

STATION		<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 20px;">SAS</div> <div style="text-align: center;"> BOEING 767 TASK CARD </div> </div>				BOEING CARD NO. 22-008-01	
TAIL NO.						AIRLINE CARD NO.	
DATE							
SKILL AVION	WORK AREA CREW CABIN	RELATED TASK	INTERVAL 2C	PHASE 12424	MPD REV 012	TASK CARD REVISION DEC 22/06	
TASK OPERATIONAL		TITLE YAW DAMPER SERVO SOLENOID VALVE		STRUCTURAL ILLUSTRATION REFERENCE	APPLICABILITY AIRPLANE ALL ENGINE ALL		
ZONES 119 211 212		ACCESS PANELS 119AL					
MECH	INSP	<div style="text-align: right;">MPD ITEM NUMBER</div> <div style="text-align: right;">22-21-03-2A</div> <p>OPERATIONALLY CHECK THE YAW DAMPER SERVO (YDS) SOLENOID VALVE.</p> <p>1. <u>Test Yaw Damper Electrohydraulic Servovalve And Solenoid Valve</u></p> <p>A. References</p> <ul style="list-style-type: none"> (1) AMM 24-22-00/201, Electrical Power - Control (2) AMM 27-21-00/501, Rudder and Rudder Trim Control System (3) AMM 29-11-00/201, Pressurize/Depressurize Main Hydraulic System (4) AMM 31-41-00/501, Engine Indication and Crew Alerting System. (5) AMM 32-09-02/201, Air/Ground Relays (6) AMM 33-16-00/501, Master Dim and Test (7) AMM 34-12-00/501, Air Data Computing System (8) AMM 34-21-00/501, Inertial Reference System (9) AMM 34-61-00/501, Flight Management Computer System <p>B. Prepare for test.</p> <ul style="list-style-type: none"> (1) Supply electrical power (AMM 24-22-00/201). (2) Remove DO-NOT-CLOSE tags and close these P11 panel circuit breakers. Make sure you close the FLT CONT ELEC DC circuit breakers before you close the FLT CONT ELEC AC circuit breakers for each power supply. <ul style="list-style-type: none"> (a) 11A18, YAW DAMPER L (b) 11C6, FLT CONT ELEC 1L AC 					
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(c) 11C7, FLT CONT ELEC 1L DC

(d) 11C8, FLT CONT ELEC 2L AC

(e) 11C9, FLT CONT ELEC 2L DC

(f) 11F34, YAW DAMPER R

(g) 11G17, FLT CONT ELEC 1R AC

(h) 11G18, FLT CONT ELEC 1R DC

(i) 11G26, FLT CONT ELEC 2R AC

(j) 11G27, FLT CONT ELEC 2R DC

(3) Close the six EICAS circuit breakers on the P11 panel.

(4) Select STATUS on EICAS display select panel on P9.

(5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P11 panel:

(a) 11C12, STAB TRIM SHUTOFF L

(b) 11C13, STAB TRIM SHUTOFF C

(c) 11H17, FLT CONT SHUTOFF TAIL L

(d) 11H18, FLT CONT SHUTOFF TAIL CENTER

(e) 11H27, FLT CONT SHUTOFF TAIL R

(6) Put the L, C, and R TAIL FLT CONTROL SHUTOFF switches on right side panel, P61, in the ON position.

(7) Put the two STAB TRIM switches on control panel, P10, in the NORMAL position.

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

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(8) For the left yaw damper system, pressurize the center hydraulic system (AMM 29-11-00/201).

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(9) For the right yaw damper system, pressurize the left hydraulic system (AMM 29-11-00/201).

C. Test the Valves

(1) Make sure that these systems are operational:

- (a) Rudder and Rudder Trim Control System (AMM 27-21-00/501)
- (b) Air Data Computing System (AMM 34-12-00/501)
- (c) Inertial Reference System (AMM 34-21-00/501)
- (d) Air/Ground Relays (AMM 32-09-02/201)
- (e) Master Dim and Test System (AMM 33-16-00/501)
- (f) Engine Indication and Crew Alerting System (AMM 31-41-00/501).
- (g) 767-300 AIRPLANES;
Flight Management Computer System (AMM 34-61-00/501)

(2) Push the left or right YAW DAMPER switch/light on the P5 panel and make sure that ON is lit.

(3) Make sure that the appropriate YAW DAMPER L or R INOP light is off.

NOTE: Two persons are necessary to do the steps that follow: one in the flight compartment and one in the main equipment center.

(4) To test the left yaw damper system servovalve and solenoid valve (right side of airplane), open this circuit breaker on the P11 panel:

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		<p>(a) 11A18, YAW DAMPER L</p> <p>(5) Make sure that the YAW DAMPER L INOP light is on.</p> <p>(6) Put the YAW DMPR test switch on the P61 panel to the L position, then return the switch to the center.</p> <p>(7) Make sure that the rudder position indicator on the EICAS display unit shows no rudder movement.</p> <p><u>NOTE:</u> AIRPLANES WITH YDM; Faults indicated in this test should be clear after you do the reset procedure that follows.</p> <p>(8) Close this P11 circuit breaker.</p> <p>(a) 11A18, YAW DAMPER L</p> <p>(9) AIRPLANES WITH YDM; Push the RESET button on the front of the left yaw damper module.</p> <p>(10) AIRPLANES WITH YDM; Push the DISPLAY button on the left yaw damper module. There is a fault unless the NO FAULTS message is shown.</p> <p>(11) Put the YAW DMPR test switch on the P61 panel in the L position, then return it to the center. Make sure that the YAW DAMPER INOP light is on.</p> <p>(12) Make sure that the rudder position indicator, on the bottom EICAS display, shows this sequence of rudder movements in less than 10 seconds:</p> <p>(a) The rudder moves approximately 3 degrees trailing edge right.</p> <p>(b) The rudder moves approximately 3 degrees trailing edge left.</p> <p>(c) The rudder goes back to the center.</p> <p>(13) Make sure that the YAW DAMPER L INOP light goes out in less than 15 seconds.</p>

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		<p>(14) The NO FAULTS message should be the only message shown on the yaw damper module after completion of this test if there are no faults.</p> <p>(15) To test the right yaw damper system servovalve and solenoid valve (left side of airplane), open this circuit breaker on the P11 panel:</p> <p>(a) 11F34, YAW DAMPER R</p> <p>(16) Make sure that the YAW DAMPER R INOP light is on.</p> <p>(17) Put the YAW DMPR test switch on the P61 panel in the R position, then return it to the center position.</p> <p>(18) Make sure that the rudder position indicator on the EICAS display unit shows no rudder movement.</p> <p>NOTE: During this test a YD ACT fault may be shown and a YDM fault will be shown on the right Yaw Damper module. Faults indicated in this test should be clear after you push the YDM RESET button in the next step.</p> <p>(19) Close this P11 panel circuit breaker:</p> <p>(a) 11F34, YAW DAMPER R</p> <p>(20) Push the RESET button on the front of the right yaw damper module.</p> <p>(21) Push the DISPLAY button on the right yaw damper module. There is a fault unless the NO FAULTS message is shown.</p> <p>(22) Put the YAW DAMPER test switch on the P61 panel in the R position, then return it to the center.</p> <p>(23) Make sure that the YAW DAMPER R INOP light is on.</p> <p>(24) Make sure that the rudder position indicator, on the bottom EICAS display (AMM 31-41-00/001), shows this sequence of rudder movements in less than 10 seconds:</p> <p>(a) The rudder moves approximately 3 degrees trailing edge right.</p> <p>(b) The rudder moves approximately 3 degrees trailing edge left.</p> <p>(c) The rudder goes back to the center.</p>
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		<p>(25) Make sure that the YAW DAMPER R INOP light goes off in less than 15 seconds after the action of the step before.</p> <p>(26) The NO FAULTS message should be the only message shown on the yaw damper module after completion of this test if there are no faults.</p> <p>D. Put the Airplane Back to Its Usual Condition</p> <p>(1) Remove hydraulic power if it is not necessary (AMM 29-11-00/201).</p> <p>(2) Remove electrical power if it is not necessary (AMM 24-22-00/201).</p>				
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