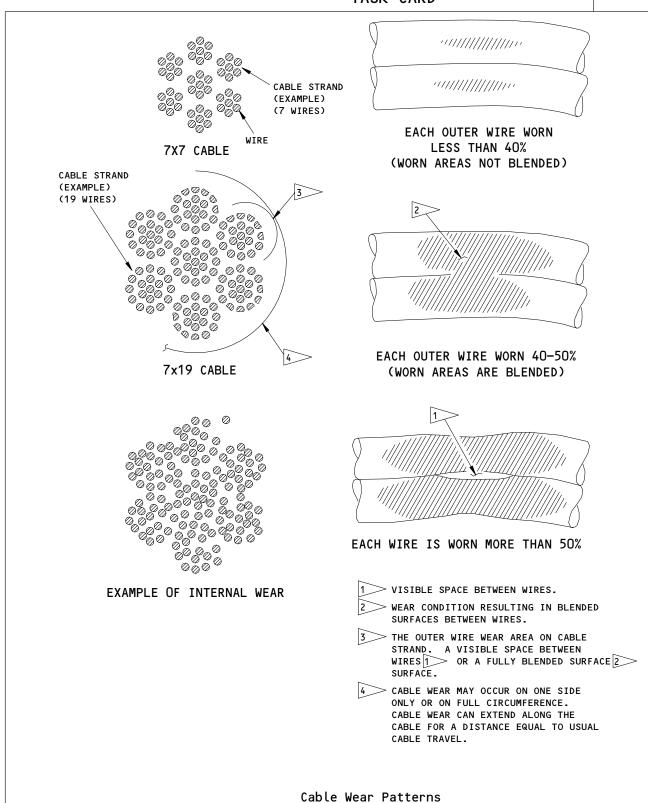
4. Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

20-002-03

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BOEING 767 TASK CARD



EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B

Figure 601

20-002-03

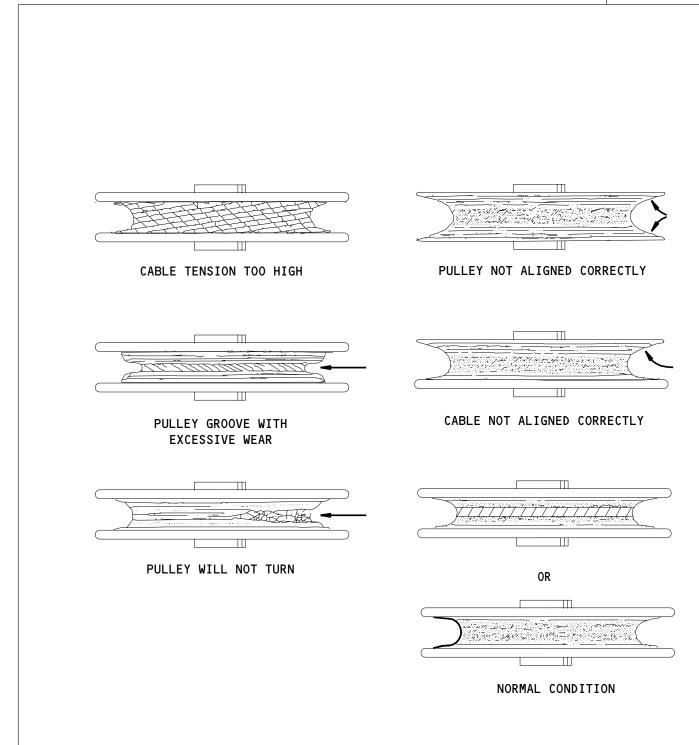
PAGE 4 OF 5 APR 22/03

20-002-03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

STATION	
TAIL NO.	
DATE	1

CHECK/INSP



BOEING CARD NO. 20-002-04

AIRLINE CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK PHASE REV REVISION 1/10 012 AIRPL FUSELAGE 4C 14848 AUG 22/05 STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

20-20-02-6B

MPD

CONTROL CABLES - STRAIGHT RUNS ACCESS PANELS

ALL ALL

TASK CARD

ZONES

131 132 141 142 1311 1312 1411 1412 2411 NOTE

MPD ITEM NUMBER MECH INSP

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL (AILERON, ELEVATOR, FLAP) AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKES, LANDING GEAR EXTENSION/RETRACTION) CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE RUNS: LBL 70 TO 82; RBL 59 TO 90.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND ALTERNATE

GEAR EXTENSION VISUAL INSPECTIONS IS NOT

APPLICABLE TO 767-400 AIRPLANES.

SPECIAL ACCESS 1311 REQUIRES REMOVING ACCESS NOTE:

> THE CABIN FLOOR COVERING PER MM REFERENCE 25-27-01 AND SPECIAL ACCESS 1312 REQUIRES REMOVING THE CABIN FLOOR PANELS - STA 785

TO 955 PER MM REFERENCE 53-01-01. SPECIAL ACCESS 1411 REQUIRES REMOVING

THE FLOOR PANEL/COVERING - STA 955 TO 1065

PER MM REF 25-27-01.

SPECIAL ACCESS 1412 REQUIRES REMOVING THE CABIN FLOOR PANELS, STA 955 TO 1065 PER

MM REF 53-01-01.

SPECIAL ACCESS 2411 REQUIRES REMOVING THE MID CABIN EQUIPMENT STA 785 TO 1065.

General

Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-002-04 PAGE 1 OF 6 AUG 22/05 20-20-02-6B

20-002-04

AIRLINE CARD NO.



MECH INSP

- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - 1) The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - If corrosion is found.
 - (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

20-20-02-6B 20-002-04 PAGE 2 OF 6 AUG 22/02

20-002-04

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- 2) There is three or more broken wires anywhere in the total cable assembly.
- (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- Inspection of pulleys.
 - A. Examine the pulleys.

BOEING CARD NO.

20-002-04

AIRLINE CARD NO.

TASK CARD

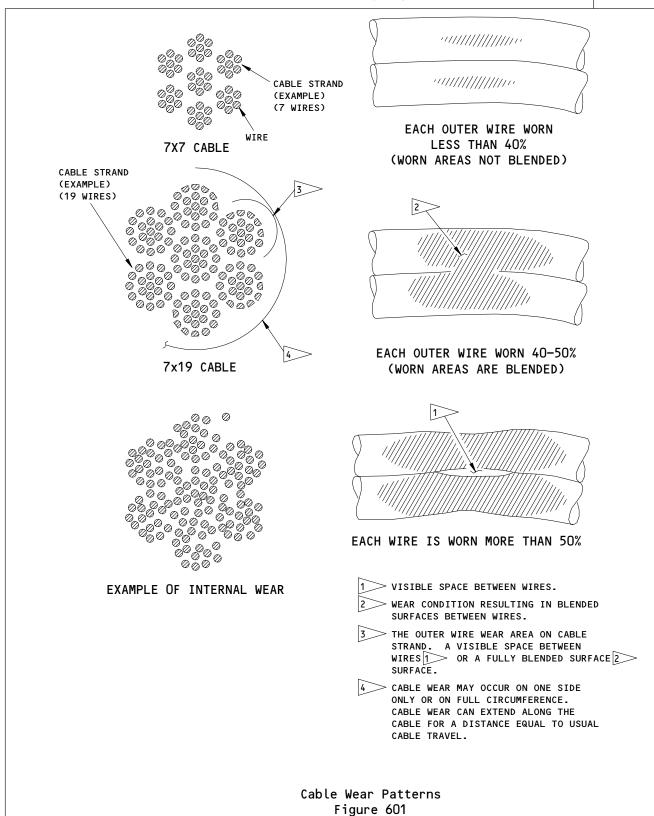
MECH	INSP		
		(1)	Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
		(2)	Replace any pulleys that match the description in Fig. 602.
EFF	ECTI	VITY —	CHECK/THOR CONTROL CARLES STRATCHT RUNG
	· -		CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6B 20-002-04 PAGE 4 OF 6 AUG 22/05

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20-002-04

AIRLINE CARD NO.



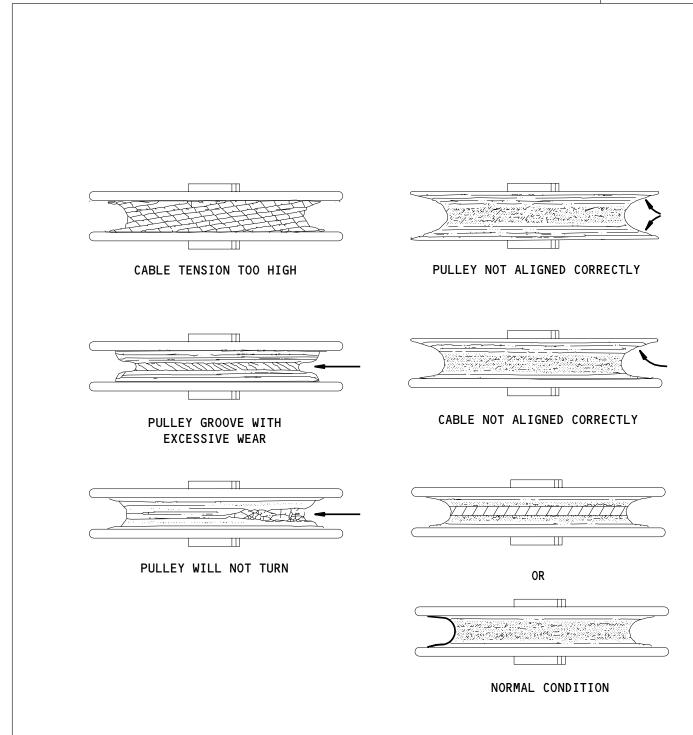
EFFECTIVITY

CHECK/INSP

20-002-04

SAS





Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	コ



BOEING CARD NO.
20-003-01

AIRLINE CARD NO.

TASK CARD WORK AREA INTERVAL TASK CARD SKILL RELATED TASK PHASE MPD REV REVISION 20 012 AIRPL FUSELAGE 12424 AUG 22/05 STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE ALL ALL ZONES ACCESS PANELS 131 141 142 1311 1312 1411 1412 2411 NOTE

MECH INSP

MPD ITEM NUMBER

20-20-02-6C

VISUALLY INSPECT FLIGHT CONTROL (AILERON, FLAP) AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, BRAKES, LG EXTENSION/RETRACTION) CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE TURN LOCATIONS: STA 954 TO 1015, LBL 59

TO 81 AND RBL 59 TO 88.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTION IS

NOT APPLICABLE TO 767-400ER AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1311 REQUIRES REMOVING THE

CABIN FLOOR COVERING PER MM REF 25-27-01 AND SPECIAL ACCESS 1312 REQUIRES REMOVING THE CABIN FLOOR PANELS - STA 785 TO 955

PER MM REF 53-01-01.

SPECIAL ACCESS 1411 REQUIRES REMOVING THE FLOOR PANEL/COVERING - STA 955 TO 1065

PER MM REF 25-27-01.

SPECIAL ACCESS 1412 REQUIRES REMOVING THE CABIN FLOOR PANELS, STA 955 TO 1065 PER

MM REF 53-01-01.

SPECIAL ACCESS 2411 REQUIRES REMOVING THE MID CABIN EQUIPMENT STA 785 TO 1065.

1. General

A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6C

20-003-01

PAGE 1 OF 6 AUG 22/05

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20-003-01

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.

20-003-01

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

- 2) There is three or more broken wires anywhere in the total cable assembly.
- (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. <u>Inspection of pulleys.</u>
 - A. Examine the pulleys.

BOEING CARD NO.

20-003-01

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

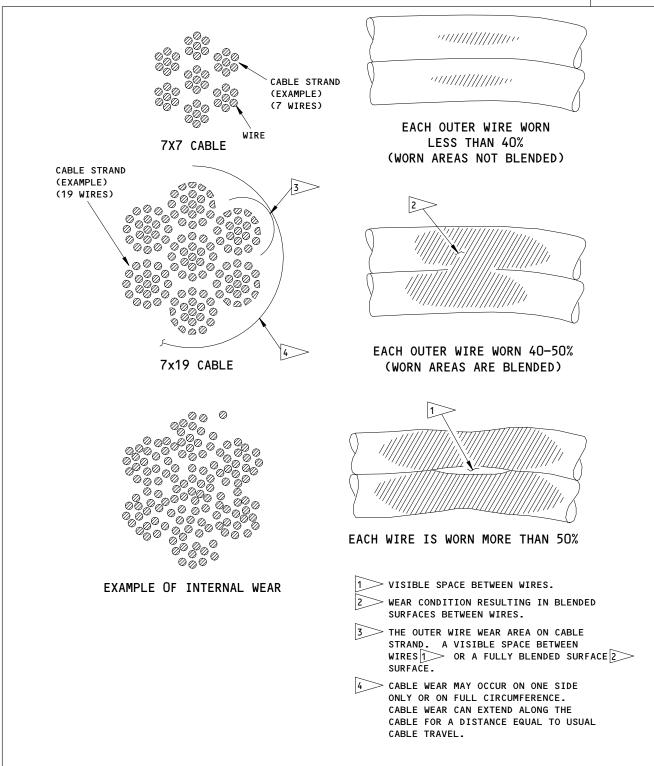
MECH	INSP													
			(1)	Perform free to	a deta	iled v . Rep	visual olace	inspec pulleys	tion to which	make su are not	re that free to	pullo rota	eys are te.	
			(2)	Replace	any pu	lleys	that	match t	he desc	ription	in Fig.	602.		
EFF	ECTI	VITY -					CHECK	/INSP	CONTR	OL CABLE	TURNS	- LWR	FUSELA	GE
								0-02-60			PAGE			

SAS



20-003-01

AIRLINE CARD NO.



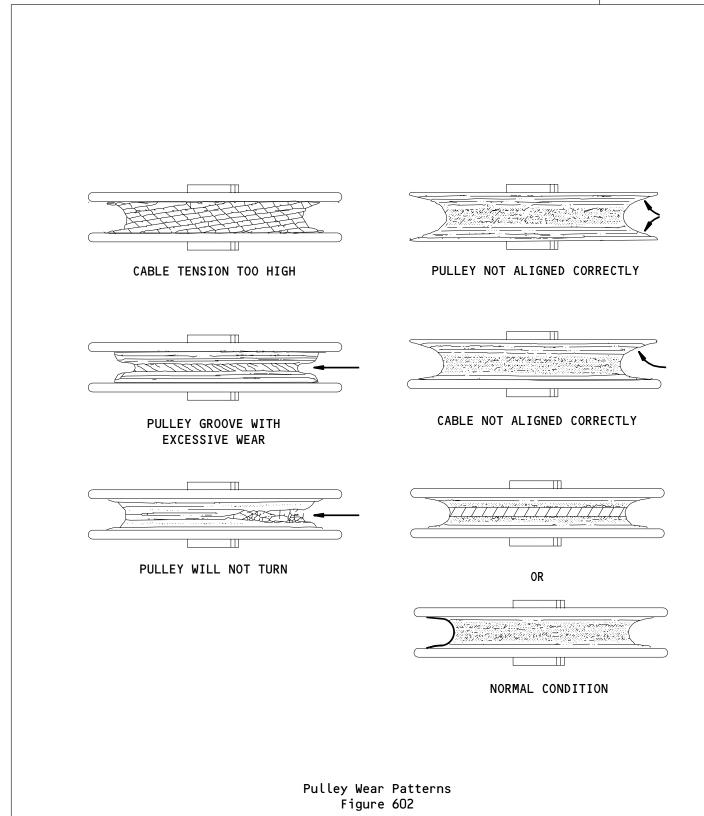
Cable Wear Patterns
Figure 601

AIRLINE CARD NO.

SAS



20-003-01



EFFECTIVITY

CHECK/INSP

20-20-02-6C

20-003-01

CONTROL CABLE TURNS - LWR FUSELAGE

PAGE 6 OF 6 AUG 22/02

STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 20-004-01-1

AIRLINE CARD NO.

SKILL	WORK AREA REL		ATED TASK	INTERVAL		PHASE	MPD	TASK CARD	
								REV	REVISION
AIRPL	L MAIN	W/W			1 C		11212	018	AUG 22/05
TASI	K			TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PLICABILITY
					_			AIRPLAN	E ENGINE
CHECK/INSP CONTROL CA		ROL CA	ABLES - EXP	OSED/UNPROTECTED					
								ALL	ALL
	ZONES					ACCESS PANELS			
143				1004					

MECH INSP

MPD ITEM NUMBER

20-20-02-6D

VISUALLY INSPECT EXPOSED/UNPROTECTED FLIGHT CONTROL (AILERON, AILERON BUS) AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, GROUND DOOR RELEASE, BRAKES, LG EXTENSION/RETRACTION) CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTIONS NOT APPLICABLE TO 767-400ER AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING THE

LANDING GEAR THROUGH THE WHEEL WELL DOORS

PER MM REF 32-00-15.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. <u>Inspection of the control cable wire rope.</u>

CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D 20-004-01-1 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

20-004-01-1

SAS BOEING TASK CARD

MECH INSP

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

20-004-01-1 PAGE 2 OF 5 AUG 22/02

AIRLINE CARD NO.

SAS FOEING
767
TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- 3. <u>Inspection of the control cable fittings.</u>
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

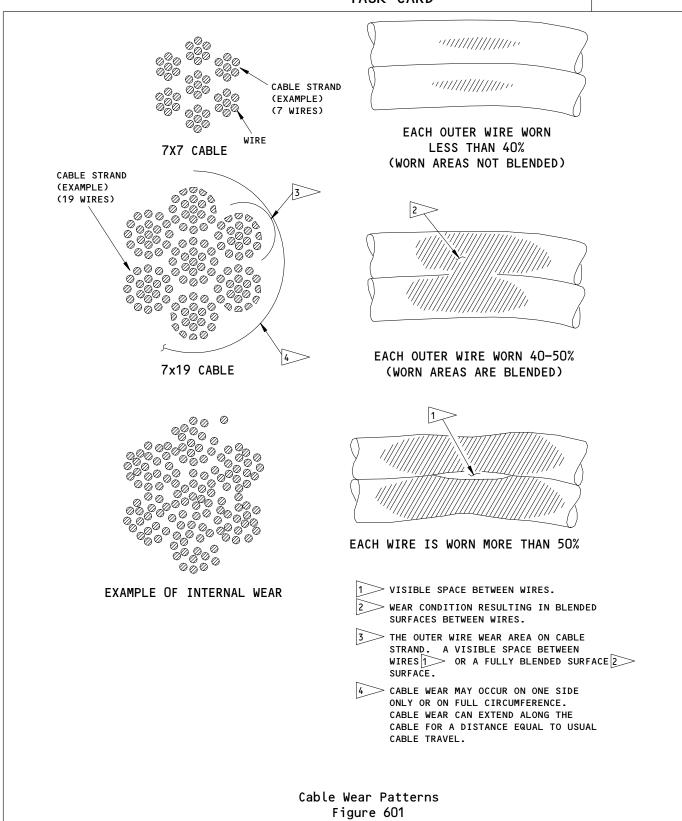
20-004-01-1 PAGE 3 OF 5 AUG 22/05

SAS



20-004-01-1

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6D

20-004-01-1

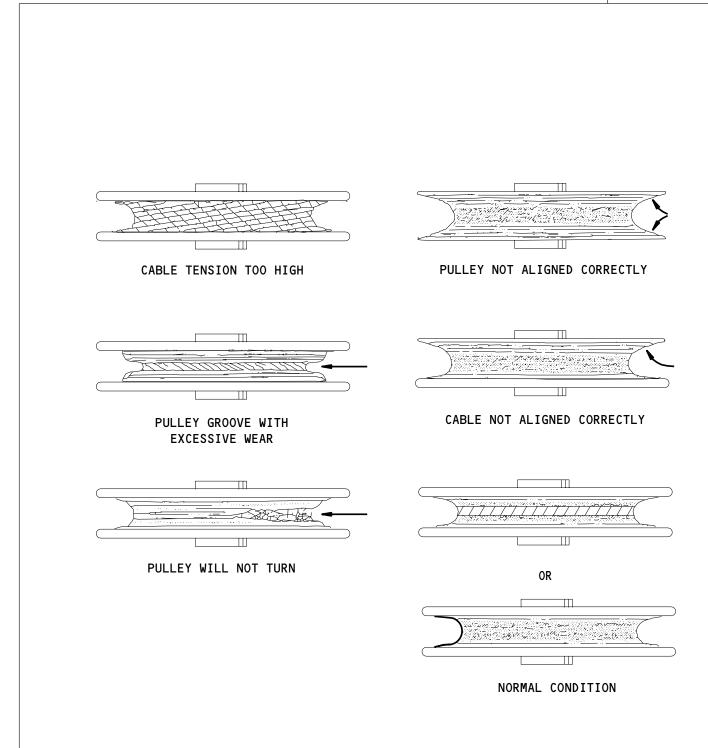
CONTROL CABLES - EXPOSED/UNPROTECTED

PAGE 4 OF 5 APR 22/03

SAS



AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	\dashv



BOEING CARD NO. 20-004-01-2

AIRLINE CARD NO.

SKILL	WORK ARI	EA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	R MAIN	W/W		1 c		11212	018	AUG 22/05
TASK			TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	PLICABILITY E ENGINE
CHECK/INSP CONTROL CA			OL CABLES - EXPO	OSED/UNPROTECTED			AIRPLAN	E ENGINE
							ALL	ALL
	ZONES				ACCESS PANELS			
144			1004					

MECH INSP

MPD ITEM NUMBER

20-20-02-6D

VISUALLY INSPECT EXPOSED/UNPROTECTED FLIGHT CONTROL (AILERON, AILERON BUS) AND LANDING GEAR CONTROL (ALTERNATE GEAR EXTENSION, GROUND DOOR RELEASE, BRAKES, LG EXTENSION/RETRACTION) CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, RACKS AND SECURITY.

NOTE: LANDING GEAR EXTENSION/RETRACTION AND

ALTERNATE GEAR EXTENSION VISUAL INSPECTIONS IS NOT APPLICABLE TO 767-400ER AIRPLANES.

ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES ACCESSING THE

LANDING GEAR THROUGH THE WHEEL WELL DOORS

PER MM REF 32-00-15.

1. General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. <u>Inspection of the control cable wire rope.</u>

CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D 20-004-01-2 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

20-004-01-2

SAS BOEING TASK CARD

MECH INSP

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

20-004-01-2 PAGE 2 OF 5 AUG 22/02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

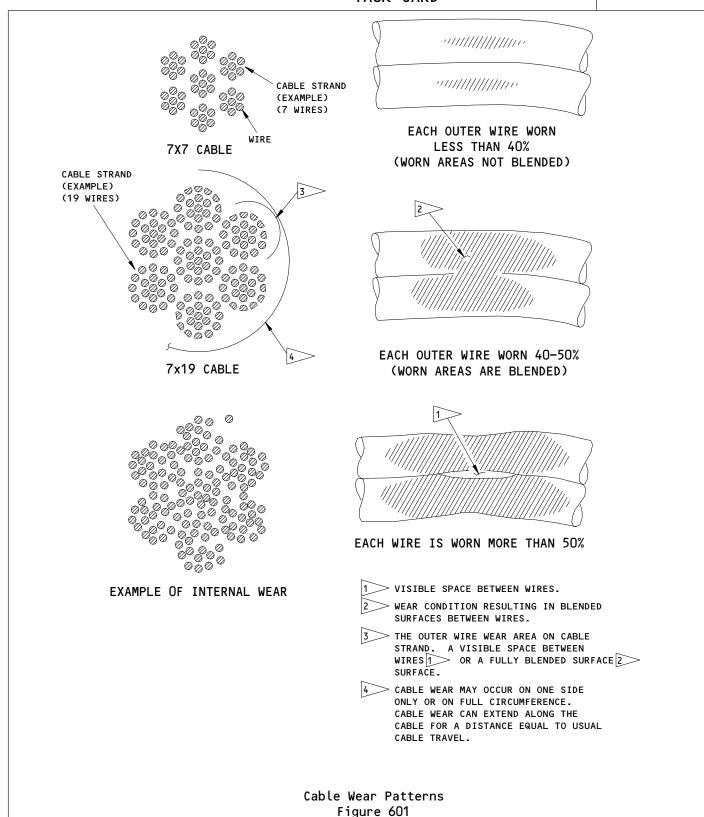
20-20-02-6D

20-004-01-2 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS

767 TASK CARD



EFFECTIVITY

CHECK/INSP

20-20-02-6D

20-004-01-2

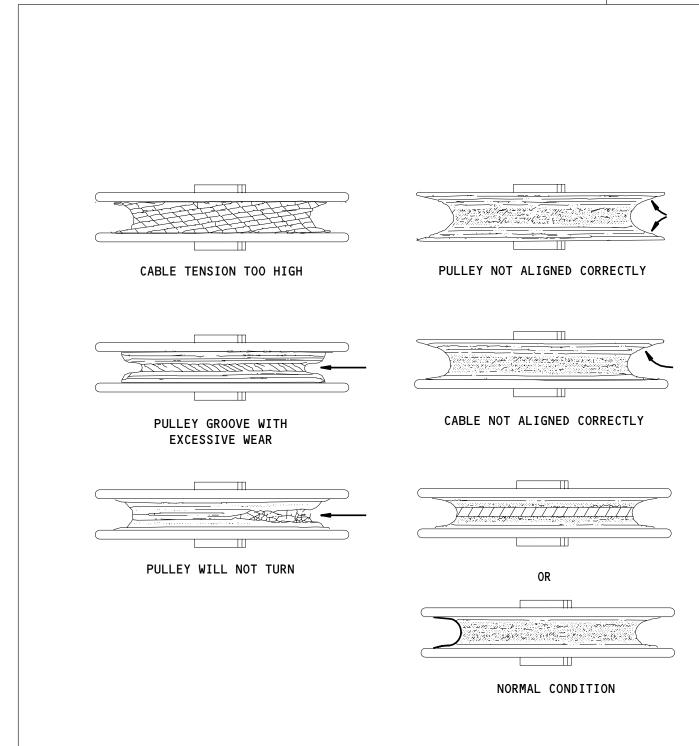
CONTROL CABLES - EXPOSED/UNPROTECTED

PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	

WORK AREA



BOEING CARD NO. 20-004-02-1

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

AIRPL L WING TE 1C 11212 012 AUG 22/05
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

TASK

CHECK/INSP

CONTROL CABLES — EXPOSED/UNPROTECTED

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

ALL
ALL

ZONES ACCESS PANELS

RELATED TASK

551

SKILL

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT EXPOSED/UNPROTECTED FLIGHT CONTROL (AILERON, AILERON BUS) CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6D

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

0

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

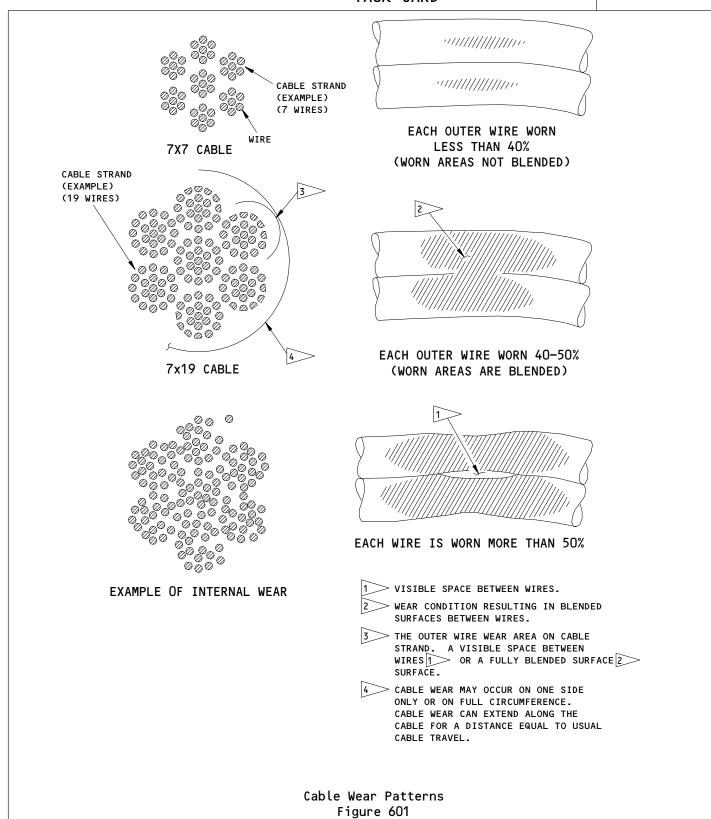
20-20-02-6D

20-004-02-1 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS

767
TASK CARD



EFFECTIVITY

CHECK/INSP

20-20-02-6D

20-004-02-1

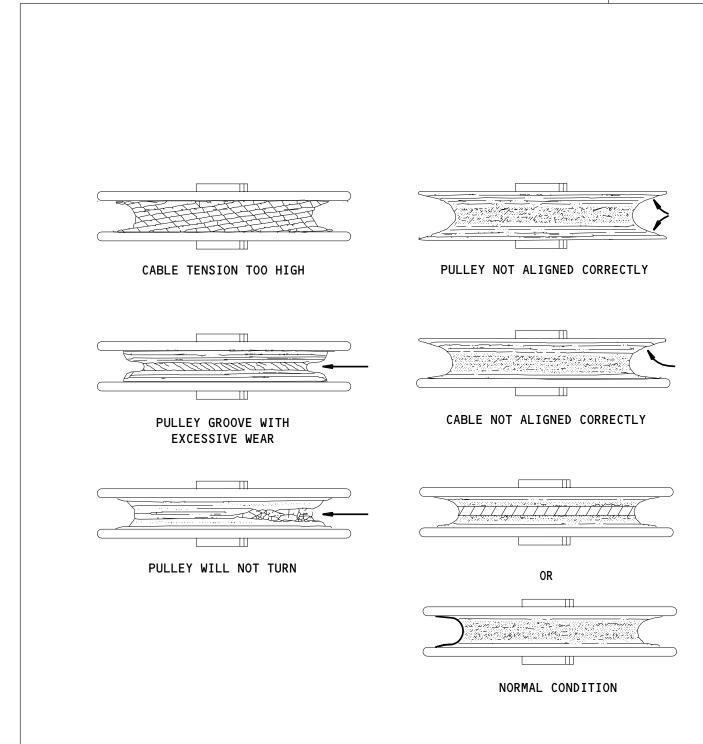
CONTROL CABLES - EXPOSED/UNPROTECTED

PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION
TAIL NO.
DATE

WORK AREA



BOEING CARD NO. 20-004-02-2

AIRLINE CARD NO.

MPD

PHASE

TASK CARD

							REV	REVISION
AIRPL	R WING	TE		1C		11212	012	AUG 22/05
TAS	K		TITLE		STRUCTURAL ILLUSTRATION R	EFERENCE	AF	PLICABILITY

INTERVAL

CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

AIRPLANE ENGINE

ALL ALL

ZONES ACCESS PANELS

RELATED TASK

651

SKILL

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT EXPOSED/UNPROTECTED FLIGHT CONTROL (AILERON, AILERON BUS) CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6D

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D 20-004-02-2 PAGE 1 OF 5 AUG 22/05

TASK CARD

AIRLINE CARD NO.

INSP		
	(2)	Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
	(3)	Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
		(a) Replace the cable assembly if:
		 The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
	INSP	(2)

- 2) If a kink is found.
- If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - 1) There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

AIRLINE CARD NO.

SAS FOR TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

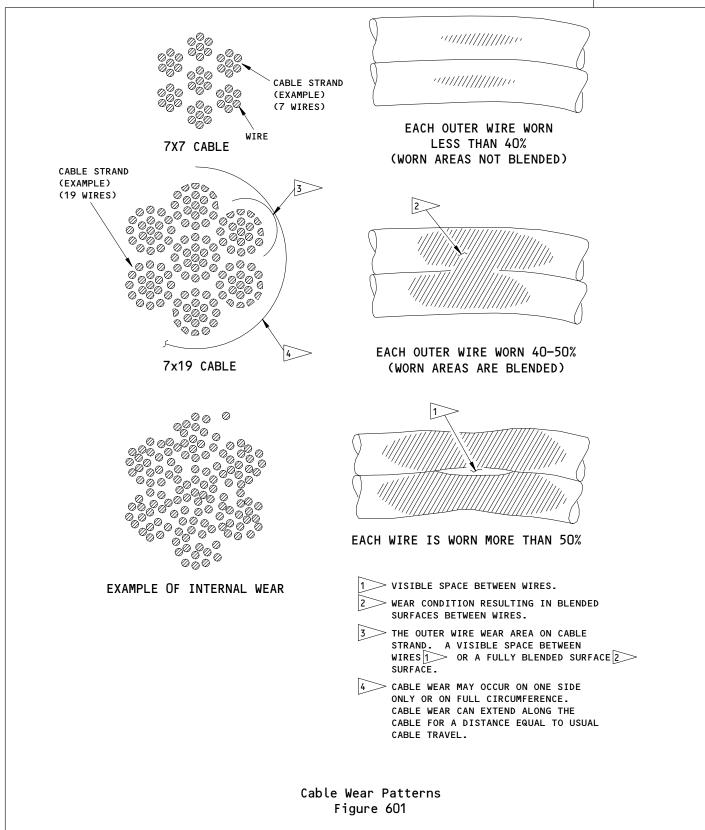
20-20-02-6D

20-004-02-2 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS





EFFECTIVITY

CHECK/INSP

20-20-02-6D

20-004-02-2

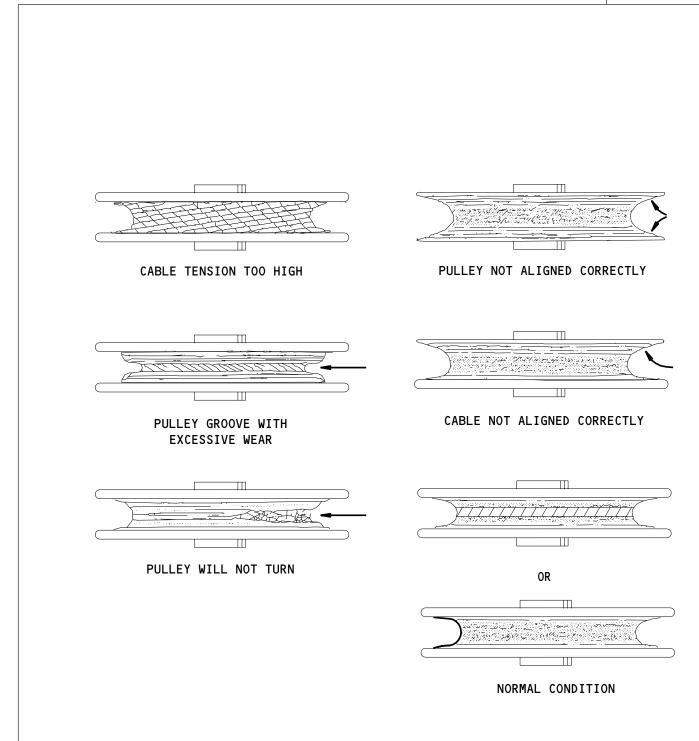
CONTROL CABLES - EXPOSED/UNPROTECTED

PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	\neg



BOEING CARD NO. 20-004-03-1

AIRLINE CARD NO.

WORK AREA RELATED TASK INTERVAL SKILL REV REVISION 1 C 018 AUG 22/05 AIRPL L WING TE 11212

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANF ENGINE AIRPLANE

ACCESS PANELS

CONTROL CABLES - EXPOSED/UNPROTECTED

ALL

MPD

PHASE

ALL

TASK CARD

ZONES

CHECK/INSP

552

MECH INSP

5002 561AB 561CB

MPD ITEM NUMBER

VISUALLY INSPECT EXPOSED/UNPROTECTED AILERON CONTROL CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6D

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

General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

0

8 6

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

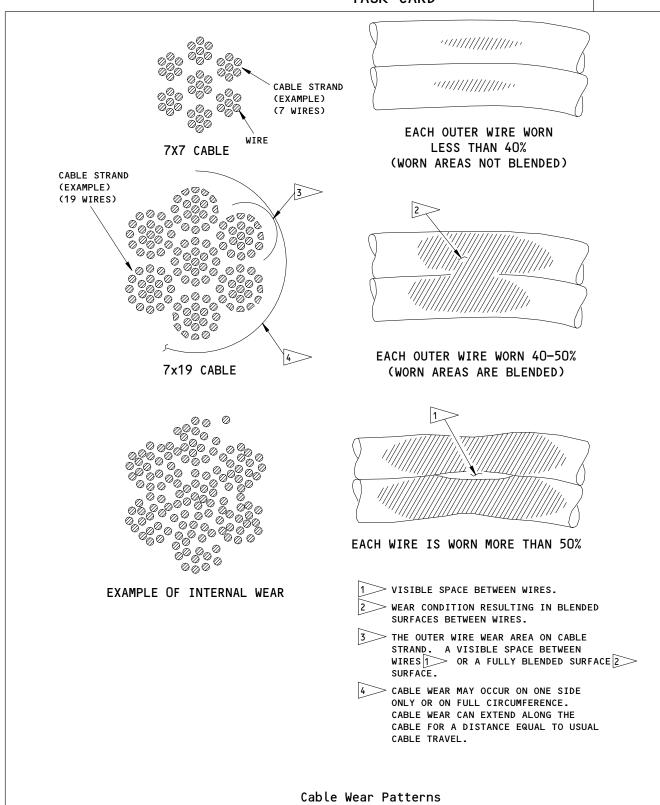
20-20-02-6D

20-004-03-1 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS





EFFECTIVITY

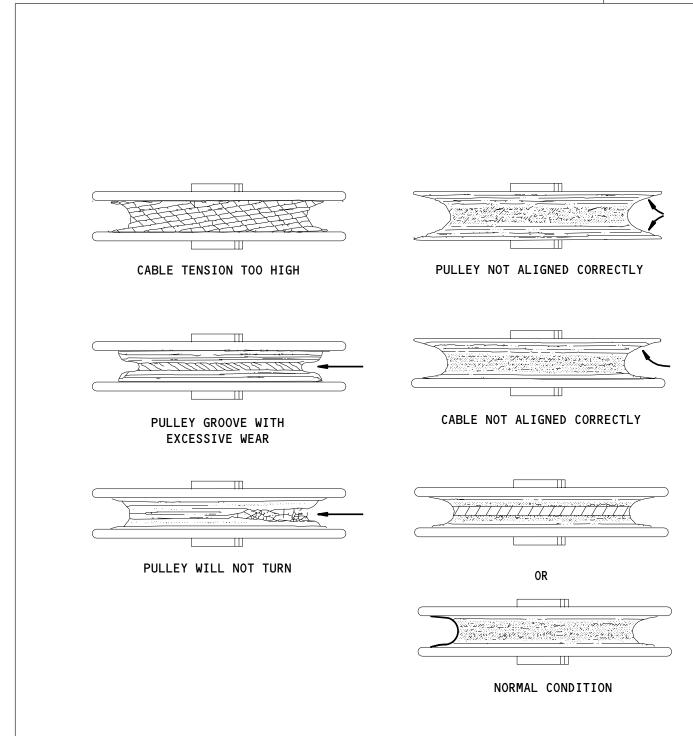
Figure 601

CHECK/INSP

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	



BOEING CARD NO. 20-004-03-2

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

WORK AREA RELATED TASK INTERVAL SKILL REV REVISION 1 C 018 AUG 22/05 AIRPL R WING TE 11212

APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED **ALL ALL**

ZONES ACCESS PANELS

652 5002 661AB 661CB

MPD ITEM NUMBER MECH INSP

VISUALLY INSPECT EXPOSED/UNPROTECTED AILERON CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6D

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

General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED 20-20-02-6D 20-004-03-2 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.

- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - 2) There is three or more broken wires anywhere in the total cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

20-004-03-2 PAGE 2 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

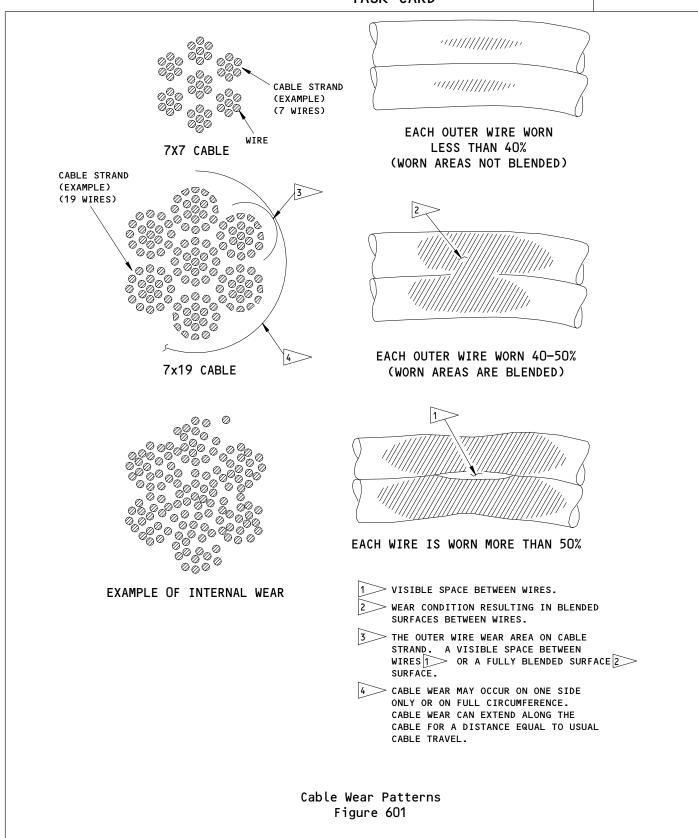
20-20-02-6D

20-004-03-2 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS





EFFECTIVITY

CHECK/INSP

20-20-02-6D

20-004-03-2

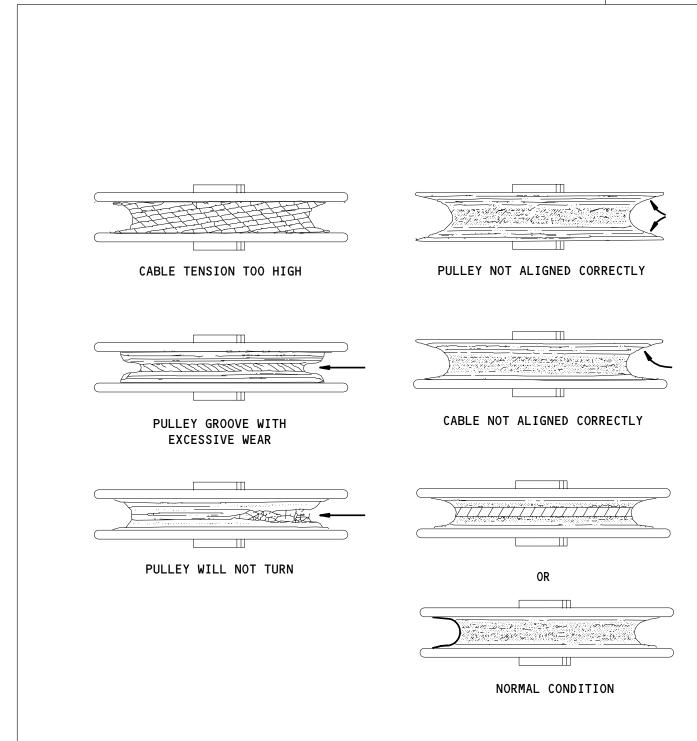
CONTROL CABLES - EXPOSED/UNPROTECTED

PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION	
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DATE	



BOEING CARD NO. 20-004-04-1

AIRLINE CARD NO.

SKILL WORK AREA RELATED TASK INTERVAL MPD TASK CARD PHASE REV REVISION L WING TE 1 C 018 AUG 22/05 AIRPL 11212 APPLICABILITY
ANF ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

561LB 561MB 561RBX

ZONES ACCESS PANELS

ZONES TANK

5002

MECH INSP

561

MPD ITEM NUMBER

ALL

VISUALLY INSPECT EXPOSED/UNPROTECTED AILERON CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6D

ALL

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

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D 20-004-04-1 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

	TASK CARD
MECH INSP	
	(2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
	(3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
	(a) Replace the cable assembly if:
	 The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
	2) If a kink is found.
	3) If corrosion is found.
	(4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
	(a) Replace the 7 x 7 cable assembly if:
	 There is two or more broken wires in 12 continuous inches of cable.
	There is three or more broken wires anywhere in the total cable assembly.
	(b) Replace the 7 X 19 cable assembly if:
	 There is four or more broken wires in 12 continuous inches of cable.
	There is six or more broken wires anywhere in the total cable assembly.
	(5) Inspect the carbon steel control cable lubrication.
	(a) Make sure there is sufficient lubrication on the control cable.
EFFECTIVITY	CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECT

AIRLINE CARD NO.

20-004-04-1

SAS BOEING TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

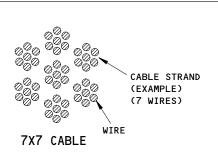
20-20-02-6D

20-004-04-1 PAGE 3 OF 5 AUG 22/05

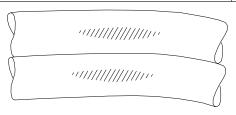
BOEING 767 TASK CARD

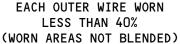
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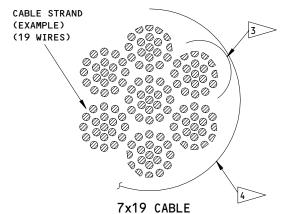
AIRLINE CARD NO.

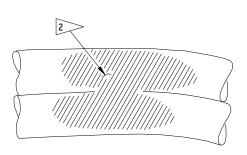


SAS

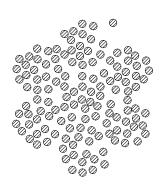


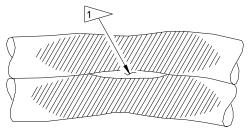






EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)





EXAMPLE OF INTERNAL WEAR

EACH WIRE IS WORN MORE THAN 50%

> VISIBLE SPACE BETWEEN WIRES. > WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE 2 SURFACE.

4 > CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY

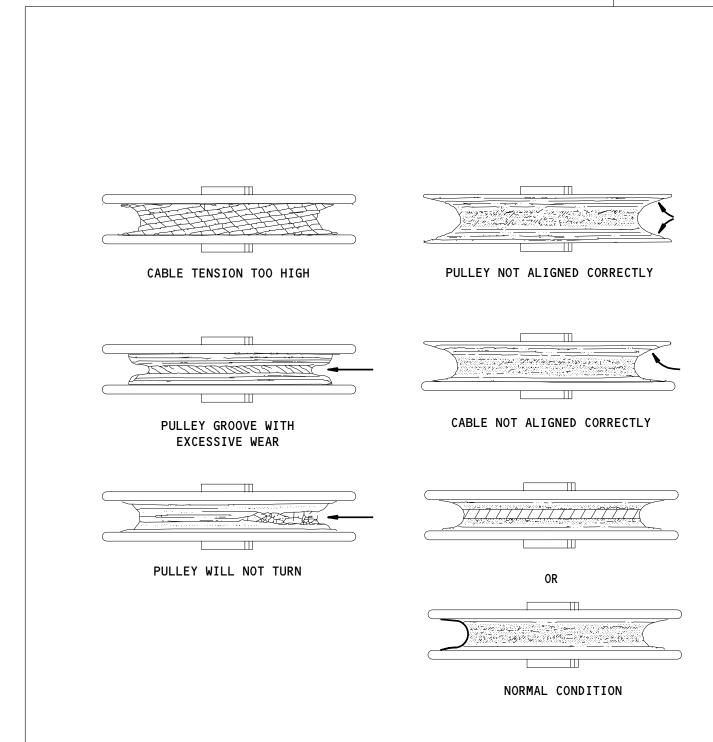
CHECK/INSP 20-20-02-6D CONTROL CABLES - EXPOSED/UNPROTECTED

20-004-04-1 PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS

767 TASK CARD



Pulley Wear Patterns Figure 602

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STATION	7
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DATE	- 1



BOEING CARD NO. 20-004-04-2

AIRLINE CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK PHASE REV REVISION 1 C 018 AUG 22/05 AIRPL R WING TE 11212

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
ANE ENGINE AIRPLANE

TASK CARD

ALL

CONTROL CABLES - EXPOSED/UNPROTECTED ZONES ACCESS PANELS

ALL

MPD

661

MECH INSP

CHECK/INSP

5002 661LB 661MB 661RBX

MPD ITEM NUMBER

20-20-02-6D

VISUALLY INSPECT EXPOSED/UNPROTECTED AILERON CONTROL CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

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

ACCESS NOTE: SPECIAL ACCESS 5002 REQUIRES EXTENDING THE

1. <u>General</u>

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY CHECK/INSP CONTROL CABLES - EXPOSED/UNPROTECTED 20-20-02-6D 20-004-04-2 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - 1) The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - 2) There is three or more broken wires anywhere in the total cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

20-004-04-2 PAGE 2 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - EXPOSED/UNPROTECTED

20-20-02-6D

20-004-04-2 PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS

7X7 CABLE

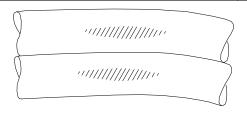
7x19 CABLE

EXAMPLE OF INTERNAL WEAR

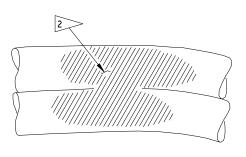
CABLE STRAND (EXAMPLE) (19 WIRES)

767
TASK CARD

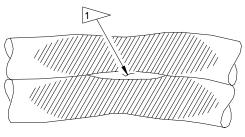
CABLE STRAND (EXAMPLE) (7 WIRES)



EACH OUTER WIRE WORN
LESS THAN 40%
(WORN AREAS NOT BLENDED)



EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)



EACH WIRE IS WORN MORE THAN 50%

1 VISIBLE SPACE BETWEEN WIRES.

WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

THE OUTER WIRE WEAR AREA ON CABLE
STRAND. A VISIBLE SPACE BETWEEN
WIRES OR A FULLY BLENDED SURFACE SURFACE.

CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE.
CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY 228622

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3

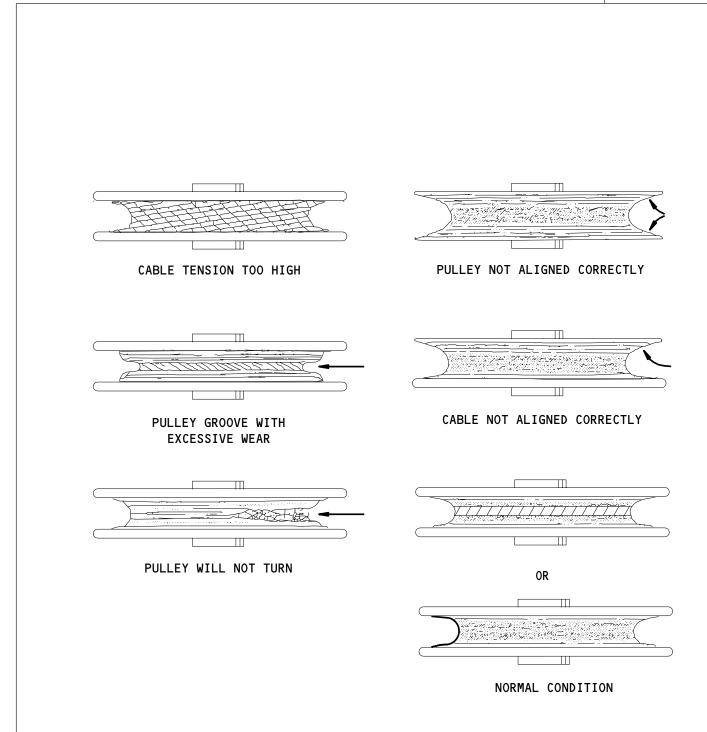
CHECK/INSP 20-20-02-6D CONTROL CABLES - EXPOSED/UNPROTECTED

20-004-04-2 PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION	
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WORK AREA



BOEING CARD NO. 20-005-01

AIRLINE CARD NO.

TASK CARD

ALL

SKILL RELATED TASK REV REVISION 4C 1/10 012 AUG 22/05 AIRPL AFT CARGO 14848 STRUCTURAL ILLUSTRATION REFERENCE

INTERVAL

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

APPLICABILITY
ANE ENGINE AIRPLANE

ALL

MPD

PHASE

ZONES ACCESS PANELS

153

MECH INSP

1532 NOTE

MPD ITEM NUMBER

20-20-02-6E

VISUALLY INSPECT STRAIGHT RUNS OF ELEVATOR CONTROL CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE RUN: LBL 82.

SPECIAL ACCESS 1532 REQUIRES REMOVAL OF ACCESS NOTE:

THE AFT CARGO COMPT CEILING PANELS PER

MM REF 25-52-01.

1. <u>General</u>

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys. D.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - Examine the wire rope. Α.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6E 20-005-01 PAGE 1 OF 5 AUG 22/05

20 005 01

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP	
		(2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or

- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:

evidence of contact is found.

- The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
- 2) If a kink is found.
- If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - 2) There is three or more broken wires anywhere in the total cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6E

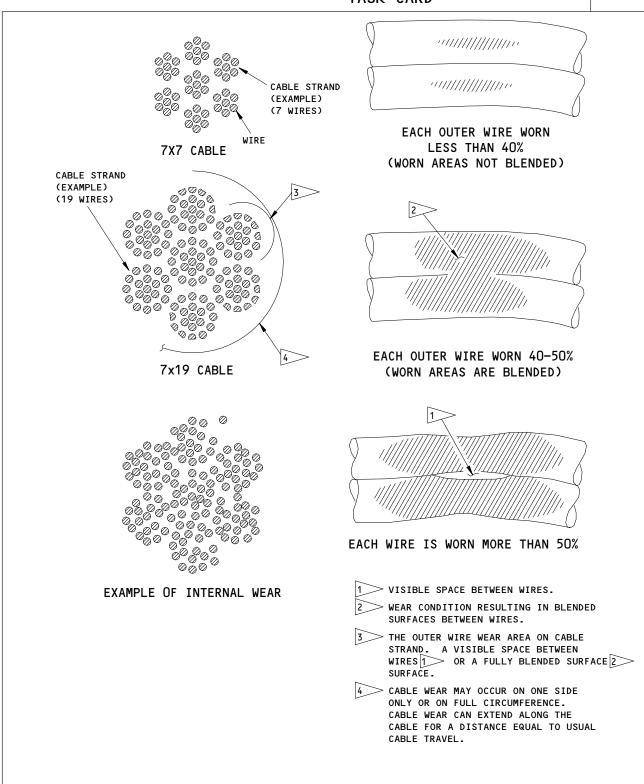
20-005-01

PAGE 3 OF 5 AUG 22/05

BOEING SAS 767 TASK CARD

20-005-01

AIRLINE CARD NO.



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8 8

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EFFECTIVITY

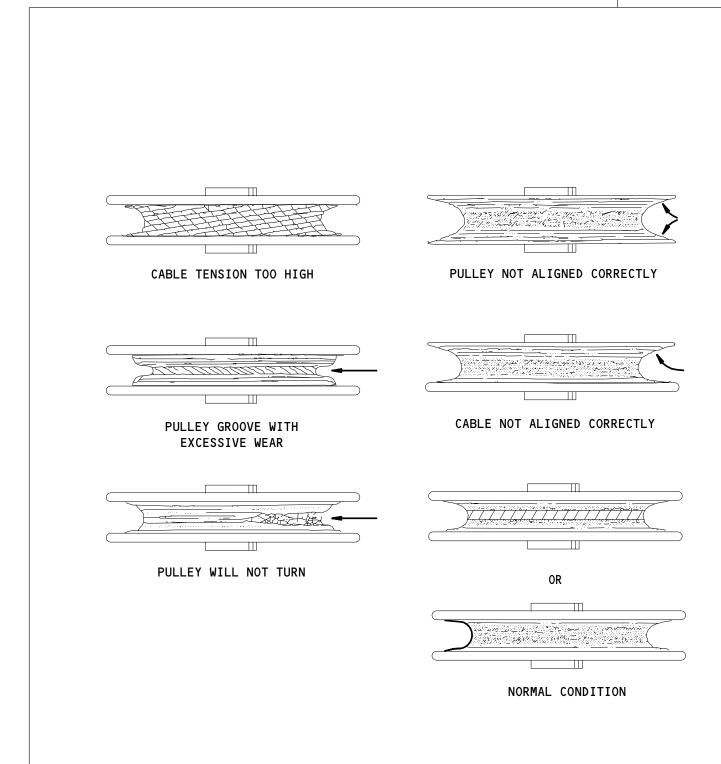
Cable Wear Patterns Figure 601

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD

20-005-01



Pulley Wear Patterns Figure 602

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BOEING CARD NO. 20-005-02

AIRLINE CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK REV REVISION 4C 1/10 012 AUG 22/05 AIRPL BULK CARGO 14848 STRUCTURAL ILLUSTRATION REFERENCE

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

APPLICABILITY
ANE ENGINE AIRPLANE

MPD

PHASE

ALL

ALL

TASK CARD

ZONES

ACCESS PANELS

MECH INSP

161

1611 NOTE

MPD ITEM NUMBER

20-20-02-6E

VISUALLY INSPECT STRAIGHT RUNS OF ELEVATOR CONTROL CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE RUN: LBL 82.

ACCESS NOTE: SPECIAL ACCESS 1611 REQUIRES REMOVAL OF

THE BULK CARGO COMPT LEFT SIDE PANELS PER

MM REF 25-52-01.

1. <u>General</u>

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys. D.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - Examine the wire rope. Α.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6E 20-005-02 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

20-005-02

SAS BOEING TASK CARD

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

0

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6E

20-005-02

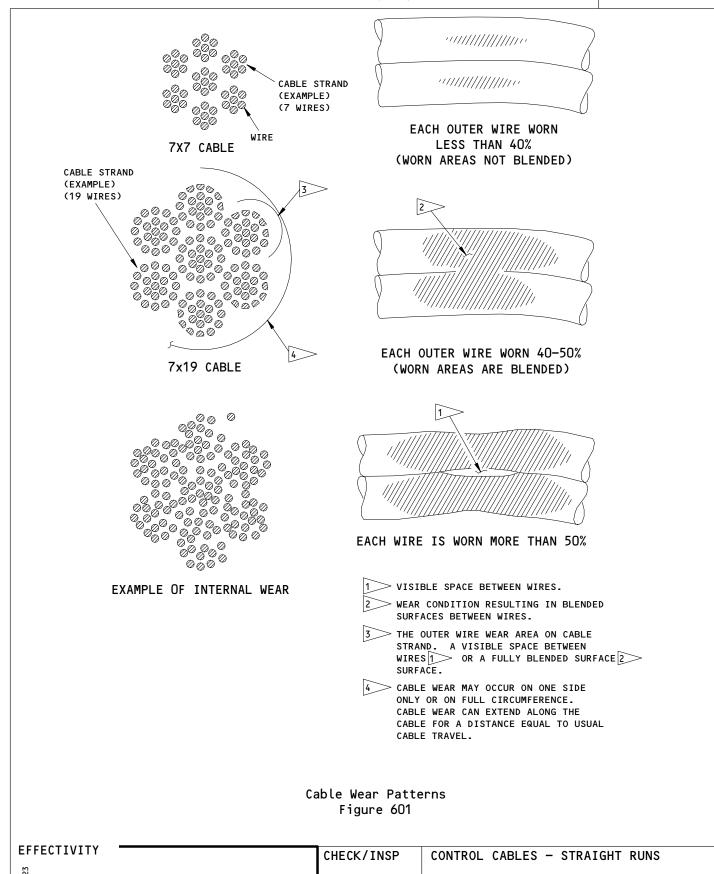
PAGE 3 OF 5 AUG 22/05

SAS



20-005-02

AIRLINE CARD NO.



20-20-02-6E

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20-005-02

PAGE 4 OF 5 APR 22/03

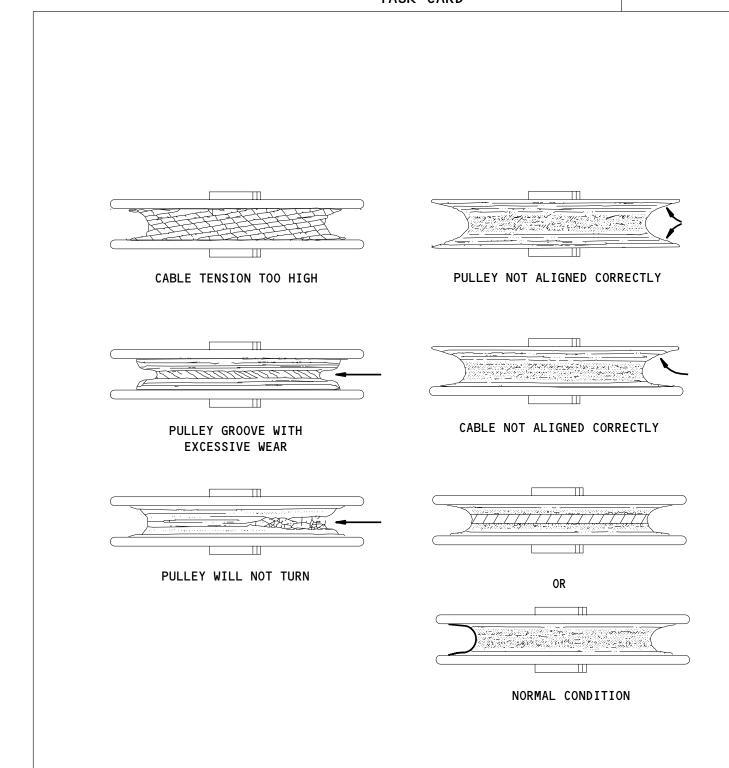
BOEING 767

SAS

TASK CARD

20-005-02

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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

STATION
TAIL NO.
DATE



BOEING CARD NO. 20-005-03

20-20-02-6E

MPD

PHASE

AIRLINE CARD NO.

TASK CARD

SKILL RELATED TASK REV REVISION 4C 1/10 012 AUG 22/05 AIRPL **FUSELAGE** 14848

INTERVAL

APPLICABILITY
ANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE AIRPLANE CHECK/INSP CONTROL CABLES - STRAIGHT RUNS **ALL ALL**

ZONES ACCESS PANELS

165 1651

WORK AREA

MPD ITEM NUMBER MECH INSP

VISUALLY INSPECT STRAIGHT RUNS OF ELEVATOR CONTROL CABLES IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: SPECIAL ACCESS 1651 REQUIRES REMOVAL OF THE BULK CARGO COMPT AFT WALL PANELS.

General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6E 20-005-03 PAGE 1 OF 5 AUG 22/05

0

AIRLINE CARD NO.

20-005-03

SAS BOEING TASK CARD

MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

20-20-02-6E

20-005-03

PAGE 2 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6E

20-005-03

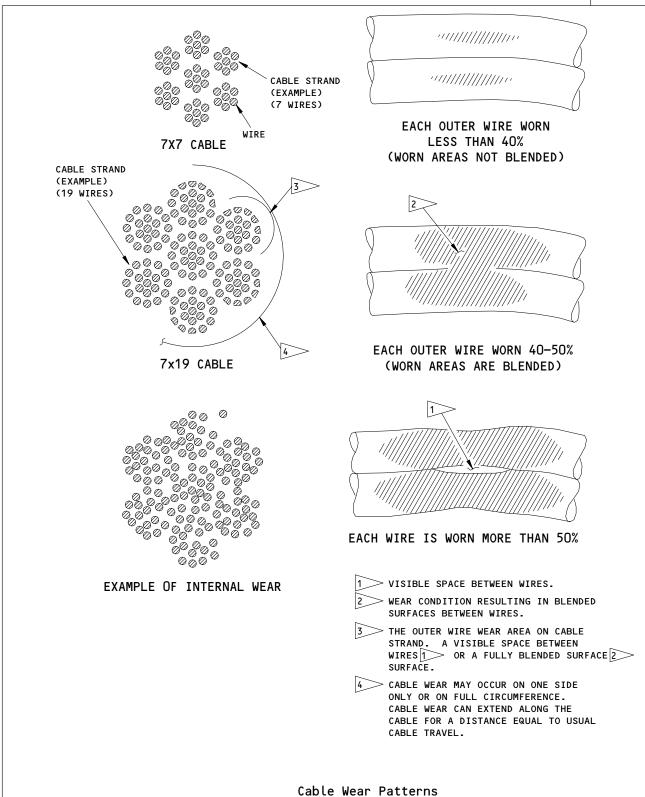
PAGE 3 OF 5 AUG 22/05

20 005 05

SAS

767
TASK CARD





EFFECTIVITY

CHECK/INSP

Figure 601

20-20-02-6E

CONTROL CABLES - STRAIGHT RUNS

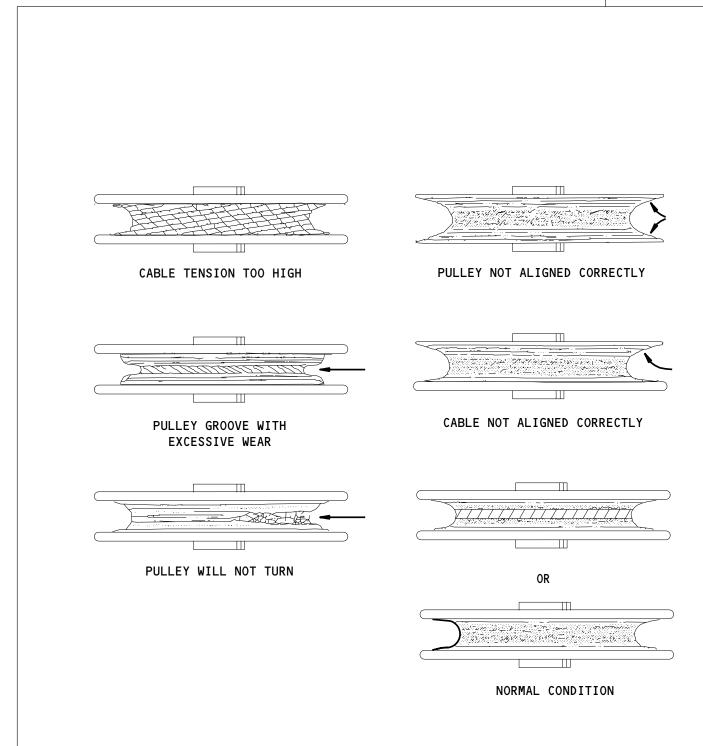
PAGE 4 OF 5 APR 22/03

20-005-03

AIRLINE CARD NO.

SAS

767 TASK CARD



Pulley Wear Patterns Figure 602

0

8 9

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STATION	-1
	-
TAIL NO.	
	-
DATE	

WORK AREA



BOEING CARD NO. 20-006-01

AIRLINE CARD NO.

MPD

ALL

PHASE

AIRPL AFT CARGO 2C 12424 012 AUG 22/05
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

CHECK/INSP | CONTROL CABLE TURNS - LWR FUSELAGE

APPLICABILITY
AIRPLANE ENGINE

TASK CARD

ALL

ZONES ACCESS PANELS

152

MECH INSP

SKILL

1511 NOTE

RELATED TASK

MPD ITEM NUMBER

VISUALLY INSPECT FLAP CONTROL CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6F

ACCESS NOTE: CABLE TURN: STA 1069 TO 1073, RBL 10 TO 73.

ACCESS NOTE: SPECIAL ACCESS 1511 REQUIRES REMOVAL OF

THE AFT CARGO COMPT FWD WALL PANELS PER

MM REF 25-52-01.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6F 20-006-01 PAGE 1 OF 5 AUG 22/05

AIRLINE CARD NO.

20-006-01

SAS BOEING TASK CARD

MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

0

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6F

20-006-01

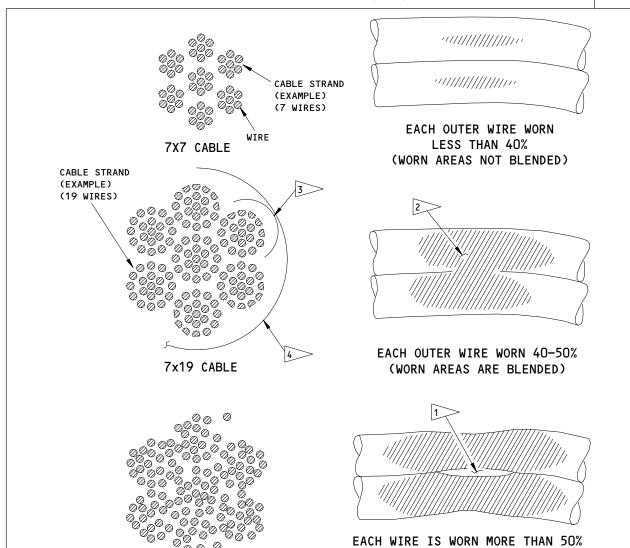
PAGE 3 OF 5 AUG 22/05

SAS

EXAMPLE OF INTERNAL WEAR

767 TASK CARD 20-006-01

AIRLINE CARD NO.



1 VISIBLE SPACE BETWEEN WIRES.

WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

THE OUTER WIRE WEAR AREA ON CABLE
STRAND. A VISIBLE SPACE BETWEEN
WIRES OR A FULLY BLENDED SURFACE SURFACE.

CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE.
CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

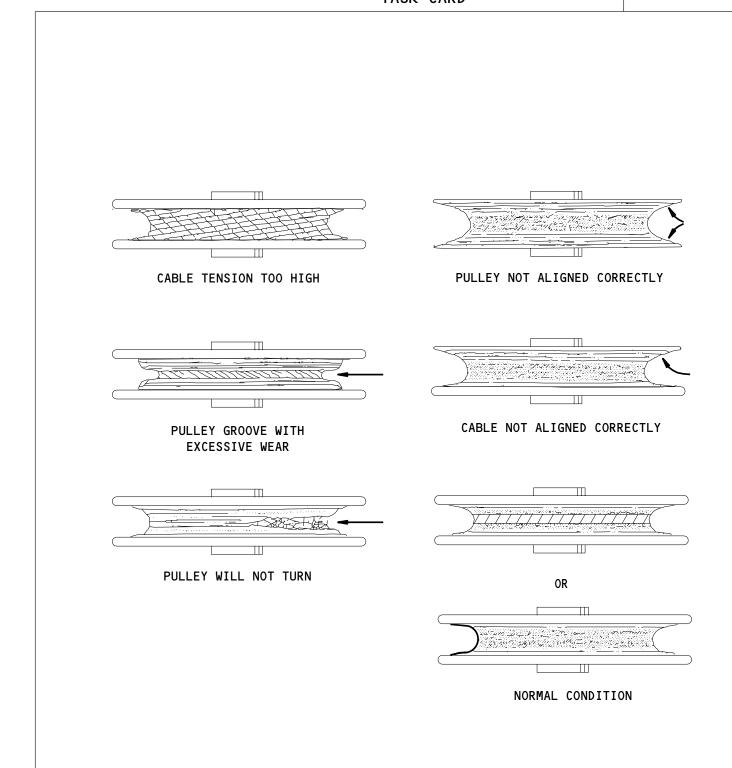
20-20-02-6F 20-006-01 PAGE 4 OF 5 APR 22/03

767 TASK CARD

SAS

20-006-01

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STATION	-1
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TAIL NO.	
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WORK AREA



BOEING CARD NO. 20-006-02

MPD

ALL

PHASE

AIRLINE CARD NO.

TASK CARD

ALL

AIRPL BULK CARGO 2C 12424 012 AUG 22/05
TASK TITLE STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY

INTERVAL

CHECK/INSP | CONTROL CABLE TURNS - LWR FUSELAGE

RELATED TASK

APPLICABILITY
AIRPLANE ENGINE

ZONES ACCESS PANELS

161

SKILL

1611 NOTE

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT ELEVATOR CONTROL CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6F

ACCESS NOTE: CABLE TURN: STA 1508, LBL 82.

ACCESS NOTE: SPECIAL ACCESS 1611 REQUIRES REMOVAL OF

THE BULK CARGO COMPT CEILING PANELS PER

MM REF 25-52-01.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6F 20-006-02 PAGE 1 OF 5 AUG 22/05

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

0

AIRLINE CARD NO.

SAS FOEING
767
TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

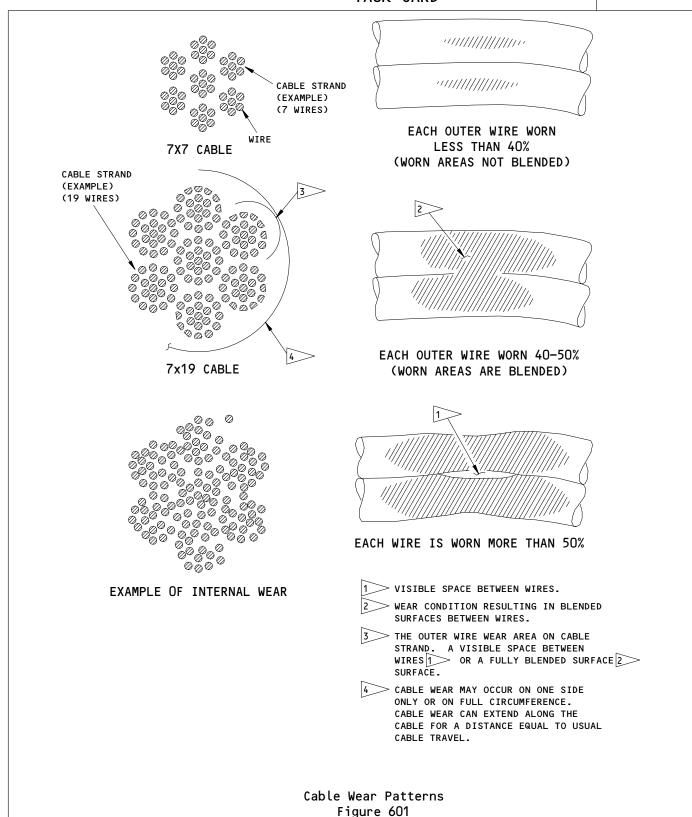
4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

AIRLINE CARD NO.

SAS

767
TASK CARD



EFFECTIVITY

CHECK/INSP

20-20-02-6F

20-006-02

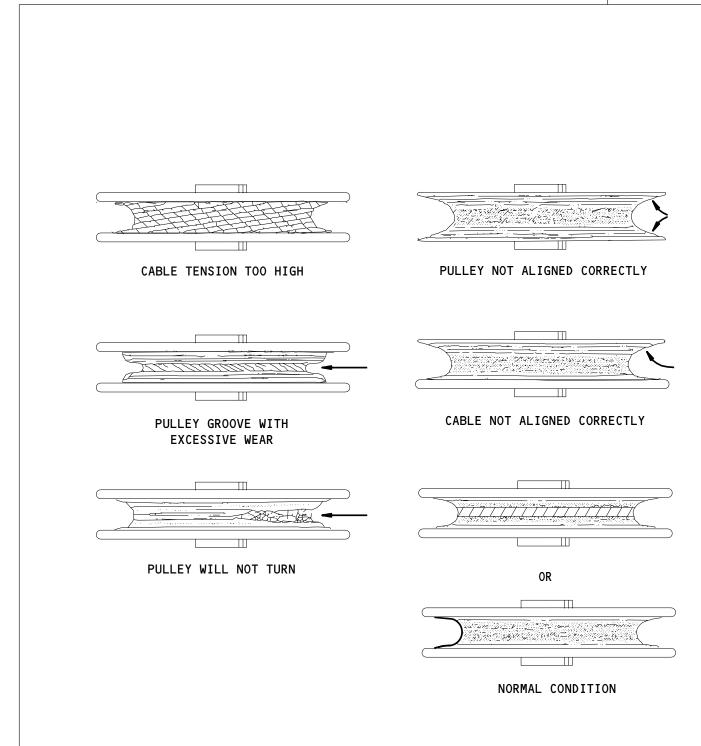
CONTROL CABLE TURNS - LWR FUSELAGE

PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

STATION	
TAIL NO.	
DATE	



AIRLINE CARD NO.

BOEING CARD NO.

WORK AREA INTERVAL SKILL RELATED TASK PHASE 20 AIRPL AFT COMPT 12424

REV REVISION 018

MPD

AUG 22/05

TASK CARD

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

STRUCTURAL ILLUSTRATION REFERENCE

ACCESS PANELS

APPLICABILITY
ANE ENGINE AIRPLANE

ZONES

1651

ALL

ALL

MPD ITEM NUMBER

MECH INSP

165

VISUALLY INSPECT ELEVATOR CONTROL CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-6F

ACCESS NOTE: SPECIAL ACCESS 1651 REQUIRES REMOVAL OF THE BULK CARGO COMPT AFT WALL PANELS.

<u>General</u> 1.

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6F

20-006-03

PAGE 1 OF 5 AUG 22/05

20-006-03

SAS BOEING TASK CARD

MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - LWR FUSELAGE

20-20-02-6F

20-006-03

PAGE 2 OF 5 AUG 22/05

20-006-03

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

Do not apply the grease or oil to stainless steel (CRES) control cables.

<u>Inspection of the control cable fittings.</u>

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

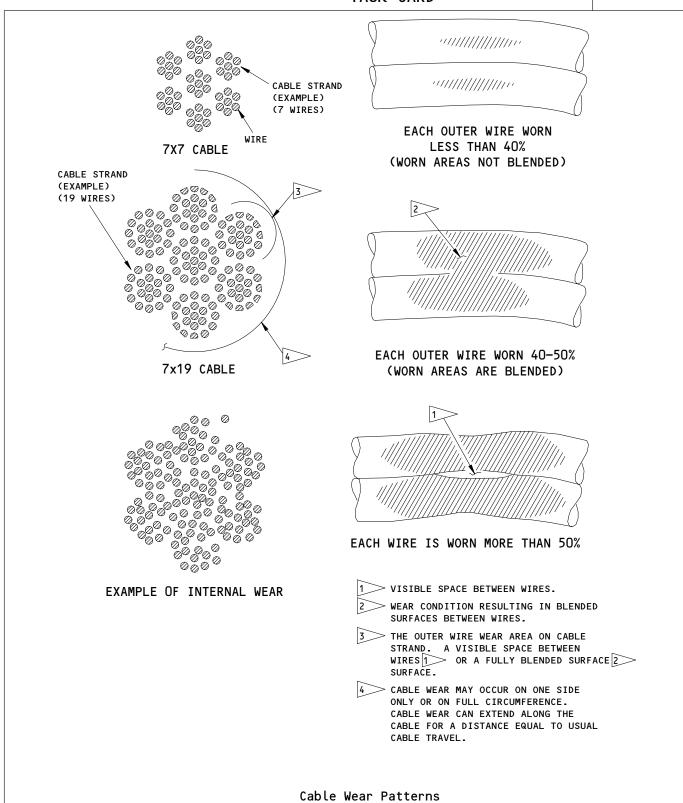
EFFECTIVITY CONTROL CABLE TURNS - LWR FUSELAGE CHECK/INSP 20-20-02-6F 20-006-03 PAGE 3 OF 5 AUG 22/05

20-006-03

AIRLINE CARD NO.

SAS

BOEING 767 TASK CARD



EFFECTIVITY

CHECK/INSP

20-20-02-6F

20-006-03

Figure 601

CONTROL CABLE TURNS - LWR FUSELAGE

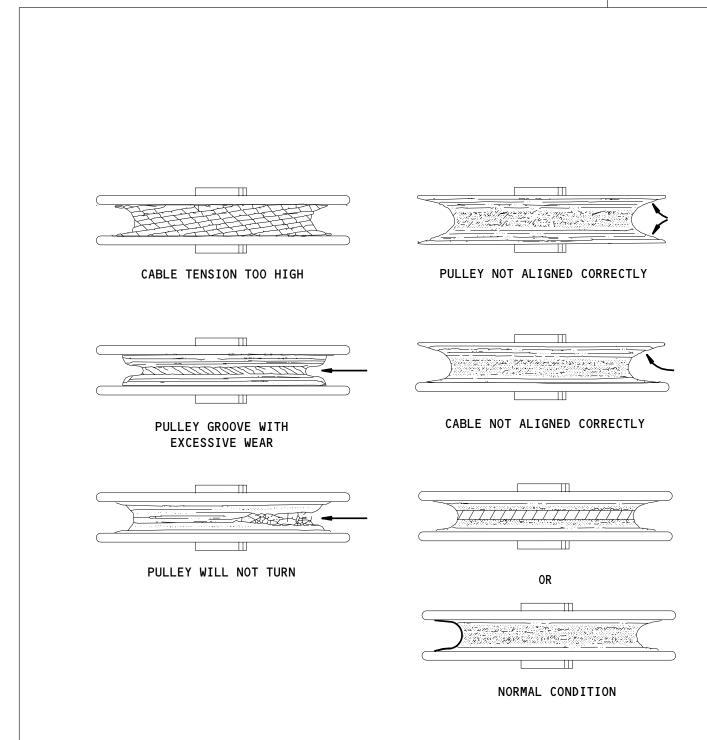
PAGE 4 OF 5 APR 22/03

20-006-03

AIRLINE CARD NO.

SAS

767
TASK CARD



Pulley Wear Patterns Figure 602

STA	TION						
TAI	TAIL NO.						
D	DATE						
SKILL	WORK AR	ΕA					



BOEING CARD NO. 20-007-01

AIRLINE CARD NO.

MPD

NOTE

PHASE

RELATED TASK INTERVAL REV REVISION PASS CABIN AIRPL 4C 1/10 018 AUG 22/05 14848

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
LANE ENGINE AIRPLANE

TASK CARD

ALL

ZONES ACCESS PANELS

223 224

MECH INSP

2231 2232 NOTE

MPD ITEM NUMBER

20-20-02-6G

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL CABLES (ELEVATOR, STABILIZER, RUDDER) IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE RUNS: LBL 3 TO 9, RBL 4 TO 17.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS NOTE: SPECIAL ACCESS 2231 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 367

TO 455.

SPECIAL ACCESS 2232 REQUIRES REMOVAL OF THE FWD LOWERED CEILING PANEL NO. 1 - FWD

OF STA 284.

1. <u>General</u>

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6G 20-007-01 PAGE 1 OF 5 AUG 22/05

20-007-01

SAS BOEING TASK CARD

MECH	INSP
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- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - If corrosion is found. 3)
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7×7 cable assembly if:
 - 1) There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total 2) cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:

EFFECTIVITY CONTROL CABLES - STRAIGHT RUNS CHECK/INSP 20-20-02-6G 20-007-01 PAGE 2 OF 5 AUG 22/02

20-007-01

SAS BOEING
767
TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- 1) There is four or more broken wires in 12 continuous inches of cable.
- There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

CHECK/INSP CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G 20-007-01 PAGE 3 OF 5 AUG 22/05

20-007-01

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7X7 CABLE

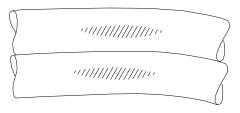
7x19 CABLE

EXAMPLE OF INTERNAL WEAR

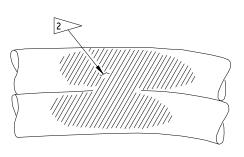
CABLE STRAND (EXAMPLE) (19 WIRES)

BOEING 767 TASK CARD

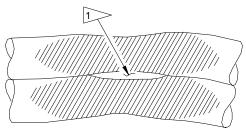
CABLE STRAND (EXAMPLE) (7 WIRES)



EACH OUTER WIRE WORN LESS THAN 40% (WORN AREAS NOT BLENDED)



EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)



EACH WIRE IS WORN MORE THAN 50%



> WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE 2 SURFACE.

4 > CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

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8

EFFECTIVITY 20-20-02-6G

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

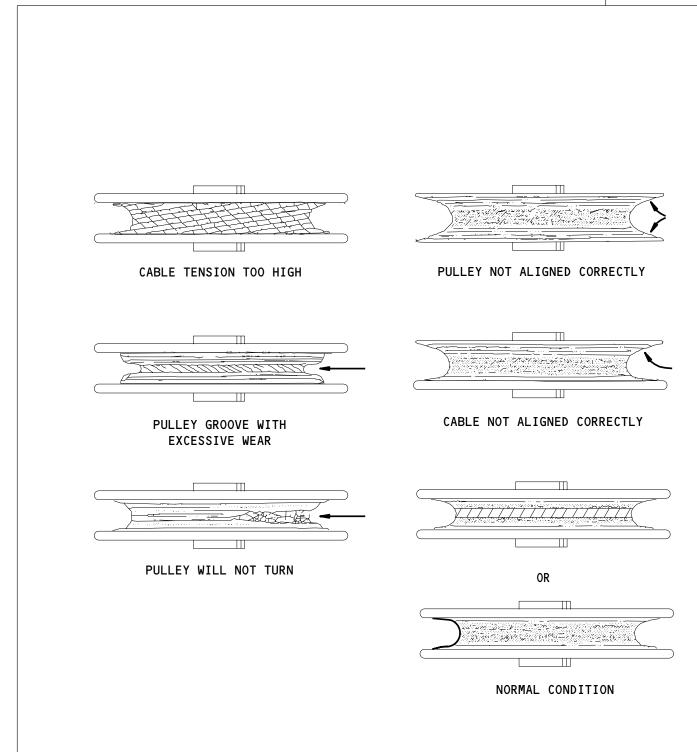
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PAGE 4 OF 5 APR 22/03

20-007-01

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Pulley Wear Patterns Figure 602

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STA	TION							BOE	ING CARD NO.
TAI	L NO.			BO	EIN	G		20-0	07-02
	ATE	SAS	S		67			AIRI	INE CARD NO.
U	ATE			TASK	CARD				
SKILL	WORK AREA	A RELATED	TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	PASS CAE	BIN		40	1/10		14848	018	AUG 22/05
TAS			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE

ZONES ACCESS PANELS

233 234

CHECK/INSP

2331 NOTE

CONTROL CABLES - STRAIGHT RUNS

MPD ITEM NUMBER MECH INSP

NOTE

20-20-02-6G

ALL

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL CABLES (ELEVATOR, STABILIZER, RUDDER) IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS NOTE: CABLE RUNS: LBL 3 TO 39, RBL 3 TO 39.

ACCESS NOTE: SPECIAL ACCESS 2331 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS STA 434 TO

785.

General 1.

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6G 20-007-02 PAGE 1 OF 5 AUG 22/05

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20-007-02

SAS BOEING TASK CARD

MECH	INSP
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- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-02

PAGE 2 OF 5 AUG 22/02

20-007-02

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

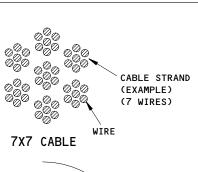
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20-007-02

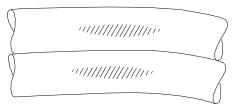
PAGE 3 OF 5 AUG 22/05

767 TASK CARD 20-007-02

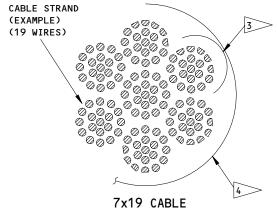
AIRLINE CARD NO.

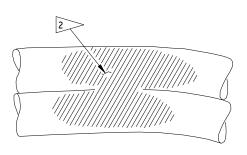


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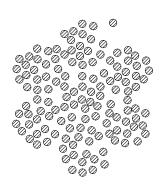


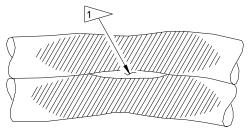
EACH OUTER WIRE WORN LESS THAN 40% (WORN AREAS NOT BLENDED)





EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)





EXAMPLE OF INTERNAL WEAR

EACH WIRE IS WORN MORE THAN 50%

1 VISIBLE SPACE BETWEEN WIRES.

WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES OR A FULLY BLENDED SURFACE SURFACE.

CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE.
CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-02

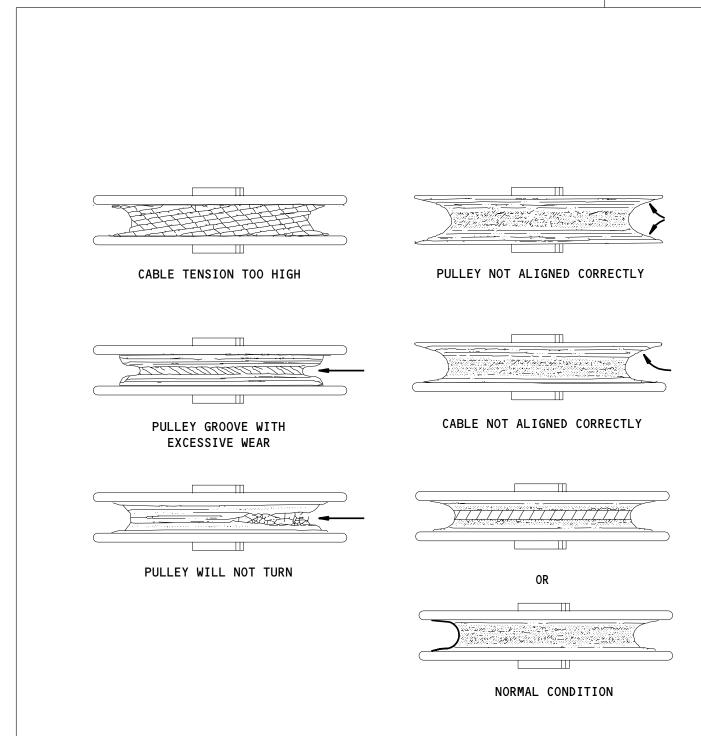
PAGE 4 OF 5 APR 22/03

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20-007-02

SAS

BOEING 767 TASK CARD



Pulley Wear Patterns Figure 602

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STA	TION						
	L NO.		SAS &	_	E // 67 CARD	ig.	
SKILL	WORK ARE	EA	RELATED TASK		INTERVAL		PHASE
AIRPL	PASS CA	BIN		4C	1/10		14848
TASI	K	·	TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE

CONTROL CABLES - STRAIGHT RUNS

2431

MPD ITEM NUMBER

BOEING CARD NO.

AIRLINE CARD NO.

TASK CARD

REVISION

AUG 22/05 APPLICABILITY
AIRPLANE ENGINE

ALL

20-007-03

MPD REV

018

NOTE

MECH INSP

CHECK/INSP

243 244

ZONES

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL CABLES (ELEVATOR, STABILIZER, RUDDER) IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

NOTE

20-20-02-6G

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS PANELS

ACCESS NOTE: CABLE RUNS: LBL 3 TO 39, RBL 3 TO 38.

ACCESS NOTE: SPECIAL ACCESS 2431 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 785

TO 1065.

1. General

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- <u>Inspection of the control cable wire rope.</u>

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6G 20-007-03 PAGE 1 OF 5 AUG 22/05

20-007-03

SAS BOEING TASK CARD

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

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-03

PAGE 2 OF 5 AUG 22/02

20-007-03

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-03

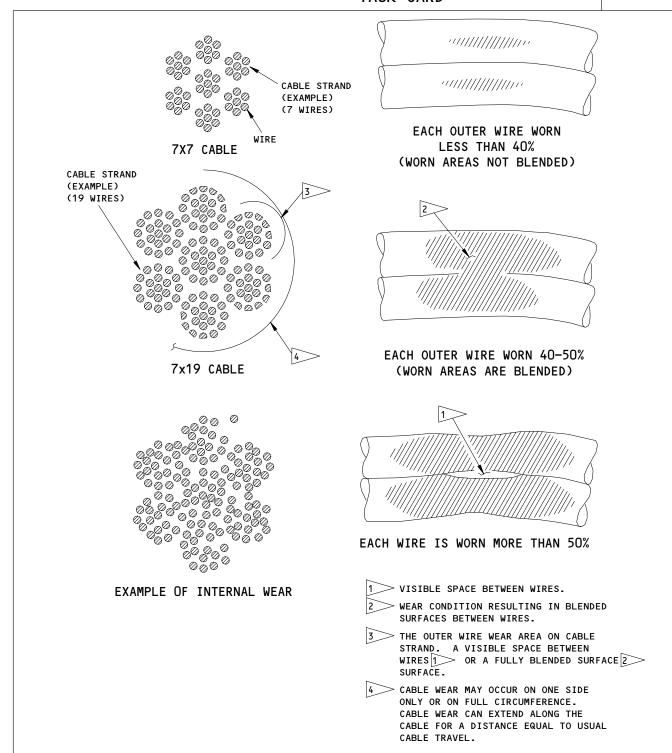
PAGE 3 OF 5 AUG 22/05

SAS

767
TASK CARD

20-007-03

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

Cable Wear Patterns Figure 601

20-007-03

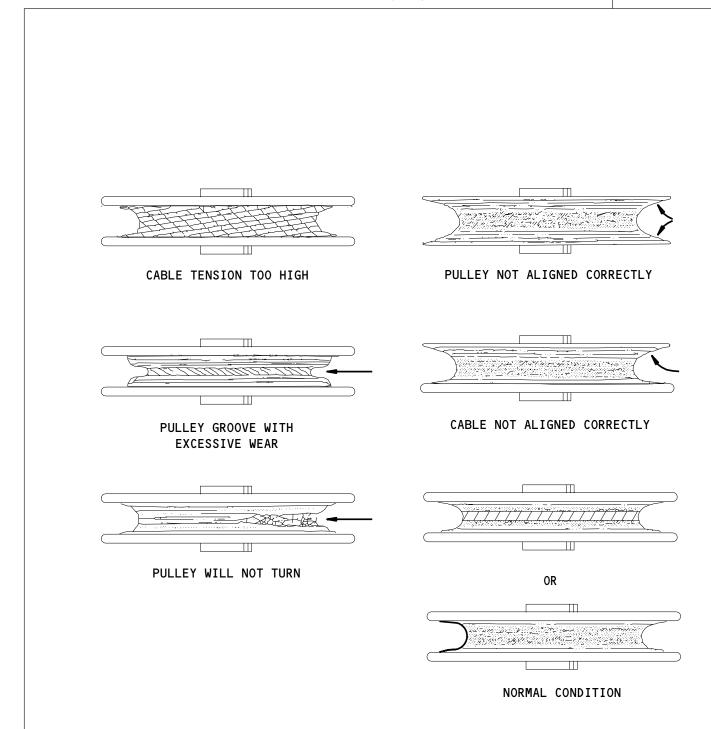
PAGE 4 OF 5 APR 22/03

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SAS BOEING

TASK CARD



Pulley Wear Patterns Figure 602

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STAT	TION								BOE	ING CARD
TAIL	. NO.			0	SBO	EIA	i G		20-0	07-04
			SAS			767			AIRI	INE CARD
D.F	ATE				TAS	K CARD				
SKILL	WORK AREA		RELATED TASK			INTERVAL		PHASE	MPD REV	TASK REV
AIRPL	PASS CAE	BIN			4C	1/10		14848	018	AUG
TASK	(Т	ITLE			STRUCTURAL ILLUSTRATION R	EFERENCE	AF AIRPLAN	PLICABIL

ZONES ACCESS PANELS

253 254

CHECK/INSP

2531 NOTE

CONTROL CABLES - STRAIGHT RUNS

MPD ITEM NUMBER MECH INSP

BOEING CARD NO.

AIRLINE CARD NO.

NOTE

20-20-02-6G

TASK CARD REVISION

AUG 22/05 APPLICABILITY
ANE ENGINE

ALL

VISUALLY INSPECT STRAIGHT RUNS OF FLIGHT CONTROL CABLES (ELEVATOR, STABILIZER, RUDDER) IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS NOTE: CABLE RUNS: LBL 3 TO 39, RBL 1 TO 39.

ACCESS NOTE: SPECIAL ACCESS 2531 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 1065

TO 1569.

General 1.

- Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- <u>Inspection of the control cable wire rope.</u>

EFFECTIVITY CHECK/INSP CONTROL CABLES - STRAIGHT RUNS 20-20-02-6G 20-007-04 PAGE 1 OF 5 AUG 22/05

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20-007-04

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH	INSP
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- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-04

PAGE 2 OF 5 AUG 22/02

20-007-04

AIRLINE CARD NO.



MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-04

PAGE 3 OF 5 AUG 22/05

20-007-04

SAS

7X7 CABLE

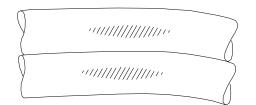
7x19 CABLE

EXAMPLE OF INTERNAL WEAR

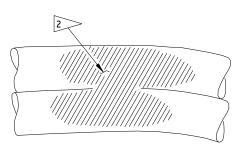
CABLE STRAND (EXAMPLE) (19 WIRES)

BOEING 767 TASK CARD

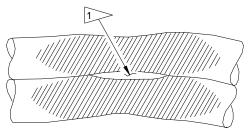
CABLE STRAND (EXAMPLE) (7 WIRES)



EACH OUTER WIRE WORN LESS THAN 40% (WORN AREAS NOT BLENDED)



EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)



EACH WIRE IS WORN MORE THAN 50%

> VISIBLE SPACE BETWEEN WIRES.

> WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE 2 SURFACE.

4 > CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY

CHECK/INSP 20-20-02-6G CONTROL CABLES - STRAIGHT RUNS

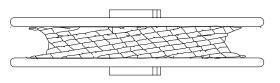
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PAGE 4 OF 5 APR 22/03

20-007-04



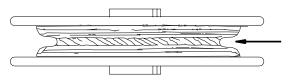




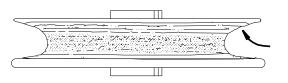
CABLE TENSION TOO HIGH



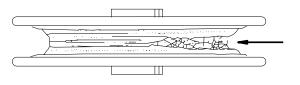
PULLEY NOT ALIGNED CORRECTLY



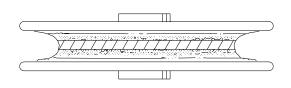
PULLEY GROOVE WITH EXCESSIVE WEAR



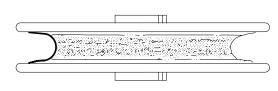
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



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NORMAL CONDITION

Pulley Wear Patterns Figure 602

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - STRAIGHT RUNS

20-20-02-6G

20-007-04

PAGE 5 OF 5 DEC 22/00

9

STATION					
TAIL NO.					
DATE					

SKILL

WORK AREA



BOEING CARD NO. 20-008-02

AIRLINE CARD NO.

20-20-02-6H

TASK CARD

MPD

PHASE

AIRPL PASS CABIN

2C

12424

016 AUG 22/05

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

INTERVAL

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

NOTE ALL

ZONES ACCESS PANELS

223 224 2231 2232 NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT FLIGHT CONTROL CABLE (RUDDER, STABILIZER, ELEVATOR) TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE TURNS: STA 268 AND 434, LBL 3 TO 9, RBL

3 TO 9. PROTECTIVE PULLEY COVERS MUST BE REMOVED FOR POSITIVE INSPECTION OF PULLEYS AND CABLE AT STA 268. CABLE SYSTEM MAY NEED TO BE CYCLED IN ORDER TO VIEW OBSCURED PORTIONS OF

CABLE.

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH FLIGHT DECK

BULKHEAD AT STA. 265 (PRIOR TO LINE

NO. 289).

NOTE: AIRPLANES PRODUCTION LINE NO. 265 AND 276 TO 288 HAVE

ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN

LIEU OF STABILIZER TRIM CONTROL CABLES.

ACCESS NOTE: SPECIAL ACCESS 2231 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 367

TO 455.

SPECIAL ACCESS 2232 REQUIRES REMOVAL OF THE FWD LOWERED CEILING PANEL NO. 1 - FWD

OF STA 284.

1. General

A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H 20-008-02 PAGE 1 OF 6 AUG 22/05

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20-008-02

SAS BOEING TASK CARD

MECH INSP

- The first task is an inspection of the control cable wire rope.
- The second task is an inspection of the control cable fittings.
- The third task is an inspection of the pulleys.
- These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - Examine the wire rope. Α.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found. 2)
 - If corrosion is found.
 - (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - 1) There is two or more broken wires in 12 continuous inches of cable.

EFFECTIVITY CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE 20-20-02-6H 20-008-02 PAGE 2 OF 6 AUG 22/02

20-008-02

SAS BOEING TASK CARD

MECH INSP

- 2) There is three or more broken wires anywhere in the total cable assembly.
- (b) Replace the 7 X 19 cable assembly if:
 - There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- Inspection of pulleys.
 - A. Examine the pulleys.

BOEING CARD NO.

AIRLINE CARD NO.

20-008-02

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SAS BOEING 767 TASK CARD

MECH	INSP																
			(1)	Perform free to	a detail rotate.	led v Rep	isual lace	inspe pulley	ecti /s w	on to m hich ar	ake sui e not	re that free to	: p	ulle otat	ys e.	are	
			(2)	Replace	any pull	leys	that	match	the	descri	ption [.]	in Fig.	. 6	02.			
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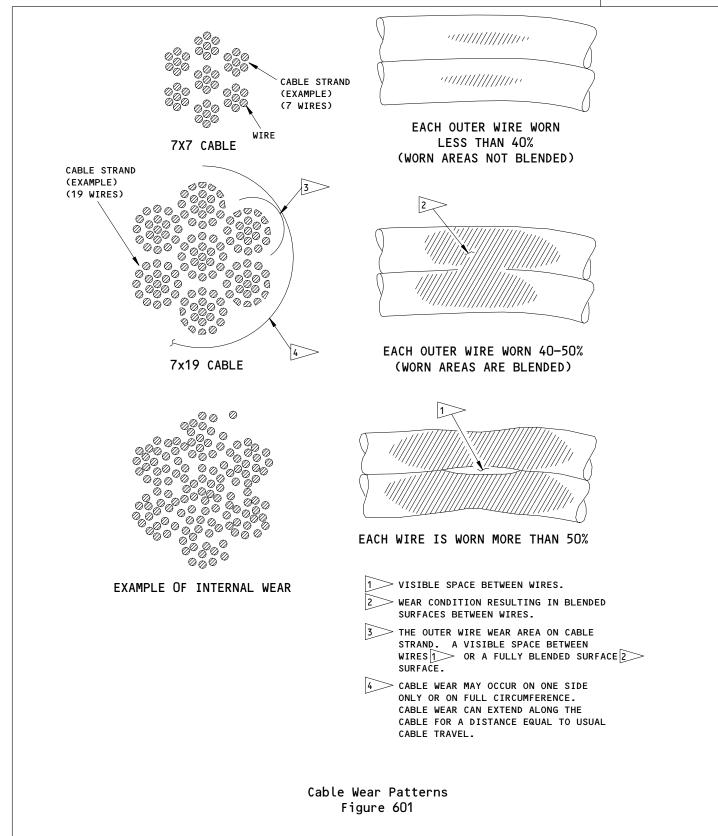
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20-008-02

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6H

20-008-02

CONTROL CABLE TURNS - UPPER FUSELAGE

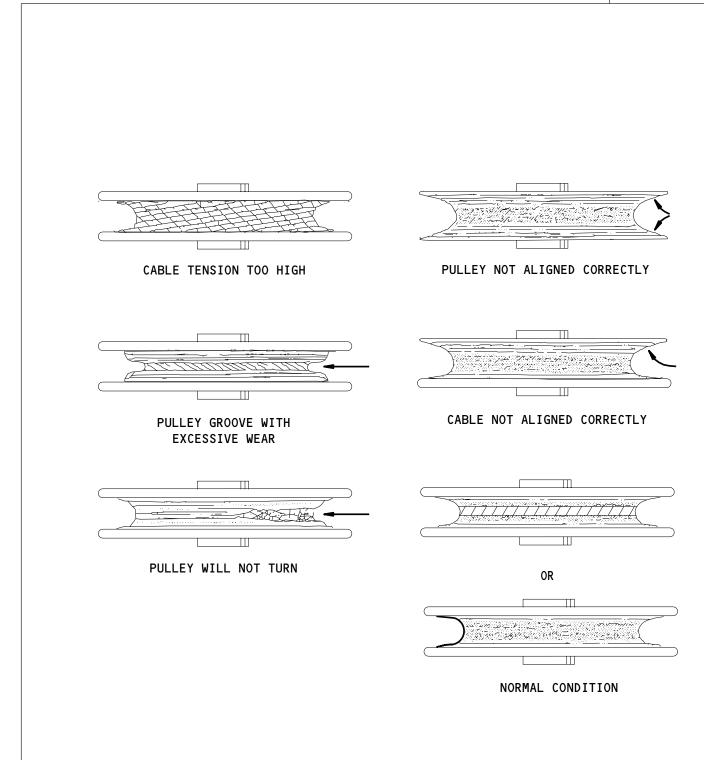
PAGE 5 OF 6 APR 22/03

SAS



20-008-02

AIRLINE CARD NO.



Pulley Wear	Patterns
Figure	602

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STATION	
TAIL NO.	
DATE	

SKILL

WORK AREA



BOEING CARD NO. 20-008-03

AIRLINE CARD NO.

20-20-02-6H

TASK CARD

MPD

PHASE

AIRPL PASS CABIN

2C

12424
012
AUG 22/05
TASK
TITLE
STRUCTURAL ILLUSTRATION REFERENCE
APPLICABILITY
AIRPLANE ENGINE

INTERVAL

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

NOTE ALL

ZONES ACCESS PANELS

233 234 2331 NOTE

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT STABILIZER CONTROL CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE TURNS: STA 606 TO 650, LBL 7 TO 39, RBL

7 TO 39.

RELATED TASK

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH STABILIZER

TRIM CONTROL CABLES, PRODUCTION LINE NUMBER

1 THROUGH 264 AND 266 THROUGH 275.

ACCESS NOTE: SPECIAL ACCESS 2331 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS STA 434 TO

785.

1. General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H 20-008-03 PAGE 1 OF 5 AUG 22/05

20-008-03

SAS BOEING TASK CARD

MECH	INSP
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- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-03

PAGE 2 OF 5 AUG 22/02

20-008-03

AIRLINE CARD NO.



MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- 4. Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-03

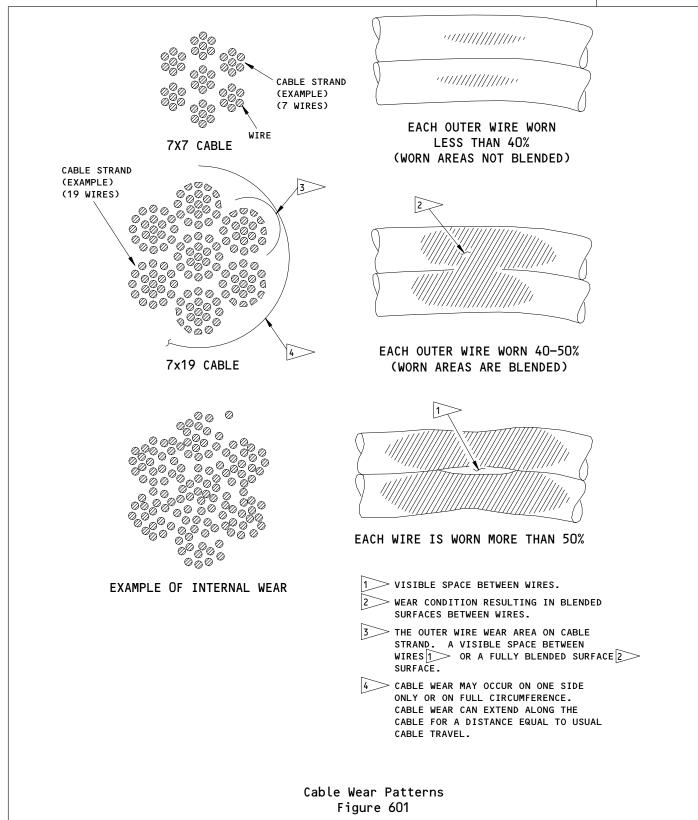
PAGE 3 OF 5 AUG 22/05

SAS



20-008-03

AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

20-20-02-6H

20-008-03

CONTROL CABLE TURNS - UPPER FUSELAGE

PAGE 4 OF 5 APR 22/03

SAS



20-008-03

CABLE TENSION TOO HIGH PULLEY NOT ALIGNED CORRECTLY Ш Ш CABLE NOT ALIGNED CORRECTLY PULLEY GROOVE WITH **EXCESSIVE WEAR** PULLEY WILL NOT TURN 0R Community Commun NORMAL CONDITION

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STATION	
TAIL NO.	
DATE	$\overline{}$

SKILL

WORK AREA



BOEING CARD NO. 20-008-04

AIRLINE CARD NO.

20-20-02-6H

TASK CARD

MPD

PHASE

AIRPL PASS CABIN

TASK

TITLE

REV REVISION

12424 012 AUG 22/05

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY AIRPLANE ENGINE

INTERVAL

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

NOTE ALL

ZONES ACCESS PANELS

RELATED TASK

243 244 2431 NOTE

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT STABILIZER CONTROL CABLE TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

ACCESS NOTE: CABLE TURNS: STA 852, LBL 37 TO 40 AND RBL 37

TO 40.

AIRPLANE NOTE: APPLICABLE TO AIRPLANES WITH STABILIZER

TRIM CONTROL CABLES, PRODUCTION LINE NUMBER 1 THROUGH 264 AND 266 THROUGH 275.

ACCESS NOTE: SPECIAL ACCESS 2431 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 785

TO 1065.

1. General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H 20-008-04 PAGE 1 OF 5 AUG 22/05

20-008-04

SAS BOEING TASK CARD

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

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - 3) If corrosion is found.
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - 1) There is four or more broken wires in 12 continuous inches of cable.
 - 2) There is six or more broken wires anywhere in the total cable assembly.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-04

PAGE 2 OF 5 AUG 22/02

20-008-04

SAS BOEING TASK CARD

MECH INSP

- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

Do not apply the grease or oil to stainless steel (CRES) control cables.

- Inspection of the control cable fittings.
 - A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- Inspection of pulleys.
 - A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-04

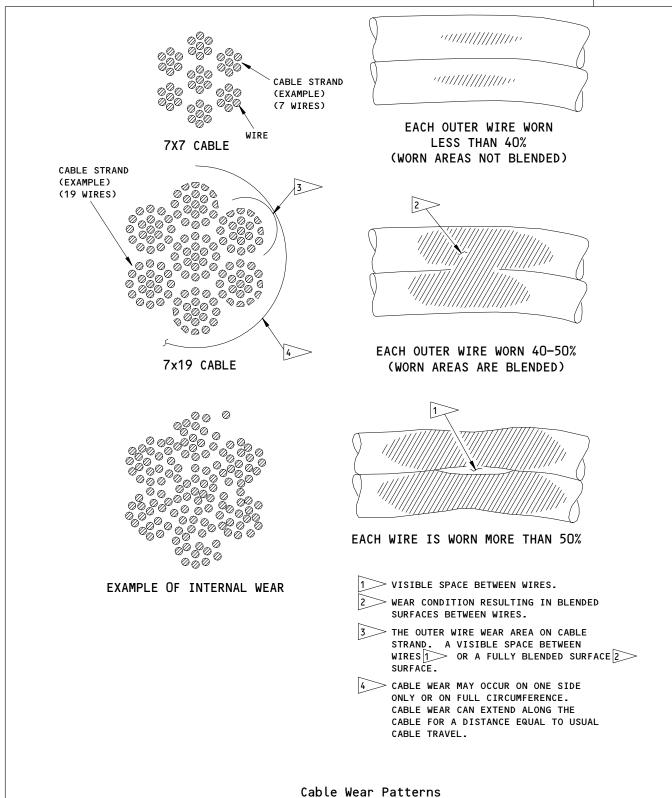
PAGE 3 OF 5 AUG 22/05

SAS



20-008-04

AIRLINE CARD NO.



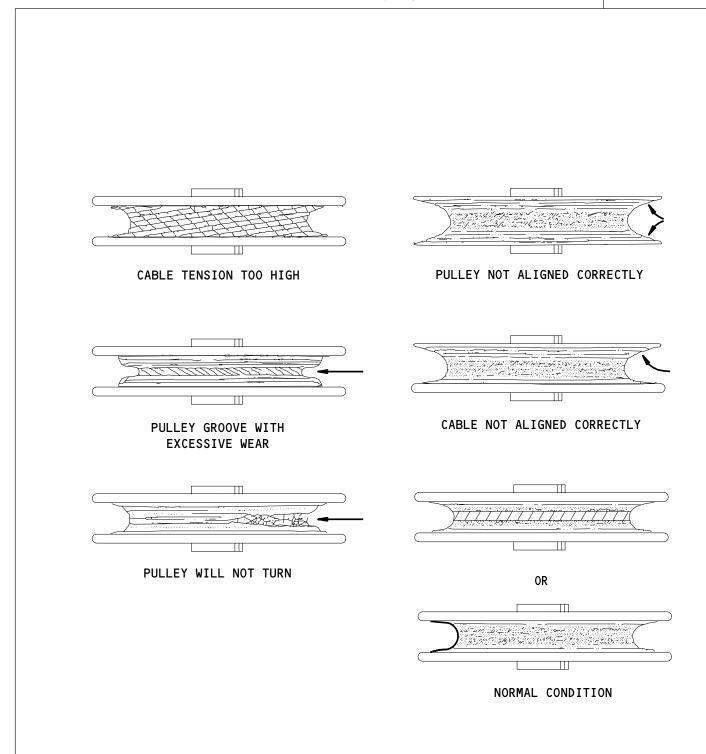
EFFECTIVITY

Figure 601

20-008-04

SAS

767 TASK CARD



Pulley Wear Patterns Figure 602

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STATION	ı
TAIL NO	-
DATE	

SKILL

WORK AREA



BOEING CARD NO.

20-008-05

AIRLINE CARD NO.

20-20-02-6H

PHASE

TASK CARD

AIRPL PASS CABIN

2C

12424

018 AUG 22/05

TASK

TITLE

STRUCTURAL ILLUSTRATION REFERENCE

APPLICABILITY
AIRPLANE
ENGINE

INTERVAL

CHECK/INSP | CONTROL CABLE TURNS - UPPER FUSELAGE | NOTE ALL

ZONES ACCESS PANELS

253 254 2531 NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT FLIGHT CONTROL CABLE TURNS (RUDDER, STABILIZER, ELEVATOR) IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND

ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

ACCESS NOTE: CABLE TURNS: STA 1240 TO 1403, LBL 3 TO 40 AND

RBL 3 TO 40.

ACCESS NOTE: SPECIAL ACCESS 2531 REQUIRES REMOVAL OF

THE SCULPTURED CEILING PANELS - STA 1065

TO 1569.

1. General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H 20-008-05 PAGE 1 OF 5 AUG 22/05

20-008-05

SAS BOEING TASK CARD

MECH INSP

Inspection of the control cable wire rope.

- A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found. 2)
 - If corrosion is found. 3)
 - (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7×7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-05

PAGE 2 OF 5 AUG 22/02

20-008-05

AIRLINE CARD NO.

SAS BOEING TASK CARD

MECH INSP

- 2) There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

- <u>Inspection of the control cable fittings.</u>
 - Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.
- Inspection of pulleys.
 - Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

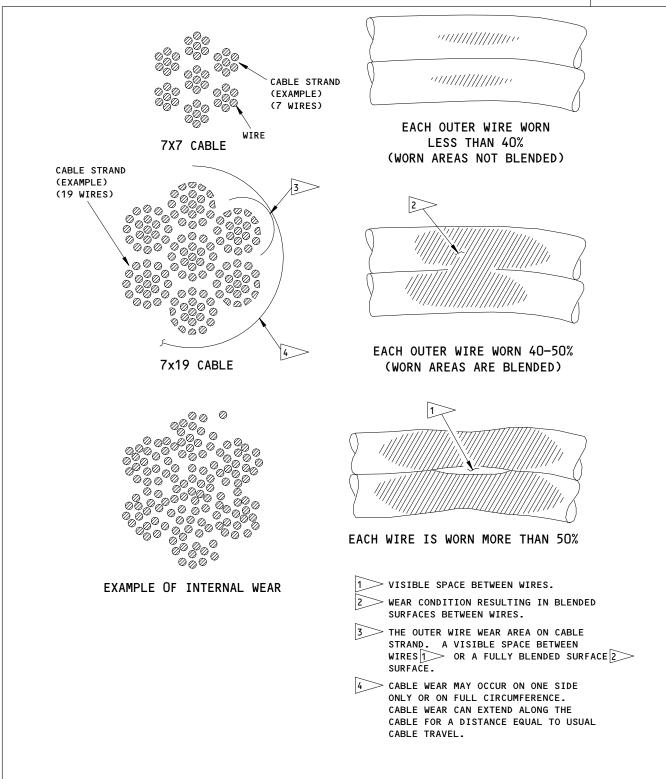
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20-008-05 PAGE 3 OF 5 AUG 22/05 SAS



20-008-05

AIRLINE CARD NO.



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EFFECTIVITY

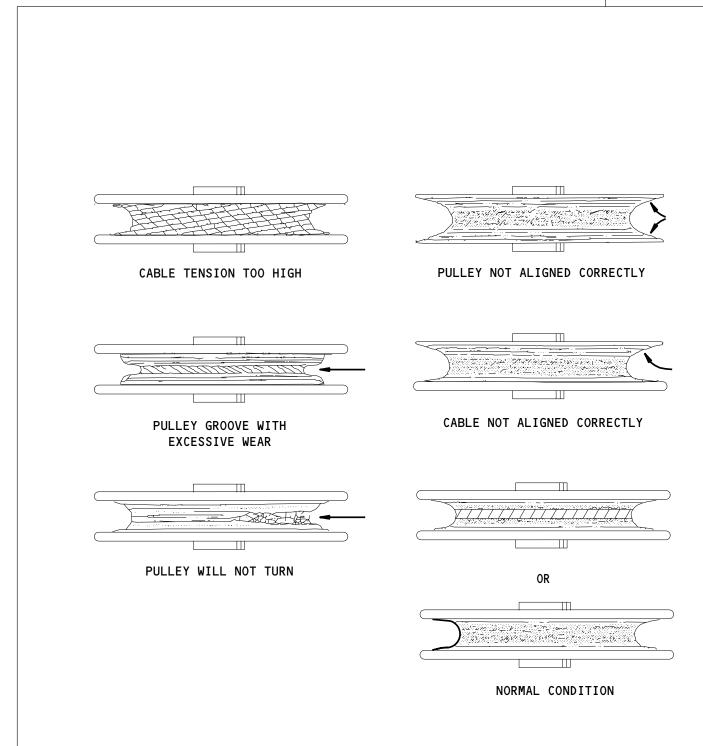
CHECK/INSP | CONTROL CABLE TURNS - UPPER FUSELAGE | 20-20-02-6H | 20-008-05 | PAGE | 4 OF | 5 APR | 22/03

Cable Wear Patterns Figure 601

20-008-05

SAS

767 TASK CARD



Pulley Wear Patterns Figure 602

STATION	
SINITON	
TAIL NO.	
TAIL NO.	
	$\overline{}$

SKILL

WORK AREA



BOEING CARD NO. 20-008-26

AIRLINE CARD NO.

20-20-02-6H

TASK CARD

MPD

PHASE

AIRPL PASS CABIN

TASK

TITLE

REV REVISION

12424 012 AUG 22/05

STRUCTURAL ILLUSTRATION REFERENCE APPLICABILITY
AIRPLANE ENGINE

INTERVAL

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

NOTE ALL

ZONES ACCESS PANELS

221 222 223 224 2116 2233 NOTE

RELATED TASK

MECH INSP MPD ITEM NUMBER

VISUALLY INSPECT FLIGHT CONTROL CABLE (RUDDER ELEVATOR)
TURNS IN FUSELAGE FOR WEAR, BROKEN STRANDS, CORROSION,
KINKS AND BIRD CAGING. CHECK END FITTINGS, TURN BUCKLES,
PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR,
CORROSION, CRACKS AND SECURITY.

NOTE: CABLE SYSTEM MAY NEED TO BE CYCLED IN ORDER TO VIEW

OBSCURED PORTIONS OF CABLE.

ACCESS NOTE: CABLE TURNS: STA 242 AND 434, LBL 5 TO 3, RBL

7 TO 10.

AIRPLANE NOTE: AIRPLANES WITH FLIGHT DECK BULKHEAD AT STA

239 (LINE NO. 289 AND ON).

ACCESS NOTE: SPECIAL ACCESS 2116 REQUIRES REMOVAL OF

THE FLIGHT DECK BULKHEAD FWD PANEL - CABLE ACCESS PANELS (LINE NO. 289 AND ON).

SPECIAL ACCESS 2233 REMOVAL OF THE

CEILING PANEL CREW REST AREA, STA 258 LBL

16 TO RBL 19.

1. General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.

CHECK/INSP CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H 20-008-26 PAGE 1 OF 5 AUG 22/05

20-008-26

SAS BOEING TASK CARD

MECH INSP

- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).
 - (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
 - Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - 2) If a kink is found.
 - If corrosion is found. 3)
 - Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7×7 cable assembly if:
 - 1) There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total 2) cable assembly.
 - (b) Replace the 7 X 19 cable assembly if:

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-26

PAGE 2 OF 5 AUG 22/02

20-008-26

SAS BOEING TASK CARD

MECH INSP

- 1) There is four or more broken wires in 12 continuous inches of cable.
- There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.
 - (b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

Inspection of pulleys.

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-26

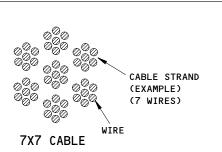
PAGE 3 OF 5 AUG 22/05

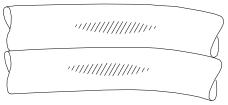
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767
TASK CARD

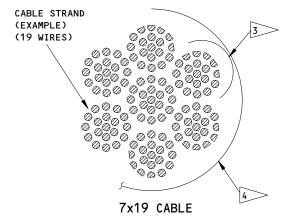
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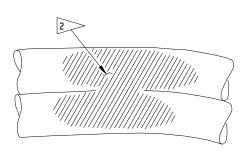
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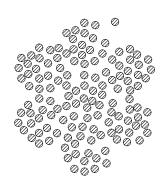


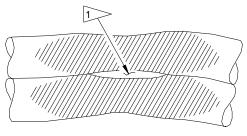
EACH OUTER WIRE WORN
LESS THAN 40%
(WORN AREAS NOT BLENDED)





EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)





EXAMPLE OF INTERNAL WEAR

EACH WIRE IS WORN MORE THAN 50%

1 VISIBLE SPACE BETWEEN WIRES.

WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

THE OUTER WIRE WEAR AREA ON CABLE
STRAND. A VISIBLE SPACE BETWEEN
WIRES OR A FULLY BLENDED SURFACE SURFACE.

CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE.
CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY

CHECK/INSP

CONTROL CABLE TURNS - UPPER FUSELAGE

20-20-02-6H

20-008-26

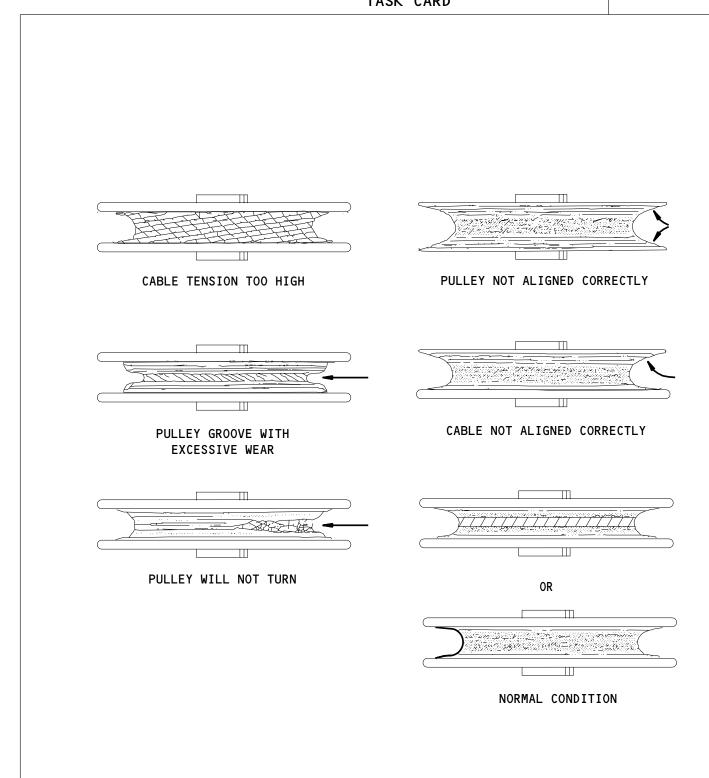
PAGE 4 OF 5 APR 22/03

20-008-26

FOEING 767 TASK CARD

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AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

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STATION	
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BOEING CARD NO.
20-009-01

AIRLINE CARD NO.

WORK AREA INTERVAL MPD TASK CARD SKILL RELATED TASK PHASE REV REVISION 20 018 AUG 22/05 AIRPL STAB COMPT 12424 APPLICABILITY
AIRPLANE ENGINE STRUCTURAL ILLUSTRATION REFERENCE CHECK/INSP CONTROL CABLES - PROTECTED NOTE ALL ZONES ACCESS PANELS 311 312 312AR

MECH INSP

VISUALLY INSPECT PROTECTED FLIGHT CONTROL CABLES (ELEVATOR, RUDDER, STABILIZER) FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-61

MPD ITEM NUMBER

AIRPLANE NOTE: AIRPLANE PRODUCTION LINE NO. 265 AND 276 AND ON HAVE ELECTRICAL STABILIZER TRIM ALTERNATE CONTROL IN LIEU OF STABILIZER TRIM CABLES.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - PROTECTED

20-20-02-61 20-009-01 PAGE 1 OF 5 AUG 22/05

20-009-01



MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-61

20-009-01

PAGE 2 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS BOEING
767
TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-61

20-009-01

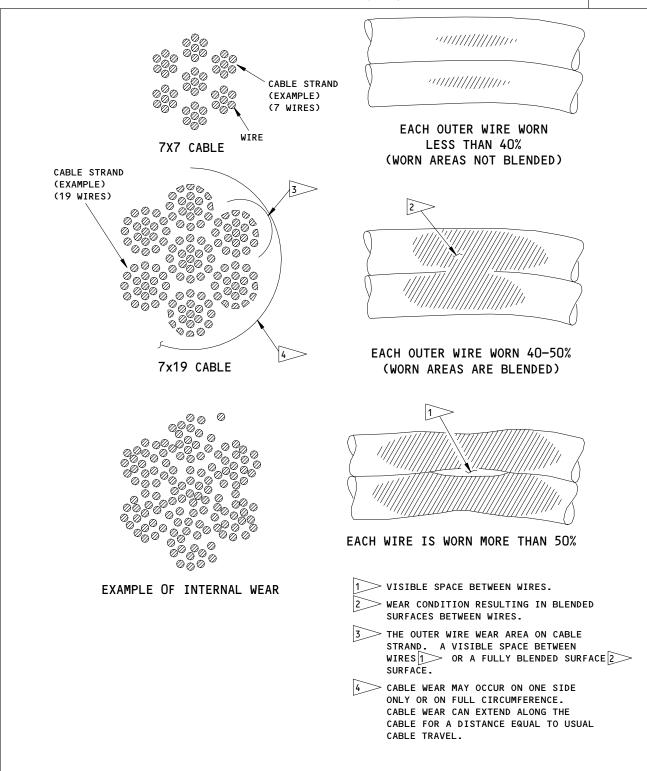
PAGE 3 OF 5 AUG 22/05

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20-009-01

AIRLINE CARD NO.



EFFECTIVITY

Cable Wear Patterns Figure 601

CHECK/INSP

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20-20-02-61

CONTROL CABLES - PROTECTED

SAS



20-009-01

CABLE TENSION TOO HIGH PULLEY NOT ALIGNED CORRECTLY Ш Ш CABLE NOT ALIGNED CORRECTLY PULLEY GROOVE WITH **EXCESSIVE WEAR** PULLEY WILL NOT TURN 0R Community Commun NORMAL CONDITION

> Pulley Wear Patterns Figure 602

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STATION	
TAIL NO.	
DATE	-



BOEING CARD NO. 20-009-02

AIRLINE CARD NO.

20-20-02-61

	DATE			TASK (CARD				
SKILL	WORK ARE	Ā	RELATED TASK	IN	NTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	STABLIZ	R BX		2C			12424	012	AUG 22/05
	sk K/INSP	CONTI	TITLE ROL CABLES - PRO	TECTED		STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	
313	zones 314		313AL			ACCESS PANELS		ALL	ALL

MECH INSP

MPD ITEM NUMBER

VISUALLY INSPECT PROTECTED FLIGHT CONTROL CABLES (ELEVATOR, RUDDER) FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

1. <u>General</u>

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - PROTECTED

20-20-02-6I 20-009-02 PAGE 1 OF 5 AUG 22/05

20-009-02

SAS BOEING TASK CARD

MECH INSP

- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

EFFECTIVITY

CHECK/INSP CONTROL CABLES - PROTECTED

20-20-02-61

20-009-02

PAGE 2 OF 5 AUG 22/05

AIRLINE CARD NO.



MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-61

20-009-02

PAGE 3 OF 5 AUG 22/05

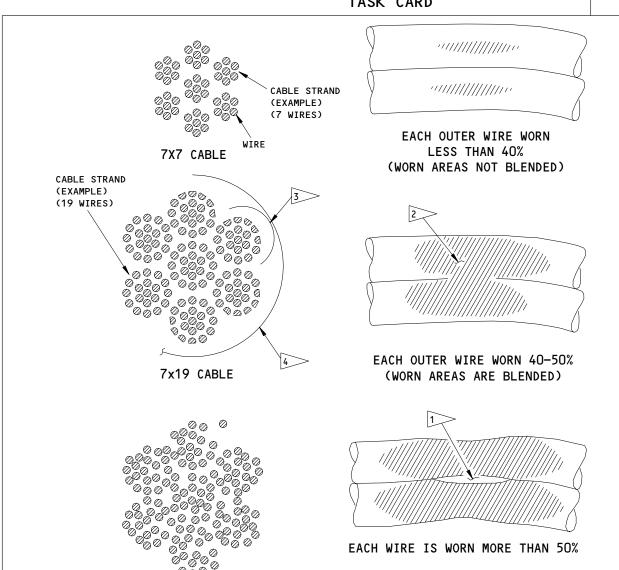
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EXAMPLE OF INTERNAL WEAR



20-009-02

AIRLINE CARD NO.



1 VISIBLE SPACE BETWEEN WIRES.

WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

THE OUTER WIRE WEAR AREA ON CABLE
STRAND. A VISIBLE SPACE BETWEEN
WIRES OR A FULLY BLENDED SURFACE SURFACE.

CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE.
CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY

CHECK/INSP
CONTROL CABLES - PROTECTED

20-20-02-6I 20-009-02 PAGE 4 OF 5 APR 22/03

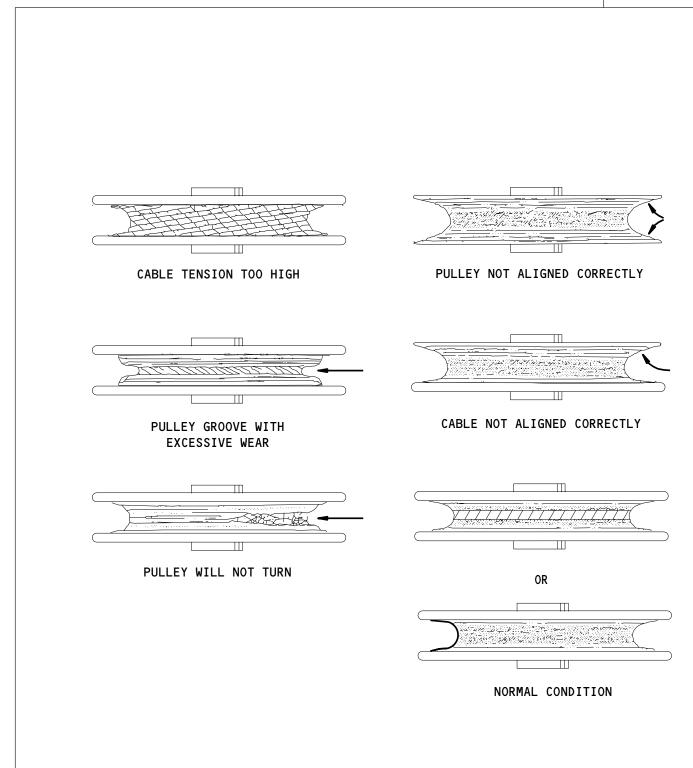
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20-009-02

AIRLINE CARD NO.



Pulley Wear Patterns Figure 602

STATION
TAIL NO.
DATE

SKILL

323

MECH INSP



BOEING CARD NO. 20-009-03

AIRLINE CARD NO.

TASK CARD

MPD

PHASE

							REV	REVISION
AIRPL	V STABL	IZER		2C		12424	012	AUG 22/05
TAS	K	•	TITLE		STRUCTURAL ILLUSTRATION	REFERENCE	AF	PPLICABILITY
CHECK	/INSP	CONTROL (CABLES - PRO	TECTED			AIRPLAN	IE ENGINE
							ALL	ALL
	ZONEC				ACCECC DANIELO			

INTERVAL

ZONES

WORK AREA

311AZ 312AR

RELATED TASK

MPD ITEM NUMBER

VISUALLY INSPECT PROTECTED RUDDER CONTROL CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

20-20-02-61

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - PROTECTED

20-20-02-6I 20-009-03 PAGE 1 OF 5 AUG 22/05

SAS BOEING TASK CARD

MECH INSP

AIRLINE CARD NO.

(2)	Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or
	with other parts. Correct the condition if inadequate clearance or evidence of contact is found.

- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

<u>NOTE</u>: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-61

20-009-03

PAGE 3 OF 5 AUG 22/05

AIRLINE CARD NO.

SAS

7X7 CABLE

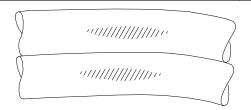
7x19 CABLE

EXAMPLE OF INTERNAL WEAR

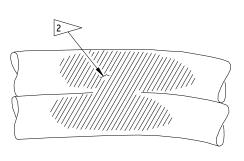
CABLE STRAND (EXAMPLE) (19 WIRES)

BOEING 767 TASK CARD

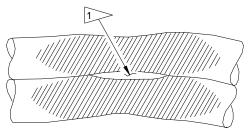
CABLE STRAND (EXAMPLE) (7 WIRES)



EACH OUTER WIRE WORN LESS THAN 40% (WORN AREAS NOT BLENDED)



EACH OUTER WIRE WORN 40-50% (WORN AREAS ARE BLENDED)



EACH WIRE IS WORN MORE THAN 50%

> VISIBLE SPACE BETWEEN WIRES.

> WEAR CONDITION RESULTING IN BLENDED SURFACES BETWEEN WIRES.

3 THE OUTER WIRE WEAR AREA ON CABLE STRAND. A VISIBLE SPACE BETWEEN WIRES 1 OR A FULLY BLENDED SURFACE 2 SURFACE.

4 > CABLE WEAR MAY OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO USUAL CABLE TRAVEL.

Cable Wear Patterns Figure 601

EFFECTIVITY 20-20-02-61

CHECK/INSP

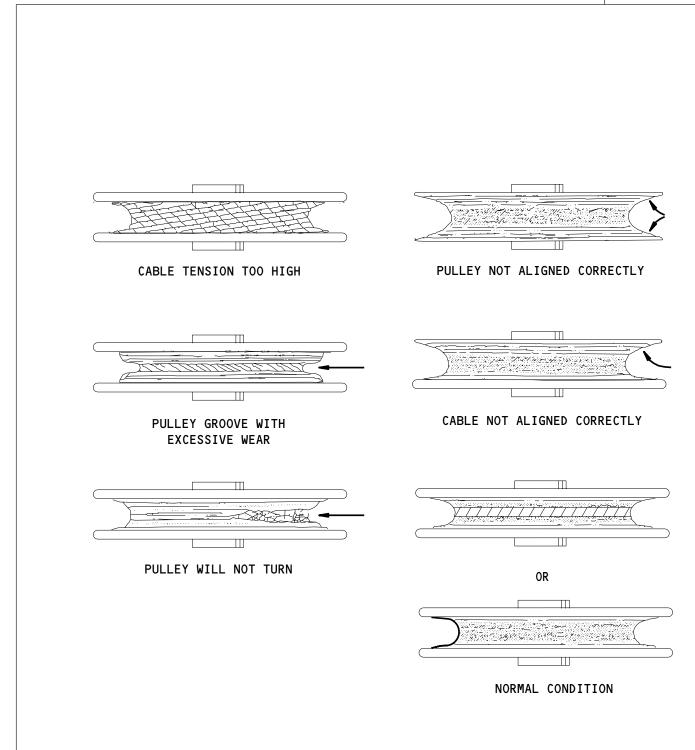
CONTROL CABLES - PROTECTED

20-009-03 PAGE 4 OF 5 APR 22/03

AIRLINE CARD NO.







Pulley Wear Patterns Figure 602

STATION
TAIL NO.
DATE



BOEING CARD NO.
20-009-04

AIRLINE CARD NO.

SKILL	WOR	KK AKEA	REL	ATED TASK		INTERVAL		PHASE	REV	REVISION
AIRPL	V ST	ABLIZER			20			12424	012	AUG 22/05
TASI	TASK TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF	PLICABILITY			
									AIRPLAN	E ENGINE
CHECK	/INSP	CON	TROL CA	BLES - PRO	TECTED					
									ALL	ALL
	ZONES	;				<u>'</u>	ACCESS PANELS			

324

MECH INSP

324BL

MPD ITEM NUMBER

20-20-02-61

VISUALLY INSPECT PROTECTED RUDDER CONTROL CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

General

- A. Use these procedures to verify the integrity of the control cable system. The procedures must be performed along the entire cable run in each system. To ensure verification of the portions of the cables that are in contact with pulleys and quadrants, the control cables must be moved by operation of the applicable system's controls, to expose those portions of the cables.
- B. The first task is an inspection of the control cable wire rope.
- C. The second task is an inspection of the control cable fittings.
- D. The third task is an inspection of the pulleys.
- E. These three tasks may be performed concurrently at one location of the cable system on the airplane if desired for convenience.
- 2. Inspection of the control cable wire rope.
 - A. Examine the wire rope.
 - (1) Clean the cables (as necessary) for the inspection (AMM 12-21-31/301).

CHECK/INSP CONTROL CABLES - PROTECTED

20-20-02-61 20-009-04 PAGE 1 0F 5 AUG 22/05

SAS BOEING TASK CARD

AIRLINE CARD NO.

MECH II	NSP
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- (2) Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from power feeder cables is 1.0 inch. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look for evidence of contact with other parts. Correct the condition if inadequate clearance or evidence of contact is found.
- (3) Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.
 - (a) Replace the cable assembly if:
 - The individual wires in each strand appear to blend together (outer wires worn 40 percent or more) (Refer to Fig. 601).
 - If a kink is found.
 - If corrosion is found.
- (4) Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.
 - (a) Replace the 7 x 7 cable assembly if:
 - There is two or more broken wires in 12 continuous inches of cable.
 - There is three or more broken wires anywhere in the total cable assembly.
 - Replace the 7 X 19 cable assembly if: (b)
 - There is four or more broken wires in 12 continuous inches of cable.
 - There is six or more broken wires anywhere in the total cable assembly.
- (5) Inspect the carbon steel control cable lubrication.
 - (a) Make sure there is sufficient lubrication on the control cable.

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AIRLINE CARD NO.

SAS BOEING 767 TASK CARD

MECH INSP

(b) If the lubrication is not sufficient, lubricate the control cables (AMM 12-21-31/301).

NOTE: Do not apply the grease or oil to stainless steel (CRES) control cables.

Inspection of the control cable fittings.

- A. Examine the control cable fittings.
 - (1) Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.
 - (2) Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.
 - (3) Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than two degrees.
 - (4) Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. <u>Inspection of pulleys.</u>

- A. Examine the pulleys.
 - (1) Perform a detailed visual inspection to make sure that pulleys are free to rotate. Replace pulleys which are not free to rotate.
 - (2) Replace any pulleys that match the description in Fig. 602.

EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-61

20-009-04

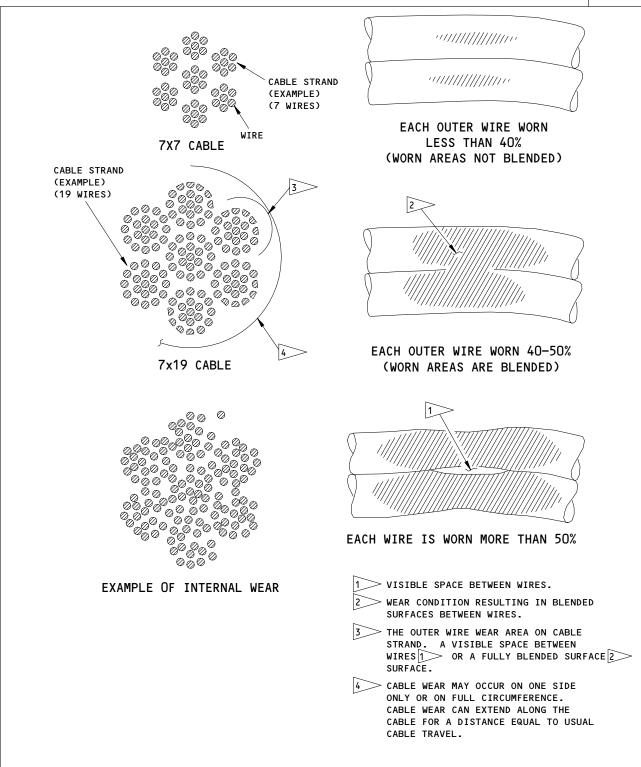
PAGE 3 OF 5 AUG 22/05

20-009-04

SAS

BOEING 767 TASK CARD



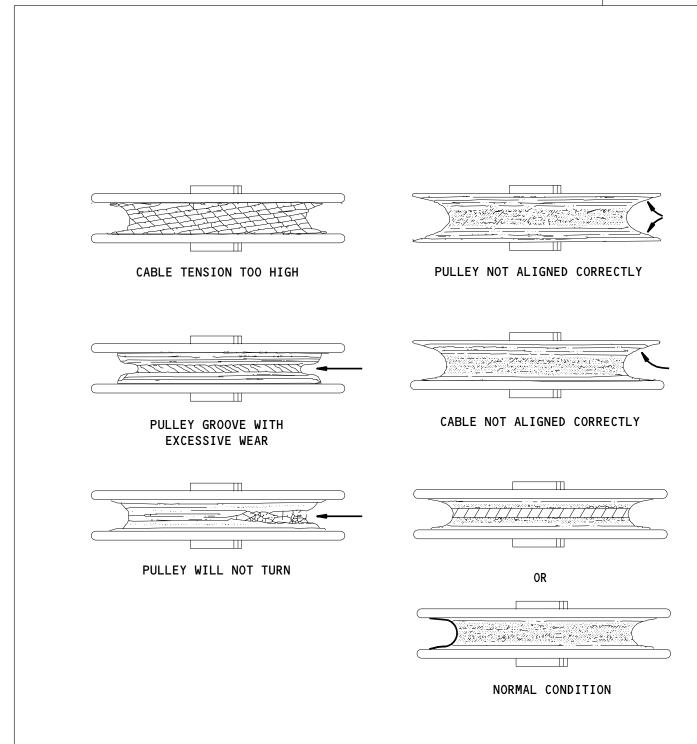


Cable Wear Patterns Figure 601

20-009-04

SAS





Pulley Wear Patterns Figure 602

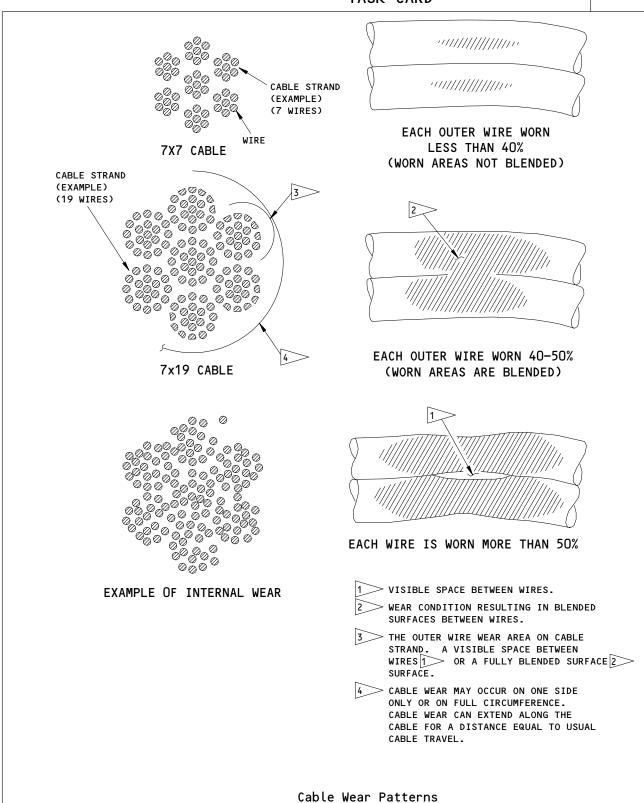
STATION TAIL NO.											BOE	ING CARD NO.
		OND ABOEING							20-011-01-1 AIRLINE CARD NO.			
		SAS 767										
	DATE				•		K CARI)				
SKILL	WORK ARE	ΞA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRPL		IZER				2C				12424	012	APR 22/03
TASK CHECK/INSP CONTROL C			חטו כא	ABLES - PROTECTED				STRUCTURAL ILLUS	TRATION R	EFERENCE	AF AIRPLAN	PLICABILITY E ENGINE
			RUL CA	ABLES - PROTECTED							ALL	ALL
ZONES 335				ACCESS PANELS 312AR 335DB 335EB 335GB 335HB 341AZ								
MECH INSF	>										ı	MPD ITEM NUMBER
	VISUALLY INSPECT PROTECTED ELEVATOR SLAVE CABLES FOR WEAR, BROKEN STRANDS, CORROSION, KINKS AND BIRD CAGING. CHECK									20-20-02-6K		
	END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND											
								CURITY.				
1	ı											
EFFECT	TIVITY "					CHECK	/TNSP	CONTROL CA	ABLES	- PROTE	CTFD	

20-011-01-1

AIRLINE CARD NO.

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EFFECTIVITY ⋈

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-6K

Figure 601

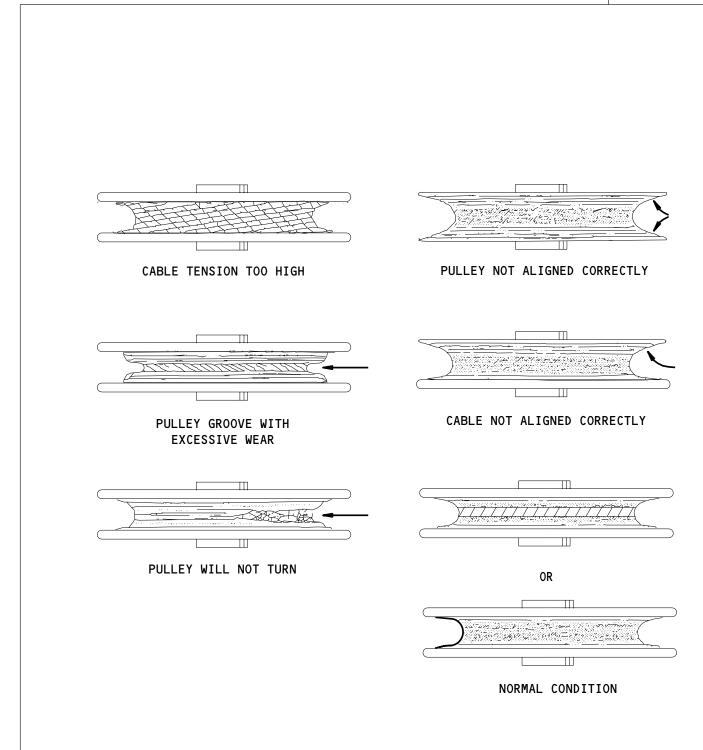
20-011-01-1 PAGE 2 OF 3 APR 22/03

20-011-01-1

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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

			_												
	STA	TION											ING CARD NO.		
	TAIL NO.				CAC BOEING								11-01-2		
	D	ATE		3A3 6 767							AIRLINE CARD NO.				
							TASK	CARD	1						
	ILL	WORK AR		REI	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION		
ΑI	RPL TASI	R STABL	IZER		TI	TLE	20		STRUCTURAL	. ILLUSTRATION R	12424 EFERENCE	012 AF	APR 22/03		
С	HECK	/INSP	CONT	ROL CA	ABLES -	PROTEC	TED					AIRPLAN	E ENGINE		
		ZONES							ACCESS PAI	NELS		ALL	ALL		
3	45	201120			312AR	341AZ	345DB	345EB							
MECH	INSP				1							ı	MPD ITEM NUMBER		
		VICUAL	IV TN	CDECT	DDATECT		VATOR CI	۸۷۲ ۵۸	DI EC E0E	LICAD		20.2	0-02-6K		
					PROTECT CORROSIO							20-2	U-U2-0K		
		END F	TTING	S, TUF	RNBUCKLE	S, PUL	LEYS, BR	RACKETS	, FAIRLE						
		QUADRA	NTS F	OR WE	AR, CORR	OSION,	CRACKS	AND SE	CURITY.						
FF	FECT	IVITY '					CHECK	/TNOD	CONTRA	N CARLES	DDATE	CTES			
1							CHECK	TN25	LONIK	L CABLES	- PRUIE	CIED			

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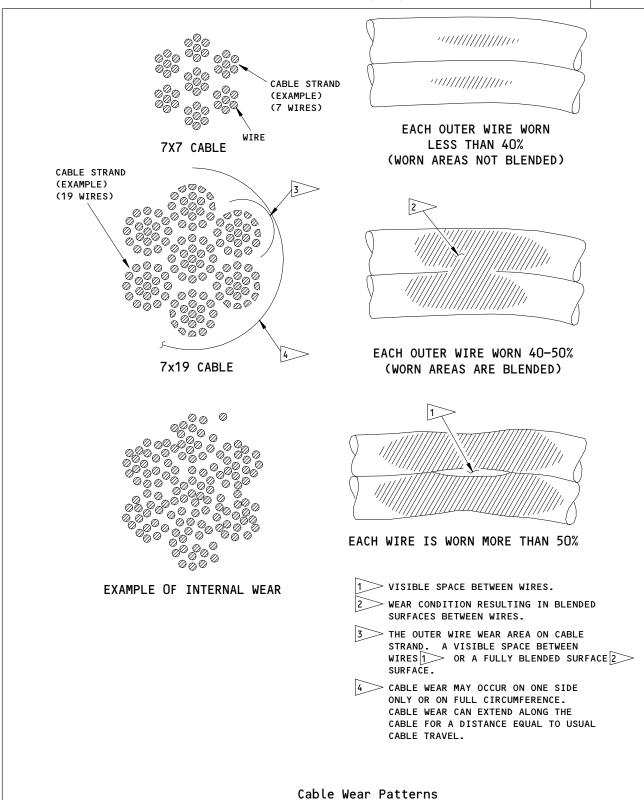
20-20-02-6K 20-011-01-2 PAGE 1 OF 3 AUG 22/00

20-011-01-2

AIRLINE CARD NO.

SAS





EFFECTIVITY

CHECK/INSP

CONTROL CABLES - PROTECTED

20-20-02-6K

Figure 601

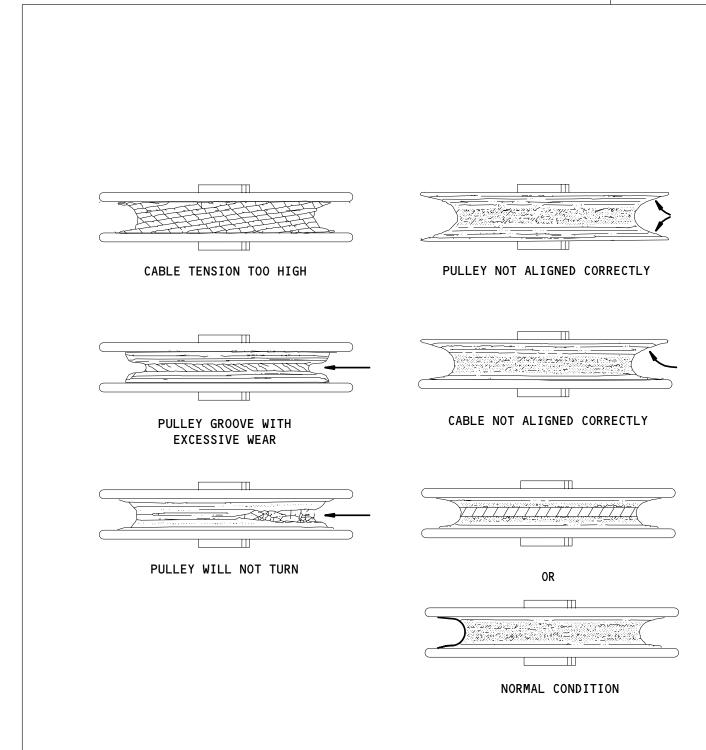
20-011-01-2 PAGE 2 OF 3 APR 22/03

20-011-01-2

AIRLINE CARD NO.

SAS





Pulley Wear Patterns Figure 602

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STATION
TAIL NO.
DATE



BOEING CARD NO. 20-012-02

AIRLINE CARD NO.

						TASK	CARD					
SKILL	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE		MPD REV	1	SK CARD VISION
ELECT	WG CTR	SECT				4C			14848	011	APR	22/09
TAS	K			Т	ITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	PPLICABI IE	LITY ENGINE
CHECK	/INSP	INSP	ECT EV	VIS							-	
										NOT	E	ALL
	ZONES							ACCESS PANELS				
133	134			1331	134AZ	134BZ	134CZ	136KZ				

MECH INSP

MPD ITEM NUMBER

INSPECT (DETAILED) THE EXPOSED EWIS IN THE ZONE, ZONES 133/ 134. (SFAR 88) (EZAP)

20-60-03-2B

AIRPLANE NOTE: IF AUXILIARY TANKS ARE INSTALLED.

ACCESS NOTE: FOR THE 4 BAY CENTER TANK ALSO OPEN 134DZ, 134EZ, 134FZ AND 134GZ.

DETAILED WIRING INSPECTION (EZAP) - MAINTENANCE PRACTICES

1. <u>Detailed Wiring Inspection</u>

- A. General
 - (1) This procedure performs a detailed inspection of wiring.
 - (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
- B. References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
- C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
- D. Procedure
 - (1) Remove panels as necessary to gain access to the wiring (AMM (applicable procedure(s)).

EFFECTIVITY	CHECK/INSP	INSPECT EWIS			
	20-60-03-2B	20-012-02	PAGE	1 OF	2 APR 22/09

20-012-02

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(2)	Do these steps to perform a detailed inspection of the wire bundles bundles:
			NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
			(a) Check the wire bundles and the area around them for combustible material.
			 If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
			(b) Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
			(c) Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
			(d) Check switches for rear protection cap damage.
			(e) Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.
			(f) Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
			(g) Check supports (rails or tubes/conduit) for breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.
			(h) Repair or replace any wire bundles found with defects (SWPM applicable procedure(s)).
		(3)	<pre>Install all panels removed for access (AMM (applicable procedure(s)).</pre>

	STAT	ION								BOE	ING CARD	NO.
	TAIL	NO.				X pa	EIA	V <i>(</i> =		20-0	47-01	
				S	AS &	BO	7 67			AIRL	INE CARD	NO.
	DA	TE		O	110		CARD	1				
SKIL	SKILL WORK AREA R								PHASE	MPD	TAS	K CARD
			WING TANK						22/72	REV		/ISION
ELE	ELECT L WING TANK				6C			22472	011		22/09	
	TASK				TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AP AIRPLAN	PLICABIL	.ITY ENGINE
СН	CHECK/INSP CENTER AL				(ILIARY TAN	KS LH				ATRI EAR	-	LINGTINE
										ALL		ALL
		ZONES						ACCESS PANELS				
53	1				1331 53	1AB 531BB						
))	•				1331 33	טטוכל טאוי						
MECH	INSP									N	MPD ITEM	NUMBER
HECH	11451	-										
		THOREC	T (DE		THE FOTO	EVENORED FU	ITO TNO	THE THE CENTER		20 (0 07	26
								IDE THE CENTER		20-6	0-03-	·20
		AUXILI	ARY F	UEL I	ANK - LEFT	WING. (SFAR	(88)	EZAP)				
				DETAIL	_ED_WIRING	INSPECTION	(EZAP)	- MAINTENANCE PR	<u>ACTICES</u>			
		1. <u>Det</u>	ailec	<u>l Wirir</u>	<u>ng Inspecti</u>	<u>on</u>						
		Α.	Gene	eral								

- (1) This procedure performs a detailed inspection of wiring.
- (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
- B. References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
- C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
- D. Procedure
 - (1) Remove panels as necessary to gain access to the wiring (AMM (applicable procedure(s)).

20-047-01

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		'
		(2)	bundles:
			<u>NOTE</u> : You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
			(a) Check the wire bundles and the area around them for combustible material.
			 If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
			(b) Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
			(c) Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
			(d) Check switches for rear protection cap damage.
			(e) Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.
			(f) Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
			(g) Check supports (rails or tubes/conduit) for breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.
			(h) Repair or replace any wire bundles found with defects (SWPM applicable procedure(s)).
		(3)	<pre>Install all panels removed for access (AMM (applicable procedure(s)).</pre>

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	STA	TION						BO	EING CARD NO.
	TAIL	L NO.			T BOEII	VG		20-0	048-01
	D	ATE		SAS &	767			AIR	LINE CARD NO.
					TASK CAR	D			
SKIL	.L	WORK AR	EA	RELATED TASK	INTERVA	L	PHASE	MPD REV	TASK CARD REVISION
ELE	CT TASI	L WING	TANK	TITLE	6C	STRUCTURAL ILLUSTRATION R	22472 EFERENCE	011	APR 22/09
СН	ECK	/INSP	MAIN	I TANK LH				AIRPLAI	NE ENGINE
		ZONES				ACCESS PANELS		ALL	. ALL
53	2			5001 53	32AB 532BB 532DI	B 532EB			
MECH	INSP								MPD ITEM NUMBER
		INSPE	T (DE	TAILED) THE EXPO	OSED EWIS IN THE	MAIN TANK		20-6	60-03-2E
		(INBD	SECT)	LEFT WING. (SFA	AR 88) (EZAP)				
				<u>i</u>					
		1. <u>De</u> 1	ailed	Wiring Inspecti	<u>ion</u>				
		Α.	Gene	ral					
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \							
			(1)	This procedure	performs a detai	led inspection of	wiring.		
			(2)	This procedure	is an enhanced z	onal analysis prod	edure (EZAP)	task.
		В.	Refe	rences					
			(1)	AMM (applicable	e procedure(s))				
			(2)	SWPM (applicabl	le procedure(s))				
			(3)	WDM (applicable	e procedure(s))				
		C.	Equi	pment and Materi	ials				
			(1)	Mirror - Inspec	ction, Telescopin	g			
		D.	Proc	edure					
			(1)	Remove panels a (applicable pro		ain access to the	wiring	(AMM	

EFFECTIVITY CHECK/INSP MAIN TANK LH

20-60-03-2E 20-048-01 PAGE 1 OF 2 APR 22/09

0 9 9

20-048-01

AIRLINE CARD NO.

		TASK CARD
MECH INSP		
	(2)	Do these steps to perform a detailed inspection of the wire bundles bundles:
		NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
		(a) Check the wire bundles and the area around them for combustible material.
		 If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
		(b) Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
		(c) Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration of evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
		(d) Check switches for rear protection cap damage.
		(e) Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corrode or broken.
		(f) Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
		(g) Check supports (rails or tubes/conduit) for breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.
		(h) Repair or replace any wire bundles found with defects (SWPM applicable procedure(s)).
	(3)	<pre>Install all panels removed for access (AMM (applicable procedure(s)).</pre>

:	STATION												BOE	ING CARD	NO.
1	TAIL NO.			•			BO	EIN	G					49-01	
	DATE			S	AS		_ 7	'67					AIRL	INE CAR	D NO.
	DATE						TASK	CARD							
SKILL WORK AREA				REL	ATED TASK			INTERVAL			F	PHASE	MPD REV		K CARD VISION
ELEC	T L W	ING T	ANK				6C				2	2472	011	AUG	22/09
	TASK				TIT	ΓLE			STRUCTURAL	ILLUSTRATIO	N REFER	ENCE	AP AIRPLAN	PLICABIL E	LITY ENGINE
CHE	CK/INSF	P I	MAIN	FUEL	TANK LE	FT HANI	SIDE								
													ALL		ALL
	ZONES								ACCESS PAN	NELS					
541				5001	541AB	541CB	541DB	541EB	541FB	541	GB !	541HB	541 J	ΙB	
					541KB	541LB	541MB	541NB	541PB	541QB	541	RT !	541SB	541T	В
					541UB	541VB	541WB	541XB							
													N	IPD ITEM	NUMBER

MECH INSP

INSPECT (DETAILED) THE EXPOSED EWIS IN THE MAIN TANK (OUTBD SECT) LEFT WING. (SFAR 88) (EZAP)

20-60-03-2F

DETAILED WIRING INSPECTION (EZAP) - MAINTENANCE PRACTICES

- 1. <u>Detailed Wiring Inspection</u>
 - A. General
 - (1) This procedure performs a detailed inspection of wiring.
 - (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
 - References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
 - C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
 - Procedure
 - (1) Remove panels as necessary to gain access to the wiring (AMM (applicable procedure(s)).

20-049-01

AIRLINE CARD NO.

(2)	Do these steps to perform a detailed inspection of the wire bundles bundles:
	NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
	(a) Check the wire bundles and the area around them for combustible material.
	 If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
	(b) Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
	(c) Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
	(d) Check switches for rear protection cap damage.
	(e) Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.
	(f) Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
	(g) Check supports (rails or tubes/conduit) for breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.
	(h) Repair or replace any wire bundles found with defects (SWPM applicable procedure(s)).
(3)	<pre>Install all panels removed for access (AMM (applicable procedure(s)).</pre>
	(3)

	STAT	ION								BOE	ING CARD NO.	
	TAIL	NO.				X BO	JEIN			20-0	50-01	
				S	AS &		767			AIRI	INE CARD NO.	
DATE					,,,,	TAS	SK CARD					
SKIL	.L	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ELE	ст	L WING	TANK			6C			22472	011	APR 22/0)9
TASK CHECK/INSP SURGE TANK			TITLE STRUCTURAL ILLU [LEFT HAND SIDE				FERENCE	AF AIRPLAN	PLICABILITY E ENGIN	۱E		
•	CHECKY INST									ALL	ALL	_
	ZONES							ACCESS PANELS				
54	2				5401 54	42AB 542BB	B 542CB					
MECH	INSP			•						ı	MPD ITEM NUMBER	
			SURG	E TANK	(- LEFT W	ING. (SFAR	88) (EZ	EVEL SENSOR AP) <u>- MAINTENANCE PR</u>	<u>ACTICES</u>		0-03-2G	
		1. Detailed Wiring Inspection										

- - General
 - (1) This procedure performs a detailed inspection of wiring.
 - (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
 - References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
 - C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
 - Procedure
 - Remove panels as necessary to gain access to the wiring (AMM $\,$ (applicable procedure(s)).

20-050-01

AIRLINE CARD NO.

				TASK CARD	
MECH	INSP				
		(2)	Do the	ese steps to perform a detailed inspection of the wes:	ire bundles
			NOTE:	You do not need to pull on the wire bundles, shak wire bundles, or disconnect the connectors to per inspection.	
				Check the wire bundles and the area around them for naterial.	combustible
			,	I) If combustible material is found do this task: Remove Combustible Material Around Wiring (EZAP 20-60-02/201.	_
				Check the wire and the wire harnesses for contact, sagging, security, visible damage, lacing tape/tiesinstallation, sheath/conduit deformity or installat sheath rubbing on end attachment, missing or damage dust and lint accumulation, surface contamination, deterioration of previous repairs.	ion, end of
			; ;	Check connectors for external corrosion, backshell bad/packing on backshell, backshell wire securing doroofing chain, missing or broken safety wire, discevidence of overheating on terminal lugs or blocks, stripe misalignment.	evice, fool oloration or
			(d) (Check switches for rear protection cap damage.	
				Check ground points for corrosion, bonding braid/bojumper, broken or disconnected braid, multiple strater broken.	
				Check wiring clamps or brackets for presence, corroor twists, attachment, protection/cushion.	sion, bends
			r	Check supports (rails or tubes/conduit) for breaks, missing fasteners, missing edge protection on rims through holes, race track cushion damage.	
				Repair or replace any wire bundles found with defect applicable procedure(s)).	ts (SWPM
		(3)		ll all panels removed for access (AMM (applicable dure(s)).	

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STA	TION										BOE	ING CAR	D NO.
TAIL NO.						B	OE!!	V <i>G</i>			20-0	53–0′	1
			SA	S			767				AIRI	LINE CAR	D NO.
D.	ATE					TA	ASK CAR	D					
SKILL	WORK ARE	EA REL		RELATED TASK			INTERVAL			PHASE	MPD REV		SK CARD VISION
ELECT	R WING	TANK				60				22472	011	APR	22/09
TAS	K		TITLE					STRUCTURAL ILLUSTRAT	TION REF	ERENCE	AF AIRPLAN	PLICABI	LITY ENGINE
CHECK	/INSP	CENTE	R AUXIL	XILIARY TANKS RH							ATKI ZAK	_	ENGINE
											ALL		ALL
	ZONES							ACCESS PANELS					
631			1	1331	631A	B 631	BB						
												MPD ITEM	NUMBER
ME OU THOS	1											" P I I E I	HOUDER

MECH INSP

INSPECT (DETAILED) FQIS EXPOSED EWIS INSIDE THE CENTER AUXILIARY FUEL TANK - RIGHT WING. (SFAR 88) (EZAP)

20-60-03-21

DETAILED WIRING INSPECTION (EZAP) - MAINTENANCE PRACTICES

- 1. <u>Detailed Wiring Inspection</u>
 - A. General
 - (1) This procedure performs a detailed inspection of wiring.
 - (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
 - B. References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
 - C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
 - D. Procedure
 - (1) Remove panels as necessary to gain access to the wiring (AMM (applicable procedure(s)).

20-053-01

AIRLINE CARD NO.

				TASK CARD	
MECH	INSP				
		(2)	Do the	ese steps to perform a detailed inspection of the wes:	rire bundles
			NOTE:	You do not need to pull on the wire bundles, shak wire bundles, or disconnect the connectors to per inspection.	
				Check the wire bundles and the area around them for material.	combustible
			,	 If combustible material is found do this task: Remove Combustible Material Around Wiring (EZAF 20-60-02/201. 	_
			: :	Check the wire and the wire harnesses for contact, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installat sheath rubbing on end attachment, missing or damage dust and lint accumulation, surface contamination, deterioration of previous repairs.	ion, end of
			 	Check connectors for external corrosion, backshell pad/packing on backshell, backshell wire securing oproofing chain, missing or broken safety wire, discevidence of overheating on terminal lugs or blocks, stripe misalignment.	levice, fool coloration or
			(d)	Check switches for rear protection cap damage.	
				Check ground points for corrosion, bonding braid/bojumper, broken or disconnected braid, multiple stra or broken.	_
				Check wiring clamps or brackets for presence, corroor twists, attachment, protection/cushion.	sion, bends
				Check supports (rails or tubes/conduit) for breaks, missing fasteners, missing edge protection on rims through holes, race track cushion damage.	
				Repair or replace any wire bundles found with defectapplicable procedure(s)).	ts (SWPM
		(3)		ll all panels removed for access (AMM (applicable dure(s)).	

;	STAT	ION						BOE	ING CARD NO.
1	ΓAIL	NO.			X BOEIL	NG		20-0	54-01
	DA	TC		SAS &	767			AIRI	LINE CARD NO.
	DA	16			TASK CAR	D			
SKILL		WORK AR	A	RELATED TASK	INTERV	L	PHASE	MPD REV	TASK CARD REVISION
ELECT	T TASK	R WING	TANK	TITLE	60	STRUCTURAL ILLUSTRATION R	22472	011	APR 22/09
		/INSP	MAIN			STRUCTURAL TELUSTRATION R	EFERENCE	AIRPLAN	
		ZONES				ACCESS PANELS		ALL	ALL
632				632AB 63	32BB 632DB 632E				
MECH IN	ISP							ı	MPD ITEM NUMBER
		RIGHT	WING.	(SFAR 88) (EZAF	P) INSPECTION (EZAP	TANK (INBD SEC)) - MAINTENANCE PR	ACTICES		0-03-2J
		Α.	Gene	ral					
			(1)	This procedure	performs a detai	led inspection of	wiring.		
			(2)	This procedure	is an enhanced z	onal analysis prod	edure (EZAP)	task.
		В.	Refe	rences					
			(1)	AMM (applicable	e procedure(s))				
			(2)	SWPM (applicabl	le procedure(s))				
			(3)	WDM (applicable	e procedure(s))				
		С.	Equi	pment and Materi	ials				
			(1)	Mirror - Inspec	ction, Telescopin	g			
		D.	Proc	edure					
			(1)	Remove panels a (applicable pro		ain access to the	wiring	(AMM	

20-054-01

AIRLINE CARD NO.

TASK CARD	
ese steps to perform a detailed inspection of the	wire bundles
You do not need to pull on the wire bundles, sha wire bundles, or disconnect the connectors to pe inspection.	
theck the wire bundles and the area around them for	or combustible
) If combustible material is found do this tasks Remove Combustible Material Around Wiring (EZ/ 20-60-02/201.	_
theck the wire and the wire harnesses for contact, agging, security, visible damage, lacing tape/ticenstallation, sheath/conduit deformity or installatheath rubbing on end attachment, missing or damaged and lint accumulation, surface contamination, deterioration of previous repairs.	es ation, end of ged grommets,
check connectors for external corrosion, backshel bad/packing on backshell, backshell wire securing proofing chain, missing or broken safety wire, dis evidence of overheating on terminal lugs or blocks stripe misalignment.	device, fool scoloration or
heck switches for rear protection cap damage.	
theck ground points for corrosion, bonding braid/bumper, broken or disconnected braid, multiple stor broken.	
check wiring clamps or brackets for presence, correct twists, attachment, protection/cushion.	osion, bends
check supports (rails or tubes/conduit) for breaks missing fasteners, missing edge protection on rims chrough holes, race track cushion damage.	
	ects (SWPM
a	Repair or replace any wire bundles found with defeapplicable procedure(s)). All all panels removed for access (AMM (applicable edure(s)).

	STAT	ION										BOE	ING CARD NO.		
	TAIL	NO.					BO	EIA	Œ			20-0	55-01		
				S	SAS	XX		— <i>– – –</i> '67				AIR	LINE CARD NO.		
	DA.	TE					=	CARD							
SKIL	.L	WORK ARI	EA	RE	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION		
ELE	СТ	R WING	TANK				6C				22472	2 011	APR 22/09		
CH	TASK	'INSP	MATN	FIIFI	TANK RH				STRUCTURAL	STRUCTURAL ILLUSTRATION REFERENCE			APPLICABILITY AIRPLANE ENGINE		
CII	LUKI	11101	HAIN	IOLL	TAIN KII							ALL	ALL		
		ZONES							ACCESS PAN	IELS					
64	1				6001	641CB	641DB	641EB	641FB	641GB	641HB	641 JB	641KB		
					641LB	641MB	641NB	641PB	641QB	641RT	641SB	641TB	641UB		
					641VB	641WB	641XB								
MECH	INSP				•							I	MPD ITEM NUMBER		
	INSPECT (DETAILED) THE EXPOSED EWIS IN THE MAIN TANK (OUTBOARD SECTION) RIGHT WING. (SFAR 88) (EZAP)														
				<u>DETAI</u>	LED WIRI	NG INSF	PECTION	(EZAP)	- MAINT	ENANCE	PRACTIC	<u>ES</u>			

1. <u>Detailed Wiring Inspection</u>

- A. General
 - (1) This procedure performs a detailed inspection of wiring.
 - (2) This procedure is an enhanced zonal analysis procedure (EZAP) task.
- B. References
 - (1) AMM (applicable procedure(s))
 - (2) SWPM (applicable procedure(s))
 - (3) WDM (applicable procedure(s))
- C. Equipment and Materials
 - (1) Mirror Inspection, Telescoping
- D. Procedure
 - (1) Remove panels as necessary to gain access to the wiring (AMM (applicable procedure(s)).

AIRLINE CARD NO.

20-055-01

SAS BOEING TASK CARD

MECH INSP

- (2) Do these steps to perform a detailed inspection of the wire bundles bundles:
 - NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
 - Check the wire bundles and the area around them for combustible (a) material.
 - If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
 - Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
 - Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
 - (d) Check switches for rear protection cap damage.
 - Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.
 - Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
 - (g) Check supports (rails or tubes/conduit) for breaks, deformity, missing fasteners, missing edge protection on rims of feed through holes, race track cushion damage.
 - Repair or replace any wire bundles found with defects (SWPM applicable procedure(s)).
- (3) Install all panels removed for access (AMM (applicable procedure(s)).

EFFECTIVITY

CHECK/INSP MAIN FUEL TANK RH

20-60-03-2K

20-055-01

PAGE 2 OF 2 APR 22/09

	STA	TION								BOE	ING CARD NO.
	TAIL	. NO.				BOL	-			20-0	56-01
		ATE			SAS &	76				AIRI	INE CARD NO.
	U	416				TASK	CARD				
SKILL		W	ORK ARE	A	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ELEC			ING	TANK	777.5	60			22472	011	APR 22/09
	task C.K	· /INSI	p	SURG	TITLE E TANK RH			STRUCTURAL ILLUSTRATION R	EFERENCE	AIRPLAN	PPLICABILITY E ENGINE
OHE					in Tribut Kill					ALL	ALL
642		ZONE	:5		642AB 64	2BB 642CB		ACCESS PANELS			
MECH II	NSP				,					ľ	MPD ITEM NUMBER
				SURG	TAILED) THE EXPO E TANK RIGHT WIN DETAILED WIRING	G. (SFAR 88)	(EZAF	P)	ACTICES		0-03-2L
		1.	<u>Det</u>	<u>ailed</u>	Wiring Inspecti	<u>on</u>					
			Α.	Gene	ral						
				(1)	This procedure	performs a d	etaile	ed inspection of	wiring.		
				(2)	This procedure	is an enhanc	ed zor	nal analysis prod	edure (EZAP)	task.
			В.	Refe	rences						
				(1)	AMM (applicable	procedure(s))				
				(2)	SWPM (applicabl	e procedure(s))				
				(3)	WDM (applicable	procedure(s))				
			С.	Equi	pment and Materi	als					
				(1)	Mirror - Inspec	tion, Telesc	oping				
			D.	Proc	edure						
				(1)	Remove panels a (applicable pro		to gai	in access to the	wiring	(AMM	

20-056-01

TASK CARD

AIRLINE CARD NO.

MECH	INSP	
		Do these steps to perform a detailed inspection of the wire bundles bundles:
		NOTE: You do not need to pull on the wire bundles, shake the wire bundles, or disconnect the connectors to perform this inspection.
		(a) Check the wire bundles and the area around them for combustible material.
		 If combustible material is found do this task: Cleaning to Remove Combustible Material Around Wiring (EZAP), AMM 20-60-02/201.
		(b) Check the wire and the wire harnesses for contact, chafing, sagging, security, visible damage, lacing tape/ties installation, sheath/conduit deformity or installation, end of sheath rubbing on end attachment, missing or damaged grommets, dust and lint accumulation, surface contamination, deterioration of previous repairs.
		(c) Check connectors for external corrosion, backshell tail, pad/packing on backshell, backshell wire securing device, fool proofing chain, missing or broken safety wire, discoloration or evidence of overheating on terminal lugs or blocks, torque stripe misalignment.
		(d) Check switches for rear protection cap damage.
		(e) Check ground points for corrosion, bonding braid/bonding jumper, broken or disconnected braid, multiple strands corroded or broken.
		(f) Check wiring clamps or brackets for presence, corrosion, bends or twists, attachment, protection/cushion.
		(g) Check supports (rails or tubes/conduit) for breaks, deformity,

FFFFFTTVTTV	
FFFF(:IIVIIY	•
CII COIIVIII	

procedure(s)).

CHECK/INSP SURGE TANK RH

missing fasteners, missing edge protection on rims of feed

(h) Repair or replace any wire bundles found with defects (SWPM

20-60-03-2L

through holes, race track cushion damage.

(3) Install all panels removed for access (AMM (applicable

applicable procedure(s)).

20-056-01

PAGE 2 OF 2 APR 22/09

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