STATION TAIL NO.								BOE	ING CARD NO.		
				$\mathcal{A}$	BOEIN	G		32-R	01		
DA	.TE	SAS 767							LINE CARD NO.		
				TASK CARD							
SKILL	WORK AREA RE		ELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
	MLG W/W		TIT	1 F			FFFRENCE	012	APR 22/04		
REPLAC	CE	MAIN GEAR	DOOR LA	ТСН АСТ	UATOR			AIRPLAN	E ENGINE		
	ZONES					ACCESS PANELS		ALL	ALL		
143 1	144		1004	NOTE							
MECH INSP								٩	MPD ITEM NUMBER		
	REPLAC	E THE MAIN	LANDING	GEAR D	OOR LATCH ACTU	IATOR.		32-3	2-13-4A		
	ACCESS	NOTE: SP TH IN MA	ECIAL AC E LANDIN STALLING INTENANC	CESS 10 G GEAR SAFETY E MANUA	04 REQUIRES OF WHEEL WELL DOC LOCKS IN ACCO L PROCEDURE 32	PENING OF DRS AND DRDANCE WITH 2-00-15.					
	THIS COMPO CONVE APPEN DOCUM CHANG	CARD IS NO NENT CHANG NIENCE DUR DIX A OF T ENT,D622TO E CARDS.	T A SCHE E CARD A ING UNSC HE 767 M O1, FOR	DULED M ND IT I HEDULED AINTENA A DESCR	AINTENANCE TAS S PROVIDED FOR MAINTENANCE A NCE PLANNING D IPTION OF THE	K. IT IS A OPERATOR CTIVITIES. SEE ATA (MPD) COMPONENT					
	1. <u>Rem</u>	ove the Do	<u>or Latch</u>	Actuat	or for the Mai	<u>n Landing Gear</u> (	Fig. 4	401)			
	Α.	Reference	S								
		(1) AMM	29–11–00	/201, P	Pressurize/Depressurize Main Hydraulic System						
		(2) AMM	32-00-15	/201, L	anding Gear Door Locks						
		(3) AMM	32-00-20	/201 <b>,</b> L	anding Gear Do	ownlocks					
	В.	Prepare f	or Remov	al							
		(1) Make gear	sure the (AMM 32	e downl -00-20/	ocks are insta 201).	lled on the nose	e and ma	ain la	nding		
	WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.										
EFFECT					REPLACE	MAIN GEAR DOOR	LATCH	ACTUAT	OR		
					32-32-13-44	32-R01 F	PAGE 1	0F 6	AUG 22/01		
		BOEING	PROPRIETARY -	Copyright (	C) - Unpublished Work -	See title page for details	······································				



AIRLINE CARD NO.

Cr. 1 MAP       (2) Open the doors for the main landing gear and install (AMM 32-00-15/201).         (3) Remove the pressure from the center hydraulic system reservoir (AMM 29-11-00/201).       (4) Remove the pressure from the center hydraulic system reservoir (AMM 29-11-00/201).         (4) Remove the access panel (10) from the forward side or mechanism housing.       (2) Procedure         (1) Remove the bolts (2, 4) to disconnect the actuator fraction housing.       (2) Disconnect the hydraulic lines from the actuator (1).         (3) Install plugs in the ports and hoses that were discord       (4) Remove the latch actuator (1).         (5) Remove the union fittings (8) and the flow restrictord latch actuator.       (1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV         B. Parts       AMM       AIM         FIG       ITEM       NOMENCLATURE       SUBJECT         401       1       Actuator       32-32-13       3         3       Washer       4       Bolt       5       Washer         4       Bolt       5       Washer       5       Flow Restrictor         7       O-ring       8       Union       1       1															
<ul> <li>(2) Open the doors for the main landing gear and install (AMM 32-00-15/201).</li> <li>(3) Remove the pressure from the center hydraulic system reservoir (AMM 29-11-00/201).</li> <li>(4) Remove the access panel (10) from the forward side or mechanism housing.</li> <li>(2) Procedure</li> <li>(1) Remove the bolts (2, 4) to disconnect the actuator for housing.</li> <li>(2) Disconnect the hydraulic lines from the actuator (1).</li> <li>(3) Install plugs in the ports and hoses that were discord (4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictord latch actuator (1) if they are not installed on the reactuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials</li> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ul>	ЕСН	INSP													
<ul> <li>(3) Remove the pressure from the center hydraulic system reservoir (AMM 29-11-00/201).</li> <li>(4) Remove the access panel (10) from the forward side or mechanism housing.</li> <li>C. Procedure <ul> <li>(1) Remove the bolts (2, 4) to disconnect the actuator finhousing.</li> <li>(2) Disconnect the hydraulic lines from the actuator (1).</li> <li>(3) Install plugs in the ports and hoses that were discord</li> <li>(4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictord latch actuator (1) if they are not installed on the ractuator.</li> </ul> </li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials <ul> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ul> </li> <li>AMM Artuator <ul> <li>4 Bolt</li> <li>5 Washer</li> <li>6 Flow Restrictor</li> <li>7 O-ring</li> <li>8 Union</li> </ul> </li> </ul>				(2) Ope (Al	Open the doors for the main landing gear and install the door locks (AMM 32–00–15/201).										
<ul> <li>(4) Remove the access panel (10) from the forward side or mechanism housing.</li> <li>C. Procedure <ul> <li>(1) Remove the bolts (2, 4) to disconnect the actuator for housing.</li> <li>(2) Disconnect the hydraulic lines from the actuator (1)</li> <li>(3) Install plugs in the ports and hoses that were discord</li> <li>(4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictord latch actuator (1) if they are not installed on the ractuator.</li> </ul> </li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials <ul> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ul> </li> <li>MM ATH</li> <li>FIG ITEM NOMENCLATURE SUBJECT</li> <li>401 1 Actuator 4 Bolt 5 Washer 4 Bolt 5 Washer 6 Flow Restrictor 7 Orring 8 Union</li> </ul>				<ul> <li>(3) Remove the pressure from the center hydraulic system and hydreservoir (AMM 29-11-00/201).</li> <li>(4) Remove the access panel (10) from the forward side of the upmechanism housing.</li> </ul>											
C. Procedure (1) Remove the bolts (2, 4) to disconnect the actuator fr housing. (2) Disconnect the hydraulic lines from the actuator (1) (3) Install plugs in the ports and hoses that were discord (4) Remove the latch actuator (1). (5) Remove the union fittings (8) and the flow restrictord latch actuator (1) if they are not installed on the r actuator. 2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials (1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV B. Parts AMM AIII FIG ITEM NOMENCLATURE SUBJECT 401 1 Actuator 32-32-13 3 Washer 4 Bolt 5 Washer 6 Flow Restrictor 7 O-ring 8 Union															
<ul> <li>(1) Remove the bolts (2, 4) to disconnect the actuator finct housing.</li> <li>(2) Disconnect the hydraulic lines from the actuator (1).</li> <li>(3) Install plugs in the ports and hoses that were discond (4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictor latch actuator (1) if they are not installed on the mactuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials         <ol> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ol> </li> <li>AMM Actuator 32-32-13         <ol> <li>Actuator 4 Bolt</li> <li>Bolt</li> <li>Subject</li> <li>4 Bolt</li> <li>5 Washer</li> <li>6 Flow Restrictor</li> <li>7 O-ring</li> <li>8 Union</li> </ol> </li> </ul>			с.	Procedui	^e										
<ul> <li>(2) Disconnect the hydraulic lines from the actuator (1)</li> <li>(3) Install plugs in the ports and hoses that were discord</li> <li>(4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictord latch actuator (1) if they are not installed on the ractuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials         <ol> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ol> </li> <li>AMM AIM</li> <li>FIG ITEM NOMENCLATURE SUBJECT</li> <li>401 1 Actuator 32-32-13</li> <li>Golt 3 Washer</li> <li>Golt 5 Washer</li> <li>Flow Restrictor</li> <li>7 O-ring</li> <li>8 Union</li> </ul>				(1) Rer hou	Remove the bolts (2, 4) to disconnect the actuator from the aft housing.										
<ul> <li>(3) Install plugs in the ports and hoses that were discord (4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restriction latch actuator (1) if they are not installed on the mactuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials <ul> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> </ul> </li> <li>B. Parts <ul> <li>AMM</li> <li>FIG</li> <li>ITEM</li> <li>NOMENCLATURE</li> <li>SUBJECT</li> <li>401</li> <li>1</li> <li>Actuator</li> <li>32-32-13</li> <li>4</li> <li>Bolt</li> <li>5</li> <li>Washer</li> <li>6</li> <li>Flow Restrictor</li> <li>7</li> <li>0-ring</li> <li>Union</li> </ul></li></ul>				(2) Dis	isconnect the hydraulic lines from the actuator (1).										
<ul> <li>(4) Remove the latch actuator (1).</li> <li>(5) Remove the union fittings (8) and the flow restrictor latch actuator (1) if they are not installed on the nactuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials <ul> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ul> </li> <li>AMM AIF</li> <li>FIG ITEM NOMENCLATURE SUBJECT</li> <li>401 1 Actuator 32-32-13</li> <li>2 Bolt</li> <li>3 Washer</li> <li>4 Bolt</li> <li>5 Washer</li> <li>6 Flow Restrictor</li> <li>7 O-ring</li> <li>8 Union</li> </ul>				(3) In	stall plugs in th	ne ports and ho	oses tha	t were disco	onnected	1.					
<ul> <li>(5) Remove the union fittings (8) and the flow restrictor latch actuator (1) if they are not installed on the ractuator.</li> <li>2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials <ul> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> <li>B. Parts</li> </ul> </li> <li>AMM AIFFIG ITEM NOMENCLATURE SUBJECT <ul> <li>401</li> <li>Actuator</li> <li>32-32-13</li> <li>Washer</li> <li>Bolt</li> <li>Washer</li> <li>Bolt</li> <li>Washer</li> <li>Bolt</li> <li>Washer</li> <li>Bolt</li> <li>Washer</li> <li>Bolt</li> <li>Washer</li> <li>Busher</li> <li>Bunion</li> </ul></li></ul>				(4) Rer	nove the latch ac	tuator (1).									
2. Install the Door Latch Actuator for the Main Landing Gear (Fig. A. Consumable Materials (1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV B. Parts          AMM       AIF         FIG       ITEM       NOMENCLATURE       SUBJECT         401       1       Actuator       32-32-13         3       Washer       4       Bolt         5       Washer       6       Flow Restrictor         6       Flow Restrictor       7       O-ring         8       Union       Union				(5) Rer La act	nove the union fi tch actuator (1) tuator.	ittings (8) and if they are no	l the fl ot insta	ow restricto lled on the	or (6) f replace	rom the ement					
A. Consumable Materials         (1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV         B. Parts         AMM         FIG       ITEM         NOMENCLATURE       SUBJECT         401       1         Actuator       32-32-13         2       Bolt         3       Washer         4       Bolt         5       Washer         6       Flow Restrictor         7       O-ring         8       Union			2. Ins	tall the	Door Latch Actua	ator for the Ma	in Land	ing Gear (Fi	ia. 401)	)					
(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV B. Parts AMM AIF FIG ITEM NOMENCLATURE SUBJECT 401 1 Actuator 32-32-13 2 Bolt 3 Washer 4 Bolt 5 Washer 6 Flow Restrictor 7 O-ring 8 Union			<ul> <li>A. Consumable Materials</li> <li>(1) D00153 Fluid, Hydraulic - BMS 3-11, Type IV</li> </ul>												
B. Parts AMM AII FIG ITEM NOMENCLATURE SUBJECT 401 1 Actuator 3 Bolt 3 Washer 4 Bolt 5 Washer 6 Flow Restrictor 7 O-ring 8 Union															
AMMAIfFIGITEMNOMENCLATURESUBJECT4011Actuator32-32-132Bolt33Washer44Bolt15Washer16Flow Restrictor17O-ring88Union1			в.	Parts											
FIGITEMNOMENCLATURESUBJECT4011Actuator32-32-132Bolt33Washer44Bolt55Washer66Flow Restrictor77O-ring88Union				AMM				A1							
4011Actuator32-32-132Bolt33Washer4Bolt5Washer6Flow Restrictor7O-ring8Union			FIG	ITEM	NOM	IENCLATURE	-	SUBJECT	FIG	ITEM					
			401	1 2 3 4 5 6 7 8	Actuator Bolt Washer Bolt Washer Flow Restrict O-ring Union	or	32–32–13 01		10 13 20 16 22 40 50 35						
FFECTIVITY REPLACE MAIN GEAR DOOR LAT	FF	ECTIV	/ITY -	8	Union	REPLACE	MAIN G	EAR DOOR LAT	CH ACTU	35 JATOR					
						32-32-13-44	32_P01		= 2 OF	6 4116 2					

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AIRLINE CARD NO.

32-R01



MECH	INSP		
		С.	References
			(1) AMM 12-12-01/301, Hydraulic Systems
			(2) AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
			(3) AMM 32-00-15/201, Landing Gear Door Locks
			(4) AMM 32-00-20/201, Landing Gear Downlocks
		D.	Procedure to Install the Door Latch Actuator
			(1) If the flow restrictor (6) and union fittings (8) are not installed on the replacement latch actuator (1), do the steps that follow:
			(a) Flush the restrictor with hydraulic fluid before installation.
			(b) Lubricate the new 0-rings (7) and threaded fittings with hydraulic fluid.
			<pre>(c) Install the union fittings (8) and flow restrictor (6) with new 0-rings (7) in the valve ports.</pre>
			(2) Fill the actuator (1) with hydraulic fluid.
			(3) Install caps on the ports.
			(4) Make sure that pressure is removed from the center hydraulic system and reservoir (AMM 29–11–00/201).
			(5) Put the actuator (1) in position in the housing and connect the hydraulic lines.
			<ul><li>(6) Install the bolts (2, 4) and washers (3, 5) to connect the actuator</li><li>(1) to the aft side of the housing.</li></ul>
			(7) Tighten the bolts (2, 4) to 115-135 pound-inches.
			(8) Install lockwire on the bolt heads (2, 4).
		Ε.	Procedure to Make Sure the Actuator is Installed Correctly.
			(1) Pressurize the center hydraulic system (AMM 29-11-00/201).
FFF		TTY <b>-</b>	
	-0114		REPLACE MAIN GEAR DOOR LATCH ACTUATOR

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AIRLINE CARD NO.

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			WARNING:	USE THE PROCED THE DOORS OPEN PERSONS OR DAM	URE IN AMM 32- AND CLOSE QUI AGE TO EQUIPME	OO-15/2O1 TO F CKLY AND CAN ( NT.	REMOVE THE DO CAUSE INJURY	OR LOCKS. TO		
			(2) Remo (AMM	ve the door loc 32-00-15/201).	ks from the ma	in landing gea	ar doors			
		WARNING: MAKE SURE THA AROUND THE MA APPLICABLE). DAMAGE TO EQU			AT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA VIN LANDING GEAR DOORS AND THE TAIL SKID (IF IF THE AREA IS NOT CLEAR INJURIES TO PERSONS AND VIPMENT CAN OCCUR.					
			(3) Move or t latc	the control le hree times. Ma h closed.	ver for the la ke sure that t	nding gear fro he main landir	om DN to UP t ng gear doors	o DN two open and		
	WARNING: USE THE PROCULOCKS. THE LOCKS. THE LOCKS. THE LOCKS. OF				URE IN AMM 32- ORS OPEN AND C DAMAGE TO EQUI	00-15/201 TO I LOSE QUICKLY A PMENT.	INSTALL THE D	OOR INJURY		
			(4) Open (AMM	the doors for 32-00-15/201).	the main landi	ng gear and ir	nstall the do	or locks		
			(5) Make	sure there are	e no leaks at the hydraulic connections.					
		F.	Put the A	irplane Back to	) Its Usual Condition.					
			(1) Remo nece	ve the pressure ssary (AMM 29-1	from the cent 1-00/201).	rom the center hydraulic system if it is not 00/201).				
			(2) Repl hous	ace the access <sub> </sub> ing.	panel on the f	orward side of	the mechani	sm		
			(3) Make leve	sure the fluid l. Fill if it	in the hydrau is necessary (	llic reservoirs AMM 12-12-01/3	s is at the c 301).	orrect		
	WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS THE OPEN DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.									
EFF	ECTI	VITY			REPLACE	MAIN GEAR DOG	R LATCH ACTU	ATOR		
					32-32-13-4A	32-R01	PAGE 4 OF	6 APR 22/04		

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32-R01

AIRLINE CARD NO.





STAT	TION						BOE	ING CARD NO.		
TAIL NO.			7	BOEIN	ſG		32-R	02		
			SAS &	767			AIRL	INE CARD NO.		
				TASK CARD						
SKILL	WORK ARE	ΞA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
AIRPL	LNDG GE	AR					012	DEC 22/07		
REPLA	` СЕ	MAIN G	EAR TRUCK POSI	TIONER	STRUCTURAL ILLUSTRATION R	EFERENCE	AIRPLAN	E ENGINE		
	ZONES						NOT	E ALL		
731	741		1004 NOT	ſE						
MECH INSP							M	IPD ITEM NUMBER		
	REPLAC	E THE M/	AIN LANDING GEA	AR TRUCK POSITION	ER.		32-3	2-18-4A		
	ACCESS	NOTE:	SPECIAL ACCESS THE LANDING GE INSTALLING SAF MAINTENANCE MA	S 1004 REQUIRES O EAR WHEEL WELL DO EETY LOCKS IN ACC ANUAL PROCEDURE 3	PENING OF DRS AND DRDANCE WITH 2-00-15.					
	AIRPLA	NE NOTE	: THIS TASK IS EXCEPT THE 7	S APPLICABLE TO A 767-400ER.	LL AIRPLANE MODEL	.S				
	COMPO CONVE APPEN DOCUM CHANG	NENT CH NIENCE I DIX A OI ENT,D622 E CARDS	ANGE CARD AND I DURING UNSCHEDU THE 767 MAINI 2TOO1, FOR A DE Truck Position	IT IS PROVIDED FOUL JLED MAINTENANCE TENANCE PLANNING ESCRIPTION OF THE	R OPERATOR ACTIVITIES. SEE DATA (MPD) COMPONENT	u. 401)				
	A.	Refere	nces							
		(1) AI	1M 29-11-00/201	, Pressurize/Dep	ressurize Main Hy	drauli	c Syst	em		
		(2) AI	1M 32-00-15/201	, Landing Gear D	oor Locks					
		(3) AI	1M 32-00-20/201	, Landing Gear D	ownlocks					
	В.	Prepare	e for the Remov	val						
	(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).									
EFFECT	 IVITY -				MAIN CEAD TRUCK					
					MAIN GEAR TRUCK	POSIT				
				32-32-18-4A	32-R02 F	AGE 1	OF 8	AUG 22/99		
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AIRLINE CARD NO.

MECH	INSP									
				WARNING:	USE THE PROCED LOCKS. THE DO TO PERSONS OR	URE IN AMM 32- ORS OPEN AND C DAMAGE TO EQUI	00-15/201 TO I LOSE QUICKLY A PMENT.	INSTALL THE D	OOR INJURY	
				(2) Ope	n the doors for	the landing ge	ar and install	L the door lo	cks	
				(AM	M 32-00-15/201).					
				(3) Rem res	ove the pressure ervoir (AMM 29-1	from the cent 1-00/201).	er hydrualic s	system and hy	draulic	
			с.	Remove t	he Truck Positio	ner				
				(1) Dis (De	connect the hydr tail A).	aulic lines fr	om the truck p	ositioner (6	)	
				(2) Ins	tall plugs in th	e hydraulic li	nes and fittir	igs.		
	(3) Remove the pin (2) positioner (6) fro hydraulic hose sup					. This disconnects the aft end of the truck om the truck beam for the main landing gear and the oport (View A–A).				
				(4) Rem pos B-B	ove the bolt (11 itioner (6) from ).	). This disco the inner cyl	nnects the for inder of the s	ward end of hock strut (	the truck View	
				(5) Rem	ove the truck po	sitioner (6).				
		2.	Ins	<u>tall the</u>	Truck Positioner	for the Main	Landing Gear (	Fig. 401)		
			<u>NOT</u>	<u>E</u> : The W 32-32	ear Limits for t -18/601.	he component t	hat follows ar	e given in		
			Α.	Referenc	es					
				(1) AMM	12-12-01/301, H	ydraulic Syste	ms			
				(2) AMM	29-11-00/201, P	ressurize/Depressurize Main Hydraulic System				
				(3) AMM	32-00-15/201, L	anding Gear Do	or Locks			
			в.	Consumab	le Materials					
				(1) A50 A50	110 Sealant – BM 155 Sealant – BM	S 5–45 Class B S 5–45 Class C	-2			
EFF	ECTI	VIT	Y -			REPLACE	MAIN GEAR TRU	JCK POSITIONE	R	
						32-32-18-4A	32-R02	PAGE 2 OF	8 APR 22/07	

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32-R02



AIRLINE CARD NO.

ECH INSP	_					I			
		(2) DODA	633 Grease - BMS	3-33 (Preferre	d)				
		(3) DUUU	J13 Grease - MIL	- MIL-PRF-23827 (Supersedes MIL-G-23827) (Alternate)					
	C. F	Parts							
	A	MM			A	IPC			
	FIG	ITEM	NOM	ENCLATURE	SUBJECT	FIG	ITEM		
	401	1	Washer		32-32-18	01	30		
		2	Pin				19		
		3	Washer				25		
		4	Bolt				18		
		5	Retainer				33		
		6	Truck Position	er			65		
		7	Washer				20		
		8	Bolt				17		
		9	Nut				59		
		10	Washer				55		
		11	Bolt				48		
		12	Pin				47		
					I	11			
	D. F	Procedure (1) Appl coti posi	e ly grease and in ter pin (12). T itioner (6) to t	stall the bolt his connects t he inner cylin	(11), nut (9), wa he forward end of der of the shock s	sher (1 the tru trut (V	O), and ick 'iew B-B).		
	D. F	Procedure (1) Appl cott posi Tigh of 2	e Ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche	stall the bolt his connects t he inner cylin to 1500–3300 s.	(11), nut (9), wa he forward end of der of the shock s pound-inches, with	sher (1 the tru trut (V a targ	O), and Ick 'iew B-B). Iet value		
	D. F	Procedure (1) Appl cott post Tigh of 2 (2) Remo exte	e ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche pve the cap from end the truck po	stall the bolt his connects t he inner cylin to 1500–3300 s. port AA and o sitioner.	(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv	sher (1 the tru trut (V a targ e suffi	O), and ick 'iew B–B). et value ciently to		
	D. F	Procedure (1) Appl cott posi Tigh of 2 (2) Remo exte (3) Slow alig	e Ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche ove the cap from end the truck po wly extend the po gned with the lu	stall the bolt his connects t he inner cylin to 1500–3300 s. port AA and o sitioner. ositioner unti g on the truck	(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv l the aft end of t beam.	sher (1 the tru trut (V a targ e suffi he posi	O), and lck 'iew B-B). et value ciently to tioner is		
	D. F	Procedure (1) Appl cott posi Tigh of 2 (2) Remo exte (3) Slow alig <u>NOTE</u>	e ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche ove the cap from end the truck po wly extend the po gned with the lu <u>=</u> : Do not exten	stall the bolt his connects t he inner cylin to 1500–3300 s. port AA and o sitioner. ositioner unti g on the truck d the position	(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv l the aft end of t beam. er more than the n	sher (1 the tru trut (V a targ e suffi he posi ecessar	O), and lck lew B-B). let value ciently to tioner is y length.		
	D. F	Procedure (1) Appl cott posi Tigh of 2 (2) Remo exte (3) Slow alig NOTE (4) Appl (8). truc (8)	e ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche ove the cap from end the truck po wly extend the po gned with the lu E: Do not extend ly grease and in This connects ck beam for the pound to 585-715 pound	stall the bolt his connects t he inner cylin to 1500–3300 s. port AA and o sitioner. ositioner unti g on the truck d the position stall the pin the aft end o main landing g d-inches.	<pre>(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv l the aft end of t beam. er more than the n (2), washers (1 an f the truck positi ear (View A-A). T</pre>	sher (1 the tru trut (V a targ e suffi he posi ecessar d 7), a oner (6 ighten	O), and lock 'iew B-B). et value ciently to tioner is y length. y length. nd bolt ) to the the bolt		
FFFCTT	D. F	Procedure (1) Appl cott posi Tigh of 2 (2) Remo exte (3) Slow alig NOTE (4) Appl (8). truc (8)	e ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche ove the cap from end the truck po wly extend the pound wly extend the pound is point the lu is Do not extend ly grease and in . This connects ck beam for the pound to 585-715 pound	stall the bolt his connects t he inner cylin to 1500–3300 s. port AA and o sitioner. ositioner unti g on the truck d the position stall the pin the aft end o main landing g d-inches.	<pre>(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv l the aft end of t beam. er more than the n (2), washers (1 an f the truck positi ear (View A-A). T</pre>	sher (1 the tru trut (V a targ e suffi he posi ecessar d 7), a oner (6 ighten	O), and lck 'iew B-B). et value ciently to tioner is y length. nd bolt ) to the the bolt		
FFECTI	D. F	Procedure (1) Appl coti posi Tigh of 2 (2) Remo exte (3) Slow alig NOTE (4) Appl (8). true (8)	e ly grease and in ter pin (12). T itioner (6) to t nten the nut (9) 2400 pound-inche ove the cap from end the truck po wly extend the po gned with the lu : Do not extend ly grease and in . This connects ck beam for the pound to 585-715 pound	stall the bolt his connects t he inner cylin to 1500-3300 s. port AA and o sitioner. ositioner unti g on the truck d the position stall the pin the aft end o main landing g d-inches.	(11), nut (9), wa he forward end of der of the shock s pound-inches, with pen the check valv l the aft end of t beam. er more than the n (2), washers (1 an f the truck positi ear (View A-A). T MAIN GEAR TRUCK P	sher (1 the tru trut (V a targ e suffi he posi ecessar d 7), a oner (6 ighten	O), and lock Tiew B-B). let value ciently to tioner is y length. nd bolt ) to the the bolt		

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BOEING	CARD	NO.
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AIRLINE CARD NO.

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	TASK CARD

MECH	INSP		
		(5)	Install lockwire on the bolt (8).
		(6)	Apply wet sealant to the shank of the bolt (4) with BMS 5–45 sealant.
		(7)	Install the retainer (5), bolt (4), and washer (3) on the hose support.
		(8)	Tighten the bolt (4) to 180–220 pound-inches (View A–A).
		(9)	Fill the bolt hole in the hose support with sealant.
		(10)	Install lockwire between the bolt head (4) and the retainer (5).
		(11)	Make sure the pressure is removed from the center hydraulic system and reservoir (AMM 29–11–00/201).
		<u>CAUT</u>	ION: MAKE SURE THE HYDRAULIC HOSES ARE NOT TWISTED WHEN THEY ARE INSTALLED. TWISTED HOSES CAN RUB AGAINST THE HOSE SUPPORT AND CAUSE WEAR OF THE HOSES. A BLOCK CLAMP IS ALSO AVAILABLE AND CAN BE INSTALLED ON THE HYDRAULIC LINES (FIG. 402). THIS WILL PREVENT DAMAGE TO THE HOSES FROM THE HOSE SUPPORT.
		(12)	Connect the hydraulic lines to the truck positioner (6).
		(13)	Lubricate the points where the truck positioner is attached to the truck beam and the shock strut. Use the grease fittings at those locations.
		(14)	Pressurize the center hydraulic system (AMM 29-11-00/201).
		<u>WARN</u>	ING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE TAIL SKID (IF APPLICABLE). IF THE AREA IS NOT CLEAR INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR.
		(15)	Move the control lever for the landing gear from DN to UP to DN. Stay in each position for 3 or 4 minutes.
		(16)	Examine the positioner for hydraulic leaks.
		(17)	Make sure the fluid in the hydraulic reservoirs is at the correct level. Fill if it is necessary (AMM 12–12–01/301).
EFFE	CTIVITY		REPLACE MAIN GEAR TRUCK POSITIONER

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AIRLINE CARD NO.

MECH	INSP	
		WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(18) Remove the door locks from the landing gear doors and close the doors (AMM 32–00–15/201).
		(19) Remove the hydraulic power from the hydraulic system if it is not necessary (AMM 29–11–00/201).
EFF	ECTI	VITY REPLACE MAIN GEAR TRUCK POSITIONER
		32-32-18-4A 32-RO2 PAGE 5 OF 8 APR 22/05
ι		BOEING PROPRIETARY – Copyright (C) – Unpublished Work – See title page for details.







TAIL NO.									BOE	ING CARD NO.
		_			$\mathcal{O}$	BOEIN	IG		32-R	04
		_	S	AS		767			AIRI	LINE CARD NO.
						TASK CARD				
SKILL	WORK	AREA	RELA	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ELECT	MAIN	EE CTR							017	APR 22/05
					ITLE		STRUCTURAL ILLUSTRATI	ON REFERENCE	AF AIRPLAN	PPLICABILITY E ENGINE
KEFLA	AUE	ANT	ISKID/A	UIUDKAI	NE CUNTR	OL UNIT			ALL	ALL
	ZONES						ACCESS PANELS			
119				119AL						
MECH INSP	•								٩	MPD ITEM NUMBER
	REPL	ACE THE	E ANTIS	KID/AU	TOBRAKE	CONTROL UNIT.			32-4	2-01-4A
		IVENIENG PENDIX / UMENT,I NGE CAF	CE DURI A OF TH 0622TOO RDS. / <u>AUTOBR</u>	NG UNS E 767 I 1, FOR <u>AKE CO</u>	CHEDULED MAINTENA A DESCR NTROL UN	MAINTENANCE A NCE PLANNING D IPTION OF THE	COTENTION ACTIVITIES. SEE DATA (MPD) COMPONENT <u>CARD - REMOVA</u>	<u>AL/INSTAL</u>	LATION	
	A	A. This ant ant for is a cont	s subje iskid/a iskid/a iskid/a circui an inst trol un	ct con utobral utobral utobral t cards allatio it.	tains fi ke contr ke contr ke contr s in the on proce	ve tasks. The ol unit. The ol unit. The ol unit. The antiskid/auto dure for circu	e first task re second task ir third task doe fourth task is bbrake control uit cards in th	emoves th hstalls t es a BITE s a remov unit. T he antisk	e he test al pro he fif id/aut	of the cedure th task obrake
	E	Anternation International Interna International International Internatio	antisk d by tw essary M 20-10	o hold for the -01/40	obrake c down ex e remova 1).	ontrol unit (M tractors (self l or the insta	1102) is instal -locking mecha illation of the	lled on a anism). e unit	∣tray No too	and ls are
	C	. The AMM	unit c 20-41-	ontain: 01/201	s static for the	sensitive dev applicable ir	vices. Use the astructions.	e procedu	re in	
	2. <u>R</u>	emove	<u>the Ant</u>	<u>iskid/</u>	<u>Autobrak</u>	<u>e Control Unit</u>	(Fig. 401)			
	A	. Refe	erences							
		(1)	AMM O and P	6–41–00 anels	0/201, F	uselage (Major	· Zones 100 and	3 200) Ac	cess D	oors
EFFECT	Ινιτγ						ΔΝΤΙςκτη / Λυτά	BRAKE CO	NTROI	
						32-42-01-4A	32-R04	PAGE 1	0F 10	DEC 22/01

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	TASK CARD

AIRLINE CARD NO.

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			TASK CARD
MECH	INSP		
			(2) AMM 20-10-01/401, E/E Rack-Mounted Components
			(3) AMM 20-41-01/201, Static Sensitive Devices
		В.	Procedure
			(1) Open these circuit breakers on the overhead circuit breaker panel P11 and attach D0-N0T-CLOSE tags:
			(a) 11U18, ANTISKID 1-5
			(b) 11C31, ANTISKID 2-6
			(c) 11C32, ANTISKID 3-7
			(d) 11U27, ANTISKID 4-8
			(e) 11U12, AUTOBRKS/ANTISKID TEST/IND 1
			(f) 11U21, AUTOBRKS/ANTISKID TEST/IND 2
			(2) Get access to the main equipment center through the electronics access door 119AL (AMM 06-41-00/201).
			<u>CAUTION</u> : DO NOT TOUCH THE ANTISKID/AUTOBRAKE CONTROL UNIT BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE ANTISKID/AUTOBRAKE CONTROL UNIT.
			(3) Do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-41-01/201).
			(4) Remove the unit (AMM 20-10-01/401) from the E1-1 shelf.
	3	. <u>Ins</u>	tall the Antiskid/Autobrake Control Unit (Fig. 401)
		Α.	References
			(1) AMM 20-10-01/401, E/E Rack-Mounted Components
			(2) AMM 20-41-01/201, Static Sensitive Devices
		В.	Access
EFI	FECTIV	ITY -	REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT
			32-42-01-4A 32-R04 PAGE 2 OF 10 DEC 22/01

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MECH	INSP							
			(1	) Location Zone 119 Main Equipment Center (Right)				
			(2	) Access Panel 119AL Main Equipment Center				
		С	. Pro	ocedure				
			<u>CA</u>	JTION: DO NOT TOUCH THE ANTISKID/AUTOBRAKE CONTROL UNIT BEFORE YOU DO THE PROCEDURE FOR DEVICES THAT ARE SENSITIVE TO ELECTROSTATIC DISCHARGE. ELECTROSTATIC DISCHARGE CAN CAUSE DAMAGE TO THE ANTISKID/AUTOBRAKE CONTROL UNIT.				
			(1	) Do the procedure for devices that are sensitive to electrostatic discharge (AMM 20-41-01/201).				
			(2	) Install the unit on the E1–1 shelf (AMM 20–10–01/401).				
			(3	Remove DO-NOT-CLOSE tags and close these circuit breakers on panel P11:				
				(a) 11U18, ANTISKID 1-5				
				(b) 11C31, ANTISKID 2-6				
				(c) 11C32, ANTISKID 3-7				
				(d) 11U27, ANTISKID 4-8				
				(e) 11U12, AUTOBRKS/ANTISKID TEST/IND 1				
				(f) 11U21, AUTOBRKS/ANTISKID TEST/IND 2				
			(4	) Do a BITE test of the antiskid/autobrake control unit (Ref Par. 4).				
		4. <u>A</u> i	<u>ntisk</u>	<u>id/Autobrake Control Unit BITE Test</u> (Fig. 401)				
		A. References						
			(1	) AMM 24–22–00/201, Electrical Power – Control				
			(2	) AMM 29-11-00/201, Pressurize/Depressurize Main Hydraulic Systems.				
EFF	ECTI	VITY		REPLACE ANTISKID/AUTOBRAKE CONTROL UNIT				
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MECH	INSP			
			(3)	AMM 32-00-15/201, Landing Gear Door Locks
			(4)	AMM 32-00-20/201, Landing Gear Downlocks
			(5)	AMM 34-21-00/501, Inertial Reference System
		В.	Prepa	are for the Test
			(1)	Make sure the downlocks are installed on the main and nose landing gear (AMM 32–00–20/201).
			<u>WARN</u>	ING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(2)	Open the doors for the landing gear and install the door locks (AMM 32–00–15/201).
			(3)	Supply electrical power (AMM 24-22-00/201).
			(4)	Make sure that chocks are installed on the airplane wheels.
			(5)	Release the parking brake.
			(6)	Move the thrust levers to the idle position.
			(7)	Pressurize the right and center hydraulic systems and reservoirs (AMM 29–11–00/201).
			(8)	Make sure that the landing gear lever is in the DN position.
			(9)	Make sure that the BRAKE TEST switch on the unit (M1O2) is in the NORM position.
			(10)	Put the L, R and C IRU's in the NAV mode (AMM 34-21-00/501).
				<u>NOTE</u> : The IRU's must be aligned.
			(11)	Push in the RESET button on the control unit. Make sure that the display shows MEM CLR for approximately five seconds.
		С.	Proc	edure to Do an Antiskid/Autobrake Control Unit BITE Test
			(1)	Do a unit display test.

EFFECTIVITY

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ANTISKID/AUTOBRAKE CONTROL UNIT

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MECH	INSP								
			(a)	Put the PRESS/TE	EST-BIT switc lease.	h on the unit	to the PF	RESS/TEST	
			(b)	Make sure that a annunciator ligh the P1-3 panel o	all the unit nt on P5, and come on for a	display segmer the AUTOBRAKE pproximately f	its, the A S indicat ive secor	ANTISKID tor light on nds.	
		(2)	Do a	BIT (memory reca	all) test.				
			(a)	Put the PRESS/TE release the swit	EST-BIT switc tch.	h to the BIT p	osition a	and then	
			(b)	Make sure that t display. If a s TEST END shows o	the TEST END stored fault on the displa	or a stored fa is shown, set y.	ult is sh BIT to co	nown on the ontinue unti	ι
			(c)	Push in the RESI stored in the me	ET button on emory.	the unit to cl	.ear fault	ts that are	
				<u>NOTE</u> : The unit five seco	display will onds.	show MEM CLR	for appro	oximately	
		(3)	Do a	n antiskid/autob	rake control	test.			
			(a)	Put the AUTOBRAN position.	KES selector	switch on the	P1-3 pane	el to the 1	
			(b)	Push in the ENA push in the VER VERIFY switches	BLE/VERIFY sw IFY switch. -	itch on the ur Release the EN	it and ho NABLE/VERI	old, then IFY and the	
				<u>NOTE</u> : The disp complete	lay will flas -	h WAIT until t	:he test i	is	
			(c)	Make sure that t display. If a t continue the tes	the message T fault shows, st until the	EST END or a f push in the VE message TEST E	ault show RIFY swii ND shows	ws on the tch to	
			(d)	Make sure that the autobrake selector switch moves to the DISARM position at the end of the test.					
			(e)	Push in the RES	ET button.				
FFF	FCTT	иту <u>— — — — — — — — — — — — — — — — — — —</u>							
				l f	REPLACE	ANIISKID/AUTC	BRAKE CON	NIROL UNIT	
					32-42-01-4A	32-R04	PAGE 5	OF 10 AUG 22	2/99

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AIRLINE CARD NO.

MECH	INSP										
			<u>WARN</u>	<u>ING</u> :	MAK THA TES CAN	E SURE THAT T THE CHOCK T APPLIES A CAUSE POSS	THE AREA AROU S ARE INSTALLE ND RELEASES TH IBLE DAMAGE TO	ND THE BRAK D ON THE AI E BRAKES. EQUIPMENT	ES IS CLE RPLANE WHI MOVEMENT ( OR INJURY	AR AND EELS. THIS DF THE WHEELS TO PERSONS.	S
			(4)	Do a	nori	mal antiski	d brake test.				
				(a)	Rel	ease the pa	rking brake.				
				(b)	0pe	n this circ	uit breaker on	panel P6:			
					1)	6F4, Parki	ng Brake Valve				
				(c)	Set	the parkin	g brake.				
				(d)	Put ste	the BRAKE ps in Table	TEST switch in	the positi	on shown <sup>-</sup>	for the test	
				(e)	For	each test	step in Table	1, do the t	est that	follows:	
					1)	Push in th the VERIFY VERIFY swi	e ENABLE/VERIF switch. Rele tches.	Y switch an ase both th	d hold, an e ENABLE/'	nd then push /ERIFY and tl	in he
					2)	Make sure seconds an	that the brake d then applies	(column A) again.	releases	for five	
						<u>NOTE</u> : Bra bra ass the the	ke cycles can ke wear indica embly. The we brake on the n applies agai	be seen if tor pin mov ar pin move wheel that n.	you look ement in s about O you test i	for the brake 1 inch when releases and	
					3)	Make sure message sh that brake	that the messa own in Table 1 through a cyc	ge display are the sa le.	for each   me while y	orake and the you operate	e
EFF	ECTI	VITY -					REPLACE	ANTISKID/A	UTOBRAKE	CONTROL UNIT	
							32_/2_01_/ *	32-p0/.	DACE	6 OF 10 AUG	22/00
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AIRLINE CARD NO.

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MECH	INSP					Table	401										
			Step	Brake	Test Switch	Position	Message Disp During Brake Cy	lay Vcle A	В								
			1 2 3 4 5		BRAKE TEST BRAKE TEST BRAKE TEST BRAKE TEST BRAKE TEST	1 5 2 6 3	BRK 1 BRK 5 BRK 2 BRK 6 BRK 3	1 5 2 6 3	1-2 5-6 1-2 5-6 3-4								
			6 7 8		BRAKE TEST BRAKE TEST BRAKE TEST	7 4 8	BRK 7 BRK 4 BRK 8	7 4 8	7-8 3-4 7-8								
			(5)	Do an a	alternate ant	iskid brake	test.										
				(a) Ro ai	emove the hyd nd reservoir	raulic pres (AMM 29–11–	sure from the r 00/201).	right hydrau	ulic sy	'stem							
				(b) Ma	ake sure that	the parkin	g brake is set.										
				(c) Pr s	ut the BRAKE tep in Table	TEST switch 401.	in the positio	on shown foi	r each	test							
				(d) F	or each test	step, do th	e test that fo	llows:									
				1	) Push in the VERIFY swi switches.	e ENABLE/VE tch. Relea	RIFY switch and se both the ENA	d hold, then ABLE/VERIFY	n push the VE	in the RIFY							
				2	) Make sure column B r	that the br elease for	ake pairs on th 5 ±2 seconds ar	ne same axle nd then app	e showr ly agai	ı in in.							
											3	) Operate each that the mo	ch brake th essage that	rough a complet shows is the m	te cycle and nessage in <sup>-</sup>	d make Table 4	sure 01
										1		(e) R	elease the pa	rking brake			
					(f) C	lose this cir	cuit breake	r on panel P6:									
				1	) 6F4, PARKI	NG BRAKE VA	LVE										
				(g) Pi	ut the BRAKE	TEST switch	back to the NG	ORM position	n.								
EFF	ECTI	VITY				REPLACE	ANTISKID/AU	JTOBRAKE CO	NTROL U	JNIT							
						32-42-01-	4A 32-R04	PAGE 7	0F 10	AUG 22/04							

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MECH	INSP				
			(6)	Do a	n autobrake application test.
				(a)	Pressurize the right hydraulic system and reservoir (AMM 29–11–00/201).
				(b)	Put the AUTOBRAKES selector switch in position 1 and make sure that it arms.
				(c)	Put the BRAKE TEST switch in the A/B position.
				(d)	Push in the ENABLE/VERIFY switch and hold, then push in the VERIFY switch. Release the ENABLE/VERIFY and the VERIFY switches.
				(e)	Make sure that the unit display shows BRK A/B 1, the EICAS shows the message AUTOBRAKES, and the AUTOBRAKES light
				(f)	Make sure that all the brakes apply for appproximately 15 seconds and then release.
				(g)	Make sure that the AUTOBRAKES selector switch moves to the DISARM position.
					<u>NOTE</u> : The switch moves to the OFF position if RTO is set.
				(h)	Do steps (b) thru (g) again for the AUTOBRAKES selector switch positions 2, 3, 4, MAX AUTO and RTO.
					NOTE: You will have these unit displays:
					BRK A/B 2 for the 2 position ,
					BRK A/B 3 for the 3 position ,
					BRK A/B 4 for the 4 position ,
					BRK A/B 5 TOP THE MAX AUTO POSITION. BRK RTO for the RTO position
		D.	Put	the A	ntiskid/Autobrake Control Unit Back to Its Usual Condition
			(1)	Put	the AUTOBRAKES selector switch to the OFF position.
			(2)	Turn	the BRAKE TEST switch to the NORM position.
			(3)	Push	in the RESET button on the unit.
			(4)	Put	the L, R, and C IRU's in the OFF position.
EFF	ECTI	VITY .			

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ANTISKID/AUTOBRAKE CONTROL UNIT

BOEING	CARD	NO.
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	TASK CARD

AIRLINE CARD NO.

MECH	INSP	-							
				(5)	Put the airplane ba to replace a compor	ack to its usua nent (Ref Par.	l condition un 6).	nless it is	necessary
				(6)	Put the airplane ba to replace a compor	ack to its usua nent (Ref. Par.	l condition un 6)	nless it is	necessary
		5.	<u>Put</u>	the	<u>Airplane Back to Its</u>	s Usual Conditi	<u>on</u>		
				(1)	AMM 24-22-00/201, E	Electrical Powe	er – Control		
				(2)	AMM 29-11-00/201, F	Pressurize/Depr	essurize Main	Hydraulic	Systems.
				(3)	AMM 32-00-15/201, L	_anding Gear Do	or Locks		
			Α.	Proc	edure				
				(1)	Set the parking bra	ake.			
				<u>WARN</u>	ING: USE THE PROCED THE DOORS OPEN PERSONS AND DA	DURE IN AMM 32- N AND CLOSE QUI AMAGE TO EQUIPM	00-15/201 TO I CKLY AND CAN IENT.	REMOVE THE CAUSE INJUR	DOOR LOCKS. Y TO
				(2)	Remove the door loc doors (AMM 32-00-15	cks from the la 5/201).	nding gear do	ors and clo	se the
				(3)	Remove the power fr is not necessary (#	rom the right a AMM 29-11-00/20	nd center hyd 1).	raulic syst	ems if it
				(4)	Remove electrical p	oower if it is	not necessary	(AMM 24-22	-00/201).
EFF	ECTI	VIT	Y -			REPLACE	ANTISKID/AUT	OBRAKE CONT	ROL UNIT
						32-42-01-4A	32-R04	PAGE 90	F 10 DEC 22/0'
						1			



STAT	ION	]						BOE	ING CARD NO.
TAIL NO.		-		$\mathbf{A}$	RAEIA			32-R	09
NATE		-	SAS	Kr -	767			AIR	LINE CARD NO.
DA	IE				TASK CARD				
SKILL	WORK AR	EA	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	LNDG GE	AR						006	APR 22/09
	F	ΜΑΤΝ	GEAR WHEEL A		:	STRUCTURAL ILLUSTRATION	REFERENCE	AIRPLAN	E ENGINE
	701/50				-			ALL	ALL
731 7	ZUNES 741		1004	NOTE		ALLESS PANELS			
				NOTE					
MECH INSP			ł					I	MPD ITEM NUMBER
	REPLAC	E THE	MAIN GEAR WH	EEL AND	TIRE.			32-4	5-01-4A
	ACCESS	NOTE	: SPECIAL AC	CESS 10	04 REQUIRES OF	ENING OF		•	
			THE LANDIN	G GEAR	WHEEL WELL DOO	RS AND			
			MAINTENANC	E MANUA	LOCKS IN ACCO	PRDANCE WITH			
								-	
		CARD NENT	IS NOT A SCHE CHANGE CARD A	DULED M ND IT I	IAINTENANCE TAS	K. II IS A			
	CONVE	NIENC	E DURING UNSC	HEDULED	MAINTENANCE A	CTIVITIES. SEE			
		NDIX A	OF THE 767 M	AINTENA	NCE PLANNING D	ATA (MPD)			
	CHANG	GE CAR	DS.						
			MATN CEAR	UUEEI			N		
			HAIN GEAN						
	1. <u>Rem</u>	<u>iove t</u>	<u>he Main Gear</u>	<u>Wheel A</u>	And Tire Assemb	<u>oly</u> (Fig. 401)			
	Α.	Equi	pment						
		(1)	Wheel Change commercially	Dolly availa	– (MALABAR 175 able	i) –			
		(2)	MLG Axle and	Axle T	hread Protecto	or Equipment A320	) 98–1 (I	Prefer	red)
			Includes:	Avla	MLC 472009	7			
	- Protector - Axle, MLG - A32098-3 - Protector - Axle Threads, MLG - A32098-2								
	A32007-17 (Optional) or A32007-16 (Optional) Includes: - Protector - Axle, MLG - A32007-6 - (2) - Protecton - Axle Threads MLC - A32007 0								
	(3) MLG Wheel Retaining Nut Wrench – A32012–13 (Preferred)								
	1								
EFFECTI					REPLACE	MAIN GEAR WHEE	_ AND T	IRE	
SAS 15	0-154 <b>;</b>				32-45-01-4A	32-R09 I	PAGE 1	OF 11	DEC 22/00
						l			

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	(4)	MLG Wheel Retaining Nut Wrench – A32012–6,–9,–12 (Optional)
	(5)	Tire Deflation Tool – 968RB (Safe–Cor Tools, Fairview, PA 16415)
	(6)	Tire Inflation Tool – A12007–11
	(7)	Protective Cover – Inner Wheel Surface – BTA–72028–A, Bill Thomas Assoc. Inc., 7405 Woodley Ave, Van Nuys, Calif.
Β.	Refe	rences
	(1)	07-11-03/201, Jacking Airplane Axles
	(2)	12-15-03/301, Landing Gear Tire
	(3)	24–22–00/201, Electrical Power – Control
	(4)	29–11–00/201, Pressurize/Depressurize Main Hydraulic System
	(5)	32–00–20/201, Landing Gear Downlocks
	(6)	32-11-26/601, Main Gear Axle
	(7)	32-45-03/601, Wheels
	(8)	32-45-04/601, Tires
с.	Proc	edure
	(1)	Supply electrical power (Ref 24-22-00).
	(2)	Make sure that the landing gear downlocks are installed (Ref 32–00–20).
	(3)	Pressurize the right hydraulic system and reservoir (Ref 29–11–00).
	(4)	Make sure that this circuit breaker on the main power distribution panel, P6, is closed:.
		(a) PARKING BRAKE VALVE, 6F4
	(5)	Raise the axle with a jack until the tire does not touch the ground (Ref 07–11–03).
Y -		REPLACE MAIN GEAR WHEEL AND TIRE
	В. С.	<ul> <li>(4)</li> <li>(5)</li> <li>(6)</li> <li>(7)</li> <li>B. Refe</li> <li>(1)</li> <li>(2)</li> <li>(3)</li> <li>(4)</li> <li>(5)</li> <li>(6)</li> <li>(7)</li> <li>(8)</li> <li>(7)</li> <li>(8)</li> <li>(7)</li> <li>(8)</li> <li>(7)</li> <li>(8)</li> <li>(7)</li> <li>(1)</li> <li>(2)</li> <li>(3)</li> <li>(4)</li> <li>(5)</li> <li>(5)</li> <li>(5)</li> </ul>

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MECH INSP

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	A BOEING
SAS	767
	TASK CARD

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		TASK CARD
MECH	INSP	
		(6) Set the parking brake to the hold the brake in the engaged position.
		(7) Make sure that the PARK BRAKE indicator light on the quadrant stand panel, P10, is on.
		WARNING: BEFORE YOU REMOVE THE WHEEL AND TIRE ASSEMBLY YOU MUST DEFLATE THE TIRE OR INSPECT THE WHEEL AND TIRE TO MAKE SURE THEY ARE SAFE. INSPECT THE WHEEL AND TIRE FOR THE CONDITIONS LISTED BELOW. A DEFECTIVE WHEEL AND TIRE ASSEMBLY CAN EXPLODE DURING OR AFTER REMOVAL IF YOU DO NOT DEFLATE THE TIRE. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(8) Do one of the steps that follow:
		NOTE: If you plan to install the same wheel and tire assembly and the assembly is safe it is not always necessary to deflate the tire. However, if you will not install the same wheel and tire assembly deflate the tire to prevent transporting an inflated tire.
		(a) Inspect the wheel and tire assembly for the conditions that follow:
		1) The tire is worn too much (AMM 32-45-04/601)
		2) The tire has damage
		3) The tire is unusually hot
		4) The wheel has damage
		5) One or more of the tie bolts have damage or are missing.
		6) If you find one or more of these conditions you must deflate the tire.
		(b) Deflate the tire with the tire deflation tool.
		<ol> <li>If you think that the valve core is damaged so that you can not use the normal procedure to deflate the tire, do these steps:</li> </ol>
		a) Turn the valve assembly slowly in a counterclockwise direction until air begins to leak through the boss.
EFF	ECTIVI	TY REPLACE MAIN GEAR WHEEL AND TIRE
SA	s 150-	154; 32-45-01-4A 32-R09 PAGE 3 OF 11 AUG 10/97

AIRLINE CARD NO.

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	A BOEING
SAS	767
	TASK CARD

		b) Push l	ightly on the	valve assembly at the same time.
		c) Remove pressu	the valve ass re in the tire	embly from the tire after all the has been released.
	(9)	Hold the hubcap (5)	while you rem	ove the clamp (4).
	(10)	Remove the assembly drive.	of the hubcap	(5) and the antiskid transducer
	(11)	Remove the lockbolt (3), the retaining	s (2), the whe ring (7) and t	el retaining nut (6), the washer he grease seal (8).
		<u>NOTE</u> : Do not remov	e the transduc	er from the axle.
	(12)	Install the axle th	read protector	on the axle.
	(13)	Put the wheel chang	e dolly under	the wheel and tire assembly (1).
	(14)	Remove the wheel an	d tire assembl	y (1).
	(15)	Install a protectiv the wheel from dama	e cover on the ge.	inner side of the wheel to protect
	(16)	Mark the reason for inspectors when the	the tire remo y examine the	val on the tire to aid the tire.
2. <u>I</u>	nstall	the Main Gear Wheel	and Tire Assem	<u>bly</u> (Fig. 401)
A	. Equi	pment		
	(1)	Wheel Change Dolly commercially availa	– (MALABAR 175 ble	) –
	(2)	MLG Axle and Axle T Includes: - Protector - Axle, - Protector - Axle	hread Protecto MLG - A32098- Threads, MLG -	r Equipment A32098–1 (Preferred) 3 A32098–2
		A32007–17 (Optional – Protector – Axle, – Protector – Axle	) or A32007-16 MLG - A32007- Threads, MLG -	(Optional) Includes: 6 — (2) A32007—9
	(3)	MLG Wheel Retaining A32012–13 (Preferre	Nut Wrench - d)	
EFFECTIVITY			REPLACE	MAIN GEAR WHEEL AND TIRE
SAS 150-154	;			

MECH INSP

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AIRLINE CARD NO.

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				TASK CARD			
MECH	INSP						
			(4) MLG A32(	Wheel Retaining Nut Wrench – 012–6,–9,–12 (Optional)			
			(5) Tire Fair	e Deflation Tool – 968RB (Safe-Cor T rview, PA 16415)	ools,		
			(6) Tire	e Inflation Tool – A12007–11			
			(7) Prot BTA- Wood	cective Cover – Inner Wheel Surface -72028–A, Bill Thomas Assoc. Inc., 7 Hley Ave, Van Nuys, Calif.	- 7405		
		в.	Consumab	le Materials			
			(1) Whee Aire	el bearing grease – craft, General Purpose, Wide Tempera	iture:		
			(a)	D00378 – Aeroshell 22			
			(b)	DOO233 – Mobilgrease 28			
			(c)	D50005 – Mobil Aviation Grease SHC	: 100		
			(d)	DOO258 – Aeroshell 5 (Alternative)			
		с.	Parts				
		AI	ММ			AIPC	
			ттем			ГТС	ттем

АММ			AIPC		
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Wheel and Tire	32-45-01	01	45
	2	Lockbolt			20
	3	Washer			40
	4	Clamp			10
	5	Hubcap			15
	6	Retainer Nut			35
	7	Retaining Ring			80
	8	Grease Seal			85

D. References

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(1) 07-11-03/201, Jacking Airplane Axles



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<b></b>	A BOEING
SAS	767
	TASK CARD

MECH	INSP				
				(2)	12-15-03/301, Landing Gear Tire
				(3)	24–22–00/201, Electrical Power – Control
				(4)	29–11–00/201, Pressurize/Depressurize Main Hydraulic System
				(5)	32-11-26/601, Main Gear Axle
				(6)	32-41-08/601, Main Gear Wheel Brakes
				(7)	32-45-03/601, Wheels
				(8)	32-45-04/601, Tires
			E.	Proc	edure
				(1)	Examine the wheel assembly and the exposed area of the axle assembly for damage and wear before you install it on the airplane (AMM 32–45–03).
					<u>NOTE</u> : Wear Limits for the main gear axles are given in 32–11–26.
				(2)	Examine the tires for wear (AMM 32-45-04/601).
				(3)	Examine the antiskid transducer drive in the hubcap and axle for damage.
				(4)	Make sure the antiskid transducer drive is not loose.
				(5)	Examine the heat shield on the inside diameter of the brake torque tube to make sure that there are no projections that may touch the wheel hub.
				(6)	Do an inspection of the brake (AMM 32-41-08/601).
				(7)	Make sure that the axle thread protector is installed.
				<u>CAUT</u>	<u>ION</u> : MAKE SURE THAT THE WHEEL SPACER IS INSTALLED ON THE AXLE. IF THE WHEEL SPACER IS NOT INSTALLED, THE WHEEL AND BRAKE WILL BIND AND CAUSE DAMAGE.
				<u>CAUT</u>	ION: INSTALL THE WHEEL SPACER CORRECTLY,IMPROPER ORIENTATION WILL CAUSE DAMAGE TO THE INNER WHEEL HALF HUB.
EFF	ECTI	VITY	γ <b>–</b>		REPLACE MAIN GEAR WHEEL AND TIRE

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		32-R09						
		SAS C	767	_	AIRLINE CARD NO.			
		••••	TASK CARD					
CH INSP								
	(0)	Maka auna that tha	where an even i	a installed on a	the oxie			
	(8)	Make sure that the	wheel spacer i	s installed on	the axte.			
	(9)	Apply a thin layer axle where it will	in layer of wheel bearing grease to the surface of the it will contact the inner and outer wheel bearings. not lubricate the surface of the axle between the eel bearings. the wheel bearings and fill the cavity outside of the rith wheel bearing grease.					
		<u>NOTE</u> : Do not lubri wheel bearin						
	(10)	Lubricate the wheel bearings with wheel						
	(11)	Install the grease seal (8) and the retaining ring (7).						
	(12)	Remove the protective cover from the wheel assembly (1).						
	<u>CAL</u>	ITION: DO NOT HIT AN INSTALL THE W CARBON. IF Y SHOULD PULL O DISCS.	ANY OF THE CARBON DISCS WITH THE WHEEL WHEN YOU WHEEL AND TIRE ASSEMBLY BECAUSE YOU CAN DAMAGE THE YOU THINK THE WHEEL COULD HAVE HIT THE CARBON, YOU OUT THE WHEEL FAR ENOUGH TO EXAMINE THE CARBON					
	(13)	Put the wheel and t	el and tire assembly (1) on the dolly.					
	(14)	Align the lugs on t the wheel (1) in po	ign the lugs on the wheel (1) with the brake rotor slots and slide wheel (1) in position on the brake and the axle.					
	(15)	Remove the axle thread protector.						
	(16)	Lubricate the axle washer with grease.						
	(17)	Align the washer ta washer (3) on the a	ng with the gr xle.	oove in the axl	e and slide the			
	(18)	Apply grease to the	threads of th	e axle nut (6).				
	(19)	Put the axle nut (6	) on the axle	and tighten it l	by hand.			
	(20)	Release the parking						
	(21)	Use the procedure t necessary torque.	tighten the ax	le nut (6) to the				
	o 500-600 pound-feet eam.							
FFECTIVITY			REPLACE	MAIN GEAR WHEE	I AND TIRF			
SAS 150-154;								
			32-45-01-4A	32-R09	PAGE 7 OF 11 APR 22			

3 2 0

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AIRLINE CARD NO.

MECH	INSP								
			(b) i	ully loosen ti	ne nut.				
			(c) / V F	\IRPLANES WITH While you turn wound-feet.	GREASE DAMS; the wheel aga	in, tighten t	he nut to 150		
			<u>1</u>	<u>IOTE</u> : The end up to O.	of the axle n .113 inches (2	ut may extend .87 mm).	l beyond the axle		
			(d)	\IRPLANES WITH( While you turn wound-feet.	DUT GREASE DAM the wheel aga	S; in, tighten t	he nut to 150		
			<u>1</u>	<u>IOTE</u> : The end up to O.	of the axle n .056 inches (1	ut may extend .42mm).	l beyond the axle		
			(e) ]	Install the loo	ckbolt (2), tw	o locations,	as follows:		
			1	) Make sure t the bolt ho	that the bolt holes in the axle nut align with holes in the axle.				
2) If the hold the first the nut more				?) If the hole the first the nut mor	les do not align, continue to turn the axle nut to location where the holes align, but do not turn ore than fifteen degrees.				
3) Install the				3) Install the	e lockbolt (2)	, two locatio	ns.		
		(22)	Insta and th the av	er flange, the axle, bolts must be inside					
		(23)	Tighte torque	en the lockbolt	ts (2) to 75-8	5 pound-inche	es, above run-on		
<u>NOTE</u> : Check the se				Check the se	lf locking nut	(AMM 20-11-0	1/201).		
(24) Make sure the tire i with nitrogen if it				sure the tire f nitrogen if it	is at the corr is necessary	ect pressure. (Ref 12-15-03	Inflate the tire 5/301).		
(25) Lower the main gear wi				the main gear	with the jack	(Ref 07-11-0	3).		
	(26) Remove the jack (Ref 07-11-03).								
		(27)	Install the hubcap (5) with the antiskid transducer drive attached.						
	ЕСТТ								
SA	S 15	0-154:			REPLACE	MAIN GEAR WH	IEEL AND TIRE		
	2,12				32-45-01-4A	32-R09	PAGE 8 OF 11 APR 22/09		

BOEING	CARD	NO.
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MECH	INSP	-		
			(28)	Fasten the clamp (4) and tighten the nut (10) on the T-bolt to 35–40 pound-inches torque.
			(29)	Remove hydraulic power from the right hydraulic system (Ref 29–11–00).
			(30)	Remove electrical power if it is not necessary (Ref 24-22-00).
EFF	 ECTI	 VITY <b>-</b>		
SA	IS 15	0-154 <b>;</b>		32-45-01-4A 32-R09 PAGE 9 OF 11 APR 22/09
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STAT	TION							BOE	ING CARD NO.
TAIL NO.				A.	BAEIN	G		32-R	10
			SAS	XX	767	•		AIRL	LINE CARD NO.
DA	ATE				TASK CARD				
SKILL	WORK AREA		RELATED TASK		INTERVAL		PHASE	SE MPD TASK CARI REV REVISION	
AIRPL	LNDG GEA	R						006	APR 22/09
		ΜΔΤΝ 6	SEAR WHEEL	AND TTRE		STRUCTURAL ILLUSTRATION R	EFERENCE	AP AIRPLAN	PLICABILITY
								ALL	ALL
731	ZONES 7/.1		100/	NOTE		ACCESS PANELS			
MECH INSP			Į					٩	MPD ITEM NUMBER
					TIDE			<b>7</b> 2 /	5 01 / 4
	REPLACE	THE	MAIN GEAR W	HEEL AND	TIKE.			52-4	5-01-4A
	ACCESS	NOTE:	SPECIAL A	CCESS 10	04 REQUIRES OF	ENING OF			
			IHE LANDI INSTALLIN	NG GEAR IG SAFETY	WHEEL WELL DOO LOCKS IN ACCO	RS AND RDANCE WITH			
			MAINTENAN	ICE MANUA	L PROCEDURE 32	-00-15.			
			S NOT A SCH		ATNTENANCE TAS	κιτις Δ		•	
	COMPON	ENT CH	HANGE CARD	AND IT I	S PROVIDED FOR	OPERATOR			
	CONVEN	IENCE	DURING UNS	CHEDULED	MAINTENANCE A	CTIVITIES. SEE			
	DOCUME	IXAC NT_D62	DF THE 767 22T001 - FOR	MAINIENA A DESCR	NCE PLANNING D	COMPONENT			
	CHANGE	CARDS	S.						
	1. <u>Remo</u>	<u>ve the</u>	<u>e Main Gear</u>	Wheel A	nd Tire Assemb	<u>ly</u> (Fig. 401)			
	Α.	Equipn	nent						
		Wheel Chang commerciall	) -						
	(2) MLG Axle and Axle Thread Protector Equipment – A32098–1. Includes: – Protector – Axle, MLG – A32098–3 – Protector – Axle Threads, MLG – A32098–2							ludes:	
	(3) MLG Wheel Retaining Nut Wrench – A32012–13								
	(4) Tire Deflation Tool – 968RB (Safe-Cor Tools, Fairview, PA 16415)								
	(5) Tire Inflation Tool - A12007-11								
	(6) Protective Cover – Inner Wheel Surface – BTA–72028–A, Bill Thomas Assoc. Inc., 7405 Woodley Ave, Van Nuys, Calif.								
EFFECT	IVITY —								
SAS O	50-149 <i>,</i> 1	55-999	9;		REPLACE	MAIN GEAK WHEEL	AND []	LKE	
MTH ALL AIRPLANES					32-45-01-4A	32-R10 P	AGE 1	OF 13	DEC 22/00
	A BOEING								
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SAS	767								
	TASK CARD								

AIRLINE CARD NO.

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MECH	INSP							
		в.	Refe	rences				
			(1)	AMM 07-11-03/201, Ja	acking Airplan	e Axles		
			(2)	AMM 12-15-03/301, La	anding Gear Ti	re		
			(3)	AMM 24-22-00/201, E	lectrical Powe	r – Control		
			(4)	AMM 29-11-00/201, P	ressurize/Depr	essurize Mai	n Hydraulic System	
			(5)	AMM 32-00-20/201, La	anding Gear Do	wnlocks		
			(6)	AMM 32-45-00/501, T	ires and Wheel	.S		
			(7)	AMM 32-45-00/501, T	ire Valve			
		С.	Prep	are for Removal				
			(1)	Supply electrical p	ower (AMM 24-2	2-00/201).		
			(2)	Make sure that the (AMM 32-00-20/201).	landing gear d	lownlocks are	installed	
			(3)	Pressurize the righ (AMM 29-11-00/201).	t hydraulic sy	stem and res	ervoir	
			(4)	Make sure that this panel, P6, is closed	circuit break d:	er on the ma	in power distributi	on
				(a) 6F4, LANDING G	EAR PARKING BR	AKE VLV		
			(5)	Open this circuit b DO-NOT-CLOSE tag:	reaker on the	overhead pan	el P11 and attach a	I
				(a) 11U17, TIRE PRI	ESS IND 1			
			(6)	Open this circuit b a DO-NOT-CLOSE tag:	reaker on the	external pow	er panel P34 and at	tach
				(a) 34M11, TIRE PR	ESS IND 2			
			(7)	Raise the axle with (AMM 07–11–03/201).	a jack until	the wheels d	o not touch the gro	und
			(8)	Set the parking bra	ke.			
EFF	ECTI	νιτγ -			REPLACE	MAIN GEAR W	HEEL AND TIRE	
SA MT	S O5 H AL	0-149, L AIRPL	155-9 ANES	99;	32-45-01-4A	32-R10	PAGE 2 OF 13 DE	c 22/07

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SAS **BOEING** 767

AIRLINE CARD NO.

					TASK CARD			
MECH	INSP	-						
		(	9) Make P10,	sure that PARK is on.	BRAKE indicat	or light on qu	adrant sta	and panel,
			WARNING:	YOU MUST DEFL ASSEMBLY. A NOT DEFLATE T TO PERSONS OR	ATE THE TIRE E DEFECTIVE WHEE HE TIRE BEFORE DAMAGE TO EQU	EFORE YOU REMO L AND TIRE CAN YOU REMOVE TH IPMENT CAN OCC	VE THE WHI EXPLODE : E ASSEMBLY UR.	EEL AND TIRE IF YOU DO (. INJURY
		(1	O) Defla	te the tire wi	th the tire de	flation tool.		
			WARNING:	DO NOT USE TO PARTS CAN MOV THE POPPET ST	O MUCH FORCE C E APART AND LE AY IN THE VALV	N THE VALVE CO T THE SLEEVE A E STEM.	RE. THE ( ND THE LOW	CORE VER END OF
				MAKE SURE THA THE VALVE BLO OCCUR.	T ALL PERSONS WS OFF WHILE Y	ARE CLEAR OF T OU REMOVE IT,	HE VALVE F INJURY TO	PATH. IF PERSONS CAN
		(1	1) If yo the n (AMM	u think that t ormal procedur 32-45-08/401)	he valve core e to deflate t Tire Valve Rem	is damaged so he tire, do th oval.	that you o is task	can not use
		D. P	rocedure	to Remove the	Wheel and Tire	Assembly		
		(	1) Do th	e steps that f	ollow to remov	e the hubcap (	8):	
			(a)	Remove the cla	mp (4) from th	e hubcap (8).		
			(b)	Hold the gromm	et (9) and the	spacer (10) i	n positior	۱.
			(c)	Pull the hubca bend the condu	p (8) away fro it.	m the hub, but	be carefu	ul not to
			(d)	Remove the cla	mp (4) and pul	l the hubcap (	8) off the	e wheel (1).
			(e)	Remove clamp ( drive attached	4) and remove •	hubcap with an	tiskid tra	ansducer
		(	2) Remov	e the tire pre	ssure sensor (	2).		
			(a)	Remove the nut	(5).			
EFF	ECTI	νιτγ —				MATN GEAR WHE		2F
SA	S 05	0-149, 15	5-999;		72_/5_01 /A			17 NEC 22/07
	ri ALI	LAIKPLAN	ES		32-45-01-4A	JZ-KIU	PAGE 3 (	JF 13 VEL 22/0/

3 2 0

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AIRLINE CARD NO.

MECH	INSP								
			(b)	Pull the senso wheel (1).	r (2) from the	pressure ser	nsor holde	er on the	
			(c)	Install a seal holder (3) on	cap on the in the wheel.	flation valve	e/pressure	e-sensor	
				<u>NOTE</u> : Ten sea part of Use the inflati is infl the tir minute.	l caps (one fo the airplane seal cap to p on valve/press ated. Without e will loose p	r each wheel fly-away equi revent pressu ure-sensor ho a sensor or ressure at ap	and tire ipment. ure loss older (3) cap over oproximate	) are through the if the tire the holder ely 1 psi per	
			(d)	Install the nu	t (5).				
			(e)	Disconnect the from the wheel	tire pressure interface uni	sensor (2) e t (12) and re	electrica emove the	l connector sensor.	
				<u>NOTE</u> : If this the gro install hubcap.	sensor will b mmet on the co ed remove the	e used in thi nduit. If a grommet and k	is wheel p new senso ceep it w	position keep or will be ith the	
		(3)	Remo	ve the wheel an	d tire assembl	у.			
			(a)	Remove the loc washer (16), t	kbolts (11), t he retaining r	he wheel reta ing (15) and	aining nut the greas	t (7), the se seal (17).	
				<u>NOTE</u> : Do not cavity.	remove the whe	el interface	unit (12)	) from axle	
			(b)	Install axle t	hread protecto	r on axle (20	)).		
			(c)	Position wheel and tire (1).	change dolly	under wheel (	(1), and ı	remove wheel	
			(d)	Install protec against damage	tive cover ove -	r inner wheel	l surface	to protect	
			(e)	Mark the reaso inspectors whe	n for the tire n they examine	removal on t the tire.	the tire t	to aid the	
	2	2. <u>Install t</u>	<u>he M</u>	<u>ain Gear Wheel</u>	and Tire Assem	<u>bly</u> (Fig. 401	)		
EFF	ECTIV					MATN CEAD LIL		TIDE	
SA	S 050	)-149, 155-99	9;			HAIN OLAN WE			
MT	H ALL	AIRPLANES			32-45-01-4A	32-R10	PAGE 4	4 OF 13 DEC 22	2/07

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AIRLINE CARD NO.

MECH	INSP							
		Α.	Equi	pment				
			(1)	Wheel Change Dolly commercially availa	– (MALABAR 175 ble	) -		
			(2)	MLG Axle and Axle T - Protector - Axle, - Protector - Axle	hread Protecto MLG - A32098- Threads, MLG -	or Equipment – 3 · A32098–2	A32098	-1. Includes:
			(3)	MLG Wheel Retaining	Nut Wrench -	A32012-13		
			(4)	Tire Deflation Tool Fairview, PA 16415)	- 968RB (Safe	-Cor Tools,		
			(5)	Tire Inflation Tool	- A12007-11			
			(6)	Protective Cover – BTA–72028–A, Bill T Woodley Ave, Van Nu	Inner Wheel Su homas Assoc. I ys, Calif.	nface - nc., 7405		
		В.	Refe	rences				
			(1)	AMM 07-11-03/201, J	acking Airplan	e Axles		
			(2)	AMM 12-15-03/301, L	anding Gear Ti	re		
			(3)	AMM 24-22-00/201, E	lectrical Powe	er – Control		
			(4)	AMM 29-11-00/201, P	ressurize/Depr	essurize Main	Hydrau	lic System
			(5)	AMM 32-00-20/201, L	anding Gear Do	wnlocks		
			(6)	AMM 32-11-26/601, M	ain Gear Axle			
			(7)	AMM 32-41-08/601, M	ain Gear Wheel	Brakes		
			(8)	AMM 32-45-00/501, T	ires and Wheel	S		
			(9)	AMM 32-45-03/601, W	heels			
			(10)	AMM 32-45-04/601, T	ires			
			(11)	AMM 32-45-11/601, T	ire Pressure S	ensor		
		С.	Part	S				
EFF		/ITY )_149	155-9	99 -	REPLACE	MAIN GEAR WH	EEL AND	TIRE
MT	H ALI	AIRPI	LANES		32-45-01-4A	32-R10	PAGE	5 OF 13 DEC 22/07

3 2 1





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AIRLINE CARD NO.

		A	MM				AIF	°C	
		FIG	ITEM	NOMENC	ATURE	SUBJ	ЕСТ	FIG	ITEM
		401	1	Wheel and Tire	9	To B	e		
			2	Tire Pressure	Sensor	Furn	ished		
			3	Tire Pressure	Sensor Holder			1	
			4	Clamp				1	
			5	Mounting Ring	Assembly Nut				
			6	Fan and Drive	Assembly Valv	e Cap			
			7	Wheel Retention	on Nut				
			8	Hubcap					
			9	Grommet					
			10	Spacer					
			11	Lockbolt					
			12	Wheel Interfa	ce Unit				
			13	Washer					
			14	Nut					
			15	Retaining Rin	g				
			16	Washer					
			17	Grease Seal					
			21	Wheel Spacer					
			(1) Whee Airc (a) (b)	el bearing greas raft, General P DOO378 – Aeros DOO233 – Mobile	e – urpose, Wide T nell 22 grease 28	emperature:			
			(c) (d)	D50005 - Mobil D00258 - Aeros	Aviation Grea	se SHC 100 ative)			
		F.	Prepare f	or Installation					
			<u>NOTE</u> : Be as an	fore you instal sembly, check a d/or foreign ma	l the main lan ll installatio terial and cle	ding gear wh n components an as requir	eel(s), for cor ed.	and t tamir	ire ants
FF	ECTI	VITY -				MATN GEAR W			
						TIATIN OLAN W		/ IIKC	
SA	S 050	0-149,	155 <b>-</b> 999 <i>;</i>			HAIN GEAR W			

3 2 1

32-R10



AIRLINE CARD NO.

-										
	MECH	INSP								
				(1)	Exami for d (AMM	ne the wheel a amage and wear 32-45-03/601).	ssembly and th before you in	e exposed ar stall it on	ea of the ax the airplane	le assembly
					<u>NOTE</u> :	Wear Limits	for the main g	ear axles ar	e given in 3	32-11-26.
				(2)	Exami	ne the tires f	or wear (AMM 3	2-45-04/601)	-	
				(3)	Exami damag	ne the antiski e.	d transducer d	lrive in the	hubcap and a	axle for
				(4)	Make	sure the antis	kid transducer	drive is no	t loose.	
				(5)	Exami tube wheel	ne the heat sh to make sure t hub.	ield on the in hat there are	side diamete no projectio	r of the bra ns that may	ke torque touch the
				(6)	Do an	inspection of	the brake (AM	IM 32-41-08/6	01).	
				(7)	Make	sure that an a	xle thread pro	tector is in	stalled on a	axle.
			F.	Proc	edure					
				<u>CAUT</u>	<u>ION</u> :	IF THE WHEEL S BRAKE WILL BIN	PACER IS NOT I D AND CAUSE DA	NSTALLED ON MAGE.	THE AXLE, TH	IE WHEEL AND
				<u>CAUT</u>	<u>ION</u> :	INSTALL THE WH CAUSE DAMAGE T	EEL SPACER COR O THE INNER WH	RECTLY,IMPRO EEL HALF HUB	PER ORIENTAT -	ION WILL
				(1)	Make	sure that the	wheel spacer (	21) is on th	e axle (20).	
					(a)	Apply a thin l the axle where bearings.	ayer of wheel it will conta	bearing grea ct the inner	se to the su and outer w	ırface of ıheel
						<u>NOTE</u> : Do not bearing	lubricate surf s (18, 19).	ace of axle	(20) betweer	n wheel
				(2)	Lubri the b	cate wheel bea earings with w	rings (22 and heel bearing g	23) and fill rease.	the cavity	outside of
				(3)	Insta	ll the grease	seal (17) and	the retainin	g ring (15).	
								r		
	SA	S 050	/⊥⊺r	155-9	99 :		REPLACE	MAIN GEAR W	HEEL AND TIR	E
	MT	H ALL	AIRPL	ANES			32-45-01-4A	32-R10	PAGE 7 C	F 13 APR 22/09

SAS CARD

AIRLINE CARD NO.

32-R10

MECH	INSP		
		(4)	Remove the protective cover if it is installed on the inner surface of the wheel assembly (1).
		(5)	Put the wheel and tire (1) assembly on the dolly and use the dolly to move the wheel and tire assembly into position on the axle.
		<u>CAUT</u>	<u>ION</u> : DO NOT HIT ANY OF THE CARBON DISCS WITH THE WHEEL WHEN YOU INSTALL THE WHEEL AND TIRE ASSEMBLY BECAUSE YOU CAN DAMAGE THE CARBON. IF YOU THINK THE WHEEL COULD HAVE HIT THE CARBON, YOU SHOULD PULL OUT THE WHEEL FAR ENOUGH TO EXAMINE THE CARBON DISCS.
		(6)	Align brake rotor slots with lugs in wheel and slide wheel/tire assembly into position on brake and axle.
		(7)	Remove axle thread protector.
		(8)	Lubricate axle washer (16) with grease.
		(9)	Align the washer (16) tang with the groove in the axle and slide the washer (16) on the axle.
		(10)	Apply grease to the threads of the axle nut (7).
		(11)	Hand tighten the nut (7) on the axle (20).
		(12)	Use the procedure that follows to tighten the axle nut (7) to the necessary torque:
			(a) While you turn the wheel, tighten the nut to 500-600 pound-feet to seat the axle sleeve against the truck beam.
			(b) Stop the wheel.
			(c) Fully loosen the nut.
			(d) AIRPLANES WITH GREASE DAMS; While you turn the wheel again, tighten the nut to 150 pound-feet.
			<u>NOTE</u> : The end of the axle nut may extend beyond the axle up to 0.113 inches (2.87 mm).
EFF	ECTIVITY		REPLACE MAIN GEAR WHEEL AND TIRE
SA MT	NS U50-14 TH ALL AI	9, 155-9 RPLANES	32-45-01-4A 32-R10 PAGE 8 OF 13 APR 22/09

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AIRLINE CARD NO.

MECH	INSP		· · · · · · · · · · · · · · · · · · ·
			<pre>(e) AIRPLANES WITHOUT GREASE DAMS; While you turn the wheel again, tighten the nut to 150 pound-feet. NOTE: The end of the axle nut may extend beyond the axle</pre>
			up to 0.056 inches (1.42mm).
		(13)	Install two lockbolts (11) through the wheel interface unit (12), the axle (20), and the slot in the axle nut (7) as follows:
			(a) Make sure that the lockbolt slots in the axle nut (7) align with the lockbolt holes in the axle (20) and the wheel interface unit (12).
			(b) If the lockbolt holes do not align, continue to turn the axle nut (7) to the first location where the holes align, but do not turn the nut more than fifteen degrees.
			(c) Install the lockbolts (11) with the head inside the axle (20).
			<u>NOTE</u> : Turn the rotor on the wheel interface unit (12) as necessary to get access to install the lockbolts (11).
			(d) Install the washer (13) and nut (14) and tighten to 75–85 pound-inches, above run-on torque.
			<u>NOTE</u> : Check the self locking nut (AMM 20-11-01/201).
		(14)	Install the tire pressure sensor (2) (AMM 32-45-11/401)
		(15)	Make sure the tire is at the correct pressure. Inflate with nitrogen if it is necessary (AMM 12–15–03/301).
		(16)	Lower the main landing gear and remove the jack (AMM 07-11-03/201).
		(17)	Install the hubcap (8) with the antiskid transducer drive attached. Fasten the clamp (4) and tighten the nut (19) on the T–bolt (18) to 35–40 pound–inches torque.
			(a) 11U17, TIRE PRESS IND 1
		(18)	Close this circuit breaker on the external pwer panel P34 and remove the DO-NOT-CLOSE tag:
EFF	ECTIVI	ГҮ ———	REPLACE MAIN GEAR WHEEL AND TIRE
SA MT	S 050-' H ALL /	149, 155-9 AIRPLANES	99; 32-45-01-4A 32-R10 PAGE 9 OF 13 APR 22/09

BOEING	CARD	NO.
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32-R10

	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

INSP       (a) 34M11, TIRE PRESS IND 2         (19) Do a tire pressure indicating system operational test (AMM 32-45-00/501).         (20) Depressurize the right hydraulic system (AMM 29-11-00/201).         (21) Remove electrical power if it is not necessary (AMM 24-22-00/201).
<ul> <li>(a) 34M11, TIRE PRESS IND 2</li> <li>(19) Do a tire pressure indicating system operational test (AMM 32-45-00/501).</li> <li>(20) Depressurize the right hydraulic system (AMM 29-11-00/201).</li> <li>(21) Remove electrical power if it is not necessary (AMM 24-22-00/201).</li> </ul>
<pre>(19) Do a tire pressure indicating system operational test (AMM 32-45-00/501). (20) Depressurize the right hydraulic system (AMM 29-11-00/201). (21) Remove electrical power if it is not necessary (AMM 24-22-00/201).</pre>
<pre>(20) Depressurize the right hydraulic system (AMM 29-11-00/201). (21) Remove electrical power if it is not necessary (AMM 24-22-00/201).</pre>
(21) Remove electrical power if it is not necessary (AMM 24-22-00/201).
SAS 050-149, 155-999; MTH ALL AIRPLANES 32-/5-01-/A 32-010 DAGE 10 OF 13 APP 22/0
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STATI	LON						BOE	ING CARD NO.		
TAIL	NO.		(	TA BOEII	VG		32-R	11		
	F		SAS Č	767			AIR	LINE CARD NO.		
	E			TASK CAR	D					
SKILL	WORK ARE	EA	RELATED TASK	INTERVA	L	PHASE	MPD REV	TASK CARD REVISION		
AIRPL	NOSE GE	AR					006	AUG 22/08		
REPLAC	E	NOSE 0	GEAR WHEEL AND	TIRE	STRUCTURAL ILLUSTRATION R	EFERENCE	AIRPLAN	E ENGINE		
	ZONES				ACCESS PANELS		ALL	ALL		
711			1004 N	ΟΤΕ						
MECH INSP			I				I	MPD ITEM NUMBER		
	REPLAC	E THE N	NOSE GEAR WHEE	L AND TIRE.			32-4	5-02-4A		
	ACCESS	NOTE:	SPECIAL ACCE	SS 1004 REQUIRES	OPENING OF		-			
	CONVE	NIENCE	DURING UNSCHE	DULED MAINTENANCE	ACTIVITIES. SEE					
		IDIX A (	OF THE 767 MAI 221001 - FOR A	NTENANCE PLANNING	DATA (MPD) = COMPONENT					
	CHANG	E CARDS	S.							
	1. <u>Rem</u>	ove the	<u>e Nose Gear Wh</u>	eel and Tire Asse	<u>nbly</u> (Fig. 401)					
	Α.	Equip	nent							
		(1) W	Wheel Change D	olly – Malabar 17	5 or equivalent					
		(2) N	NLG Wheel Reta	ining Nut Wrench	g Nut Wrench – A32025–1					
		(3) 1	Tire Deflation	Tool – 968RB (Sa	ool – 968RB (Safe-Cor Tools, Fairview, PA 16415)					
		(4) 1	Tire Inflation	Tool - A12007-11						
	В.	Refere	ences							
		(1) (	07-11-03/201,	Jacking Airplane	Axles					
		(2) 1	12-15-03/301,	Landing Gear Tire						
		(3) 3	32-00-20/201,	Landing Gear Down	locks					
	C. Procedure									
EFFECTI				REPLACE	NOSE GEAR WHEEL	. AND T	IRE			
SAS 15	1-154;			32-45-02-4	A 32-R11 F	PAGE 1	0F 9	AUG 22/00		
		В	OEING PROPRIETARY - Cop	yright (C) - Unpublished Work	- See title page for details					

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AIRLINE CARD NO.

MECH	INSP		
		(1) Mak 32-	e sure that the landing gear downlocks are installed (Ref DO-20).
		<u>WARNING</u>	: IT IS RECOMMENDED THAT YOU REMOVE ONLY ONE WHEEL/TIRE ASSEMBLY FROM THE NOSE GEAR AT A TIME. IF YOU REMOVE THE TWO WHEEL/TIRE ASSEMBLIES FROM THE NOSE GEAR AT THE SAME TIME, STRUCTURAL DAMAGE AND INJURY TO PERSONS CAN OCCUR IF THE AIRPLANE FALLS.
		(2) Rai bet	se the axle with a jack sufficiently so that there is clearance ween the tire and the ground (Ref 07–11–03).
		<u>WARNING</u> :	BEFORE YOU REMOVE THE WHEEL AND ASSEMBLY YOU MUST DEFLATE THE TIRE OR INSPECT THE WHEEL AND TIRE TO MAKE SURE THEY ARE SAFE. INSPECT THE WHEEL AND TIRE FOR THE CONDITIONS LISTED BELOW. A DEFECTIVE WHEEL AND TIRE ASSEMBLY CAN EXPLODE DURING OR AFTER REMOVAL IF YOU DO NOT DEFLATE THE TIRE. THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(3) Do	one of the steps that follows:.
		<u>NOT</u>	E: If you plan to install the same wheel and tire assembly and the assembly is safe it is not always necessary to deflate the tire. However, if you will not install the same wheel and tire assembly deflate the tire to prevent transporting an inflated tire.
		(a)	Inspect the wheel and tire assembly for the conditions that follow:
			1) The tire is worn too much (AMM 32-45-04/601).
			2) The tire has damage.
			3) The tire is unusually hot.
			4) The wheel has damage.
			5) One or more of the tie bolts have damage or are missing.
		(b)	If you find one or more of these conditions, you must deflate the tire.
EFF	ECTIVITY		REPLACE NOSE GEAR WHEEL AND TIRE
SA	IS 151-15	4;	
1			JZ-4D-UZ-4A JZ-KII PAGE Z UF 9 AUG ZZ/UL

32-R11 AIRLINE CARD NO.



3 2 2

1

SAS 151-154;

MECH	INSP									
			(c) Deflate the tire as follows:							
			<u>WARNING</u> : MAKE SURE THAT ALL PERSONS ARE CLEAR OF THE VALVE PATH. IF THE VALVE BLOWS OFF WHILE YOU REMOVE IT, INJURY TO PERSONS CAN OCCUR.							
			<u>CAUTION</u> : DO NOT USE TOO MUCH FORCE ON THE VALVE CORE. THE CORE PARTS CAN MOVE APART AND LET THE SLEEVE AND THE LOWER END OF THE POPPET STAY IN THE VALVE STEM.							
			(d) If the valve core has damage and you can not deflate the tire with the tire deflation tool, do the steps that follow to deflate the tire:							
			<ol> <li>Turn the valve assembly slowly in a counterclockwise direction until there is gas leakage through the boss.</li> </ol>							
			2) At the same time, push lightly on the valve assembly.							
			<ol><li>Remove the value assembly from the tire after all the pressure in the tire has been released.</li></ol>							
			(e) Deflate the tire with the tire deflation tool.							
		(4)	Remove the axle nut (7) as follows:							
			(a) Remove the lockbolt (6), the nut (3), and the two washers (4), at two locations.							
			(b) Remove the axle nut (7).							
			(c) Remove the axle washer (5).							
		(5)	Remove the axle washer (5).							
		(6)	Put the wheel change dolly under the wheel and tire assembly (1).							
		(7)	Remove the wheel and tire assembly (1).							
		(8)	Install the axle protector.							
		(9)	Mark the reason for the tire removal on the tire to aid the inspectors when they examine the tire.							
	1	2. <u>Install</u>	the Nose Gear Wheel and Tire Assembly (Fig. 401)							
EFF	ECTI									
-			REFLACE   NUSE GEAK WHEEL AND TIKE							

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AIRLINE CARD NO.

32-R11

SAS CEING 767 TASK CARD

					TASK CARD									
MECH	INSP							·						
		Α.	Equipmen	t										
			(1) Whee	el Change Dolly	– Malabar 175	or equi	valent							
			(2) NLG	Wheel Retaining	Nut Wrench -	A32025-	1							
			(3) Tire	e Inflation Tool	- A12007-11									
		В.	Consumab	le Materials										
			(1) DOO378 Grease – Aeroshell No. 22 (Preferred) Aeroshell No. 5 (Optional)											
		C.	Parts											
		A	MM				A	IPC						
		FIG	ITEM	NOM	NOMENCLATURE			FIG	ITEM					
		401	1 3 4 5 6 7	Wheel and Ti Nut Washer Axle Washer Lockbolt Axle Nut	Wheel and Tire Assembly Nut Washer Axle Washer Lockbolt Axle Nut				35 20 15 30 10 25					
		D.	Reference (1) 07-4 (2) 12-4 (3) 32-0 Procedure (1) Reme (2) Exar airp (3) Exar scol	es 11–03/201, Jacki 15–03/301, Landi D0–20/201, Landi e ove the axle pro nine the wheel at olane (Ref 32–45 nine the part of ring, galling, o	ng Airplane Ax ng Gear Tire ng Gear Downlo tector. nd tire assemb -03, 32-45-04) the axle that r corrosion.	des ocks oly befo o you ca	re you inst n see for e	all it vidence	on the					
EFF SA	ECTI S 15	VITY <b>-</b> 1-154;			REPLACE 32-45-02-4A	NOSE G 32-R11	EAR WHEEL A PAG	ND TIRE E 4 OF	9 AUG	22/06				



32-R11



AIRLINE CARD NO.

MECH	INSP											
			<u>CAU1</u>	<u>[]ON</u> :	MAKE SURE THA IS NOT INSTAL AND CAUSE SUB	AT THE WHEEL SPACER IS INSTALLED. IF THE SPACER LLED, THE WHEEL BEARING CAN BECOME LOOSE BSEQUENT WHEEL FAILURE.						
			(4)	Make	sure that the	spacer is inst	alled on the a	axle.				
			(5)	Make axle	sure that the (8).	wheel spacer (	7) is installe	ed on the nos	e gear			
			(6)	Apply beari	a thin layer ngs touch the	r of grease to the axle in the area where the whee e axle.						
				<u>NOTE</u> :	Do not lubri bearings.	cate the axle	surfaces betwo	een the wheel				
			(7)	Lubri	cate the axle	threads and th	e wheel bearin	ngs with grea	se.			
			(8)	Put t (Fig.	he wheel and t 401).	ire (1) on the	dolly and sl	ide it on the	axle			
			(9)	Use t	he procedure t	hat follows to	tighten the a	axle nut (7).				
				(a)	While you turn bound-feet.	n the wheel, tighten the axle nut to 76–92						
				(b)	Stop the wheel	٠L.						
				(c)	Loosen the nut	to zero torqu	e.					
				(d)	While you turn oound-feet.	the wheel aga	in, tighten tl	ne nut to 34				
				(e)	Continue to ti lockbolt holes	ghten the nut , but do not e	if it is neces xceed 75 pound	ssary to alig d-feet.	n the			
					1) Do not loo	sen the nut to	align the lo	ckbolt holes.				
		<ol> <li>If you can not get alignment of the lockbolt holes at the maximum allowable torque, fully loosen the nut and do the procedure to tighten the nut again.</li> </ol>										
		(10) Install the axle nut (7) as follows:										
EFF	ECTIV											
SA	s 151	-154 <b>;</b>				REFLACE	NUSE GEAK WHI	EL ANV IIKE				
		-				32-45-02-4A	32-R11	PAGE 5 OF	9 AUG 22/08			

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AIRLINE CARD NO.

			TASK CARD							
MECH	INSP									
			(a) Align the tang on the axle washer (5) and install the axle washer (5) on the axle.							
			(b) Apply grease to the threads of the axle nut (7).							
		(11)	Engage the threads of the axle nut (7) with the threads on the axle (8) and tighten the axle nut (7) as follows:							
			(a) While you turn the wheel, tighten the axle nut to 76–92 pound-feet.							
			(b) Stop the wheel.							
			(c) Loosen the nut to zero torque.							
			(d) While you turn the wheel again, tighten the nut to 34 pound-feet.							
			(e) Continue to tighten the nut if it is necessary to align the lockbolt holes, but do not exceed 75 pound-feet.							
			1) Do not loosen the nut to align the lockbolt holes.							
			<ol> <li>If you can not get alignment of the lockbolt holes at the maximum allowable torque, fully loosen the nut and do the procedure to tighten the nut again.</li> </ol>							
		(12)	Install the lockbolt (6), the nut (3), two washers (4), two locations, to lock the axle nut (7) to the axle.							
			(a) Do not loosen the nut to align the lockbolt holes.							
			(b) If you can not get alignment of the lockbolt holes at the maximum allowable torque, fully loosen the nut and do the procedure to tighten the nut again.							
		(13)	Install the nut (3), the washer (4), and the lockbolt (6), two locations, to lock the axle nut (5) to the axle (8).							
		(14)	Tighten the lockbolts (6) to 100–150 pound-inches, above run-on torque.							
	<u>NOTE</u> : Check the self locking nut (AMM 20-11-01/201).									
EFF	ECTIVITY		REPLACE NOSE GEAR WHEEL AND TIRE							
S/	AS 151-154	;								
			SZ-45-UZ-4A SZ-KII PAGE O UF 9 AUG ZZ/US							

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AIRLINE CARD NO.

MECH	INSP		
		(15)	Make sume that the time is inflated with nitnegen to the connect
			pressure (Ref $12-15-03$ )
		(16)	lower the nose gear and remove the jack (Ref $07-11-02$ )
FFF	FCTT		
		VIII 4 451	REPLACE   NOSE GEAR WHEEL AND TIRE
SA	IS 15	1-154;	
			32-45-02-4A 32-R11 PAGE 7 OF 9 AUG 22/08
			BUEING PRUPRIETARY - Copyright (C) - Unpublished Work - See title page for details.



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STA	TION						BOE	ING CARD NO.					
TAII	TAIL NO.		C	X BAEI	VÆ		32-R	12					
D	ATF		SAS X	767			AIRI	LINE CARD NO.					
				TASK CARI	)								
SKILL	WORK ARE	EA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION					
AIRPL	NOSE GE	AR	TITLE		STRUCTURAL ILLUSTRATION RE	FERENCE	006	AUG 22/08					
REPLA	CE	NOSE	GEAR WHEEL AND	TIRE			AIRPLAN	E ENGINE					
	ZONES				ACCESS PANELS		ALL	ALL					
711			1004 N	OTE									
MECH INSP			I				1	MPD ITEM NUMBER					
	REPLAC	E THE	NOSE GEAR WHEEL	L AND TIRE.			32-4	5-02-4A					
	ACCESS	NOTE	: SPECIAL ACCES	SS 1004 REQUIRES C	PENING OF	1	-						
			THE LANDING (	GEAR WHEEL WELL DO	ORS AND								
			MAINTENANCE	MANUAL PROCEDURE 3	2-00-15.								
	THIS	-											
	COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE												
	APPEN	DIX A	OF THE 767 MAI	NTENANCE PLANNING	DATA (MPD)								
	CHANG	E CAR	DS.	DESCRIPTION OF THE	COMPONENT								
			NOSE GEAR WH	EEL AND TIRE - REM	OVAL/INSTALLATION								
	1. Rem	ove t	he Wheel and Ti	re for the Nose La	nding Gear								
	Α.	Equi	pment										
		(1)	Nose Gear Axle	Jack – Commercial	ly Available								
		(2)	Wheel Change Do	olly – Malabar 175	or Equivalent								
		(3)	Nose Landing G	ear Axle Protector	- A32097-1								
		(4)	NLG Wheel Reta	ining Nut Wrench -	A32025-1								
		(5)	Tire Deflation	Tool – 968RB (Saf	e-Cor Tools, Fairy	view, A	PA 164	15)					
	в.	Refe	rences										
		(2)	32-00-20/201,	Landing Gear Downl	ocks								
   EEEEAT													
SAS O	50-149,	155-9	99;	REPLACE	NOSE GEAR WHEEL	AND T	IRE						
MTH A	LL AIRPL	ANES	-	32-45-02-4A	32-R12 P/	AGE 1	OF 14	AUG 22/00					
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SAS **BOEING** 767 TASK CARD

				•		TASK CARD						
MECH	INSP											
		с.	Prepa	are fo	or the Removal							
			(1)	0pen D0-N0	this circuit b )T-CLOSE tag:	reaker on the	overhead panel	, P11, an	d attach a			
				(a)	11U17, TIRE PR	ESS IND 1						
			(2)	Open attac	this circuit b ch a DO-NOT-CLO	reaker on the SE tag:	APU external p	ower pane	el, P34, and			
				(a)	34M11, TIRE PR	ESS IND 2						
			(3)	Make (Ref	sure the landi 32-00-20/201).	ng gear downlo	cks are instal	led				
			WAR	NING:	IT IS RECOMME ASSEMBLY FROM WHEEL/TIRE AS STRUCTURAL DA AIRPLANE FALL	NDED THAT YOU THE NOSE GEAR SEMBIES FROM T MAGE AND INJUR S.	REMOVE ONLY ON AT A TIME. I HE NOSE GEAR A Y TO PERSONS C	E WHEEL/T F YOU REM T THE SAM AN OCCUR	TRE HOVE THE TWO HE TIME, IF THE			
			(4)	Lift tire	the axle (6) w (1) and the gr	ith a jack unt ound (Ref 07–1	il there is cl 1–03/201).	earance b	etween the			
			<u>WARN</u>	<u>ING</u> :	BEFORE YOU REM THE TIRE OR IN SAFE. A DEFEC REMOVAL IF YOU TO PERSONS OR	EMOVE THE WHEEL AND TIRE ASSEMBLY, YOU MUST DEFLATE INSPECT THE WHEEL AND TIRE TO MAKE SURE THEY ARE ECTIVE WHEEL AND TIRE CAN EXPLODE DURING OR AFTER DU DO NOT DEFLATE THE TIRE. THIS CAN CAUSE INJURY R DAMAGE TO EQUIPMENT.						
			(5)	Do or	one of the steps that follows.							
<u>NOTE</u> : If you plan the assembly the tire. and tire as inflated ti					If you plan the assembly the tire. H and tire ass inflated tir	to install the is safe it is owever, if you embly deflate e.	same wheel an not always ne will not inst the tire to pr	d tire as cessary t all the s event tra	sembly and to deflate same wheel unsporting an			
				(a)	Inspect the wh follow:	eel and tire a	ssembly for th	e conditi	ons that			
					1) The tire i	s worn too muc	h (Ref 32-45-0	4/601)				
EFF	ΕCTIVIT	Y -										
SA	s 050–1	49,	155-99	<del>,</del>		KEPLACE	NUSE GEAR WHE	EL AND TI	KE			
MT	H ALL A	IRPL	ANES			32-45-02-4A	32-R12	PAGE 2	OF 14 AUG 22/0			

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					TASK CARD						
MECH	INSP	-									
			2)	The time h	a damaga						
			2)	The the h							
			3)	The tire is	s unusually ho	t.					
			4)	The wheel I	nas damage.						
			5)	One or more	e of the tie bolts have damage or are missing.						
			6)	If you find deflate the	d one or more e tire.	of these condi	tions, yo	u must			
		(b)	Def	late the ti	re as follows:						
			1)	Deflate the	e tire with th	e tire deflati	on tool.				
			2)	If the valu pressure find steps that	ve core has da rom the tire w follow:	mage and you c ith the tire c	an not re deflation	move tool, do the			
				<u>NOTE</u> : The hole	valve core is der/inflation	in the pressu valve (13).	ire sensor				
			3)	Disconnect sensor hold	the tire pres der/inflation	sure sensor (1 valve (13).	2) from t	he pressure			
				a) Remove sensor wheel.	the lockwire and the nut (14), and pull the (12) from the pressure sensor holder (13) on the						
			4)	Slowly turn in a count through the	rn the pressure sensor holder/inflation valve (13) terclockwise direction until there is gas leakage he boss.						
			5)	At the same pressure se	e time, push l ensor holder/i	ightly on the nflation valve	valve ste e (13).	m of the			
			6)	Remove the after all	pressure sens the pressure i	or holder/infl n the tire has	ation val been rel	ve (13) eased.			
		D. Remove th	e Wh	eel and Tir	e (Fig. 401)						
		(1) Do t	he s	teps that fo	ollow to remov	e the hubcap (	(4):				
	(a) Remove the three bolts (20) from the hubcap assembly (4) along with the washers (17) and nuts (16).										
	F 6 7 7										
SA	ECTI S 05	viii 0-149, 155-999:			REPLACE	NOSE GEAR WHE	EL AND TI	RE			
MT	H AL	L AIRPLANES			32-45-02-4A	32-R12	PAGE 3	OF 14 APR 22/02			

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SAS CARD

AIRLINE CARD NO.

MECH	INSP									
			(b)	Hold the grommet (18) and the spacer (19) in their positions.						
			(c)	Pull the hubcap (4) away from the hub.						
				NOTE: Be careful not to bend the pressure sensor conduit when						
				you remove the hubcap.						
		(2)	Do t	he steps that follow to remove the spider assembly (11):						
			(a)	Remove the nuts (21) and the balance weights (24).						
			(b)	Pull the spider assembly (11) from the shank end of the special tie bolts (23).						
			(c)	Remove the countersunk washers (22) that are between the flange of the spider assembly (11) and the attach nut for the special tie bolt (23).						
		(3)	Remo	ove the tire pressure sensor (12).						
			(a)	Remove the lockwire and the nut, then pull the tire pressure sensor (12) from the pressure sensor holder/inflation valve (13).						
			(b)	Install a seal cap on the pressure sensor holder/inflation valve (13).						
				<u>NOTE</u> : Ten seal caps, one for each wheel and tire, are located with the airplanes fly-away equipment.						
				The seal caps will prevent a release of pressure through the pressure sensor holder/inflation valve (13) if the tire is inflated. Without a tire pressure sensor (12) or a seal cap installed, the tire pressure will decrease approximately 1 psi per minute.						
			(c)	Disconnect the tire pressure sensor (12) from the wheel interface unit (7) and remove the sensor (12).						
		<u>NOTE</u> : If you will install the used tire pressure sensor (12) in this wheel position, keep the grommet (18) on the pressure sensor conduit. If you will install a new sensor (12), remove the grommet (18) and keep it with the hubcap (4).								
EFF	ECTI	VITY		REPLACE NOSE GEAR WHEEL AND TIRE						
SA MT	S 05	0-149, 155-9	99;	32-(5-02-(A 32-012 DAGE ( OF 1( ADD 22/0)						

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SAS DEING 767 TASK CARD

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MECH	INSP	-											
				(4)	Do t	he step:	s that f	ollow to remov	ve the wheel a	nd tire (′	):		
					(a)	Remove	the nut	s (10), washer	s (9) and bol	ts (8).			
						<u>NOTE</u> :	Turn th necessa	e rotor on the ry, for access	e wheel interf to remove th	ace unit ( e bolts.	(7), if it is		
					(b)	Remove	the axl	e nut (3) with	the wrench a	dapter.			
					(c)	Remove	the axl						
		(d) Install an axle protector.											
					(e)	Use a	wheel ch	ange dolly to	remove the wh	eel and t	ire (1).		
		<u>NOTE</u> : Make sure the axle washer (2) is not attached to th wheel and tire assembly when you remove the assembl											
					(f)	Mark tl inspec	he reaso tors whe	n for the tire n they examine	e removal on t e the tire.	he tire to	o aid the		
		2.	Ins	tall	<u>the W</u>	<u>heel an</u>	<u>d Tire f</u>	<u>or the Nose La</u>	nding Gear				
			Α.	Equi	pment								
				(1)	Whee	l Chang	e Dolly	– Malabar 175	or Equivalent				
				(2)	Tire	Inflat	ion Tool	- A12007-11					
			в.	Cons	umabl	e Mater	ials						
				(1)	DOO3 Aero	78 Grea: shell No	se - Aer o. 5 (Op	oshell No. 22 tional)	(Preferred) o	r			
			С.	Part	S								
	 	 	v -						1				
SA	S 05	50–1	۲ 49 <b>-</b>	155-9	99;			REPLACE	NOSE GEAR WH	IEEL AND T	IRE		
MT	'H AL	L A	IRPL	ANES	,			32-45-02-4A	32-R12	PAGE 5	OF 14 AUG 22/06		
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AIRLINE CARD NO.

IA AI	MM		A	IPC	
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Wheel and Tire Assembly	32-45-02	01	36
	2	Axle Washer			32
	3	Axle Nut			37
	4	Hubcap			305
	5	Wheel Spacer			205
	7	Wheel Interface Unit			330
	8	Bolt			235
	9	Washer			240
	10	Nut			245
	11	Spider Assembly			325
ļ	12	lire Pressure Sensor(S2831024-3)			
	15	Pressure Sensor Holder/			201
	14	-Nut (subassembly of item 13)			
	14				
	15	(subassembly of item 13)			
	16	Nut			270
	17	Washer			265
	18	Grommet			275
	19	Spacer		1 1	280
	20	Bolt			260
	21	Nut		1 1	315
I	22	Countersunk Washer			310
	24	Balance Weight			320
D.	Reference	es			
	(1) 07-1	11-03/201, Jacking Airplane Axles			
	(2) 12-1	15-03/301, Landing Gear Tire			
	(3) 32-4	45-00/501, Tires and Wheels			
Ε.	Install 1	the Wheel and Tire (Fig. 401)			
	(1) Remo	ove the axle protector.			
	(2) Evan	mine the wheel and tire assembly hefe	ore vou inst	all it	on the
	airp	blane (Ref 32-45-03, 32-45-04).			on the



SAS **BOEING** 767 TASK CARD

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MECH	INSP						
		(3)	Exam or c	ine the part of orrosion.	<sup>:</sup> the axle that	: you can see	for scoring, galling,
		<u>CAUT</u>	<u>ION</u> :	MAKE SURE THE INSTALLED, THE SUBSEQUENT WHE	WHEEL SPACER I WHEEL BEARING EL FAILURE.	S INSTALLED. G CAN BECOME L	IF THE SPACER IS NOT OOSE AND CAUSE
		(4)	Make	sure the wheel	. spacer (5) is	installed or	n the axle (6).
		(5)	Do t	he steps that f	ollow to insta	ll the wheel	and tire (1):
			(a)	Apply a thin l the wheel bear	ayer of grease ings touch the	e on the axle axle.	(6) in the area where
				<u>NOTE</u> : Do not bearing	lubricate the gs.	axle (6) sur†	faces between the wheel
			(b)	Lubricate the grease.	axle (6) threa	ids and the wi	neel bearings with
			(c)	Use a wheel do its position o	olly to move th on the axle (6)	e wheel and t	tire assembly (1) into
			<u>CAU</u>	<u>TION</u> : MAKE SUR WASHER I	RE THAT THE AXL S NOT INSTALLE	E WASHER IS I	INSTALLED. IF THE BEARING CAN FAIL.
			(d)	Install the ax	(le washer (2).		
			(e)	Apply grease t	o the axle nut	(3) threads	
			(f)	Tighten the ax	(le nut (3) as	follows:	
				1) While you pound-feet	turn the wheel	, tighten the	e axle nut to 76–92
				2) Stop the w	wheel and loose	en the nut to	be at zero torque.
				3) While you pound-feet	turn the wheel	. again, tight	ten the nut to 34
				4) If the hol the step t	es in the axle. hat follows:	e nut and wash	ner do not align, do
EFF	ECTI	VITY			REPLACE	NOSE GEAR WH	HEEL AND TIRE
SA MT	S 05 H AL	D-149, 155-9 L AIRPLANES	99;		32-45-02-4A	32-R12	PAGE 7 OF 14 AUG 22/08
1						İ.	

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MECH INSP		
	a) Turn the nut to align the holes, do not torque to more than 75 pound-feet.	
	<u>NOTE</u> : Do not only loosen the nut to align the bolt holes. If the bolt holes do not align at the maximum permitted torque, loosen the nut fully and do the tighten procedure again for the wheel axle nut.	
	(g) Install the bolts (8), washers (9) and nuts (10) (2 locations).	
	<u>NOTE</u> : The bolt heads must be on the inner side of the axle (6).	
	(h) Tighten the nuts (10) to 75-85 pound-inches, above run-on torque.	
	<u>NOTE</u> : Check the self locking nut (AMM 20-11-01/201).	
(6)	Do the steps that follow to install the pressure sensor conduit (12):	
	(a) Install the grommet (18) on the pressure sensor conduit.	
	(b) Connect the tire pressure sensor (12) to the wheel interface unit (7).	
	<u>NOTE</u> : Do not connect the sensor (12) to the pressure sensor holder/inflation valve (13) on the wheel until you install the hubcap (4). This will let you turn the hubcap to engage the transducer coupling and the driver for the wheel interface unit and not pull the pressure sensor conduit.	
(7)	Make sure the tire is inflated to the correct pressure (Ref 12–15–03/301).	
(8)	Use the jack to lower the axle (6) until the weight of the airplane is on the wheels (Ref 07–11–03/201).	
(9)	Do the steps that follow to install the spider assembly (11):	
EFFECTIVITY	REPLACE NOSE GEAR WHEEL AND TIRE	
SAS 050-149, 155- MTH ALL AIRPLANES	799; 32-45-02-4A 32-R12 PAGE 8 OF 14 AUG 22	/08

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SAS **BOEING** 767 TASK CARD

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					TASK CARD			
MECH	INSP							
			(a)	Install the con special tie bo <u>NOTE</u> : Install special	untersunk wash lts (23) that the washers w tie bolt.	ers (22) on t have the long rith the count	he shank e shanks. ersunk sid	nds of the e to the
			(b)	Hold the spide tie bolts (23) <u>NOTE</u> : Install tire pro that give	r assembly (11 the concave s essure sensor. ves the most c	) on the shan ide of the sp This is the learance betw	k end of t der adjac side of t een the sp	he special ent to the he spider ider and the
			(c)	tire pro Install the ba special tie bo wheel from the	essure sensor. lance weights lts (23) that tire pressure	(24) on the s are on the op sensor (12).	hank end o posite sid	f the two e of the
			(d)	Install the co two special ti tire pressure	untersunk wash e bolts (23) o sensor (12).	ers (22) on t on the side of	he shank e the wheel	nd of the with the
			(e)	Install the nu	ts (21).			
			(f)	Tighten the nu	ts (21) to 50-	60 pound-inch	es.	
		(10)	Do t	he steps that f	ollow to insta	ll the hubcap	(4):	
			(a)	Put the hubcap	(4) in its po	sition.		
			(b)	Move the hubca pressure senso	p (4) until yo r conduit, in	ou can put the the slot in t	grommet ( he hubcap.	18), on the
			(c)	Put the spacer slot in the hu	(19) below th bcap (4) when	e grommet (18 the hubcap is	) and push installed	it in the
			(d)	Turn the hubca the hubcap eng	p (4) lightly ages with the	back and fort rotor in the	h until th wheel inte	e driver in rface unit.
			(e)	Turn the hubca with the mating	p (4) until th g holes in the	e bolt holes wheel.	in the hub	cap align
			(f)	Install the bo a lockwire.	lts (20), wash	ers (17), and	nuts (16)	and install
EFF	ECTIVITY							
SA	s 050–149	<b>,</b> 155–9	99;		REFLAUE	NUSE GEAK WH	EEL AND II	κc
MT	H ALL AIR	PLANES			32-45-02-4A	32-R12	PAGE 9	OF 14 APR 22/05

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			TASK CARD
MECH	INSP		
		(11)	Do the steps that follow to connect the tire pressure sensor (12) to the pressure sensor holder/inflation valve (13): (a) Remove the valve cap (15) from the pressure sensor holder/
			<u>CAUTION</u> : CONNECT THE TIRE PRESSURE SENSOR IMMEDIATELY AFTER YOU
			REMOVE THE SEAL CAP. THIS PREVENTS GAS LEAKAGE THROUGH THE PRESSURE SENSOR HOLDER ON THE INFLATION VALVE. WITHOUT THE TIRE PRESSURE SENSOR OR THE SEAL CAP INSTALLED, THE TIRE PRESSURE WILL DECREASE APPROXIMATELY 1 PSI PER MINUTE. THIS CAN CAUSE DAMAGE TO THE TIRE IF IT IS OPERATED WITHOUT SUFFICIENT PRESSURE.
			(b) Remove the nut (14) and the seal cap from the pressure sensor holder/inflation valve (13).
			(c) Connect the tire pressure sensor (12) to the pressure sensor holder/inflation valve (13) on the wheel.
			<u>NOTE</u> : The tire pressure sensor (12) can be installed at one of 12 possible angles in 30 degree increments around the holder. When you install the tire pressure sensor, make sure the pressure sensor conduit is not loose or pulled.
			(d) Install and tighten the nut (14) and install a lockwire.
			(e) Install the valve cap (15) on the end of the pressure sensor holder/inflation valve (13).
		(12)	Make sure the tire pressure is correct and inflate the tire with nitrogen if it is necessary (Ref 12–15–03/301).
		(13)	Remove the DO-NOT-CLOSE tag and close this circuit breaker on the overhead panel, P11:
			(a) 11U17, TIRE PRESS IND 1
		(14)	APU external power panel, P34:
			(a) 34M11, TIRE PRESS IND 2
EFF	ECTI	VITY	REPLACE NOSE GEAR WHEEL AND TIRE
SA MT	S 050 H ALI	D-149, 155-9 L AIRPLANES	9; 32-45-02-4A 32-R12 PAGE 10 OF 14 APR 22/05

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32-R12 BOEING SAS AIRLINE CARD NO. 767 TASK CARD SEE (D) WHEEL AND TIRE (REF) NOSE LANDING GEAR (REF) NOSE LANDING GEAR (REF) € AXLE AXLE (REF) THREAD PROTECTOR INSTALLED ONTO END OF AXLE THREAD PROTECTOR INSTALLED ONTO END OF AXLE FWD € AXLE AXLE PROTECTOR INSTALLS OVER THUMB SCREW THREAD PROTECTOR D Nose Gear Wheel and Tire Installation Figure 401 (Sheet 3) EFFECTIVITY REPLACE NOSE GEAR WHEEL AND TIRE \$AS 050-149, 155-999; TH ALL AIRPLANES 32-45-02-4A 32-R12 PAGE 14 OF 14 APR 22/05

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TAIL NO.       ATE       SAS       767       AIRPLANE       AIRPLANE       AIRPLANE       NOTE       AIRPLANE       NOTE       ACCESS PANELS       NOTE       ACCESS PANELS       ACCESS PANELS       32-R14         VILL       NORK AREA       RELATED TASK       INTERVAL       PHASE       NPD       TASK CARD         SKILL       NORG GEAR       TITLE       INTERVAL       PHASE       NPD       TASK CARD         AIRPL       LNDG GEAR       TITLE       STRUCTURAL ILLUSTRATION REFERENCE       APPLICABILITY         REPLACE       MAIN GEAR WHEEL BRAKES       STRUCTURAL ILLUSTRATION REFERENCE       APPLICABILITY         ZONES       TASK       ACCESS PANELS       NOTE       AL         REPLACE       THAIN LANDING GEAR WHEEL BRAKES.       ACCESS PANELS       32-41-08-4A         NOTE       AIRPLANE NOTE:       SB 767-32A0125, 767-32A0126, 767-32A0130       AND 767-32A0126, 767-32A0126, 767-32A0130         AIRPLANE NOTE:       SB 767-32A0125, AND 767-32A0126, OR PRODUCTION EQUIVALENT INCORPORATED BUT       OR PRODUCTION EQUIVALENT INCORPORATED BUT       NOT SB 767-32A0130 OR SB 767-32A0132.
DATE     SAS     767 TASK CARD       SKILL     WORK AREA     RELATED TASK     INTERVAL     PHASE     MPD     TASK CAR REV       AIRPL     LNDG GEAR     RELATED TASK     INTERVAL     PHASE     MPD     TASK CAR REV       YASK     TITLE     STRUCTURAL ILLUSTRATION REFERENCE     APPLICACE     APPLICACE     APPLICACE       ZOMES     ZOMES     ACCESS PANELS     NOTE     AL       731     741     1004     NOTE     ACCESS PANELS       MECH     INSP     REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.     32–41–08–4A       AIRPLANE     NOTE:     SB 767–32A0125, 767–32A0126, 767–32A0130     AND 767–32A0125, AND 767–32A0126, 0R PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767–32A0130 OR SB 767–32A0132.     AIRPLANES
TASK CARD         SKILL       WORK AREA       RELATED TASK       INTERVAL       PHASE       MPD       TASK CARD         AIRPL       LINDG GEAR       TASK       PHASE       MPD       TASK CARD         TASK       INTERVAL       PHASE       MPD       TASK CAR         AIRPL       LINDG GEAR       MEEL BRAKES       STRUCTURAL ILLUSTRATION REFERENCE       APPLICABILE         ZONES       TOOLS       TASK       ACCESS PANELS         ZONES       TOOLS       ACCESS PANELS         TASK       MPD ITEM NUMBE         ZONES       TOOLS       ACCESS PANELS         TOOLS       NOTE       ALCESS PANELS         TOOLS       NOTE       ALCESS PANELS         TOOLS       NOTE       ALCESS PANELS         TOOLS       NOTE       ALCESS PANELS         TOOLS       NOTE </td
SKILL       WORK AREA       RELATED TASK       INTERVAL       PHASE       MPD REV       TASK CAR REVISION         AIRPL       LNDG GEAR       TITLE       STRUCTURAL ILLUSTRATION REFERENCE       APP 22/ AIRPLACE         MAIN GEAR WHEEL BRAKES       TITLE       STRUCTURAL ILLUSTRATION REFERENCE       APPLICABLE NOTE       APPLICABLE         ZONES       20NES       ACCESS PANELS       NOTE       AL         731       741       1004       NOTE       NOTE       AL         MECH       INSP       REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.       32–41–08–4A         AIRPLANE NOTE:       SB 767–32A0125, 767–32A0126, 767–32A0130 AND 767–32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767–32A0125 AND 767–32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767–32A0130 OR SB 767–32A0132.       -
AIRPL       LNDG GEAR       10202       012       APR 22/ APPLICABILITY AIRPLANE         TASK REPLACE       MAIN GEAR WHEEL BRAKES       STRUCTURAL ILLUSTRATION REFERENCE ARCESS PANELS       APPLICABILITY AIRPLANE       APPLICABILITY AIRPLANE         ZONES       T41       1004       NOTE       NOTE       ACCESS PANELS         MECH       INSP       INO4       NOTE       NOTE       ACCESS PANELS         MECH       INSP       REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.       32-41-08-4A         AIRPLANE NOTE:       SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
TASK     TITLE     STRUCTURAL ILLUSTRATION REFERENCE     APPLICABILITY AIRPLANE       ZONES     ZONES     ACCESS PANELS     NOTE     AL       731     741     1004     NOTE     NOTE     NOTE     AL       MECH     INSP     REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.     32–41–08–4A       AIRPLANE     NOTE:     SB 767–32A0125, 767–32A0126, 767–32A0130     AIRPLANES     32–41–08–4A       AIRPLANE     NOTE:     SB 767–32A0125, 767–32A0126, 767–32A0130     OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767–32A0130 OR SB 767–32A0132.     OR SB 767–32A0132.
REPLACE       MAIN GEAR WHEEL BRAKES       NOTE       ACCESS PANELS         ZONES       731       741       1004       NOTE       ACCESS PANELS         MECH       INSP       1004       NOTE       MPD ITEM NUMBING         MECH       INSP       REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.       32-41-08-4A         AIRPLANE NOTE:       SB 767-32A0125, 767-32A0126, 767-32A0130       AND 767-32A0125, AND 767-32A0126       OR PRODUCTION EQUIVALENT INCORPORATED BUT         NOTE       SB 767-32A0130 OR SB 767-32A0132.       OR SB 767-32A0132.       ALL
ZONES       ACCESS PANELS         731       741         MECH       INSP         REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.       32-41-08-4A         AIRPLANE NOTE:       SB         767-32A0125,       767-32A0126,         767-32A132.       APPLICABLE TO AIRPLANES         THAT HAVE SB       767-32A0125 AND         767-32A0130 OR SB       767-32A0132.
731       741       1004       NOTE         MECH       INSP       MPD ITEM NUMBI         REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.       32-41-08-4A         AIRPLANE NOTE:       SB       767-32A0125, 767-32A0126, 767-32A0130         AND       767-32A132.       APPLICABLE TO AIRPLANES         THAT       HAVE SB       767-32A0125 AND 767-32A0126         OR       PRODUCTION EQUIVALENT INCORPORATED BUT         NOT       SB       767-32A0130
MECH INSP REPLACE THE MAIN LANDING GEAR WHEEL BRAKES. AIRPLANE NOTE: SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
MPD ITEM NUMBER REPLACE THE MAIN LANDING GEAR WHEEL BRAKES. AIRPLANE NOTE: SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
REPLACE THE MAIN LANDING GEAR WHEEL BRAKES.32-41-08-4AAIRPLANE NOTE:SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132.APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132
REPLACE THE MAIN LANDING GEAR WHEEL BRAKES. 32-41-08-4A AIRPLANE NOTE: SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
AIRPLANE NOTE: SB 767-32A0125, 767-32A0126, 767-32A0130 AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
AND 767-32A132. APPLICABLE TO AIRPLANES THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
THAT HAVE SB 767-32A0125 AND 767-32A0126 OR PRODUCTION EQUIVALENT INCORPORATED BUT NOT SB 767-32A0130 OR SB 767-32A0132.
NOT SB 767-32A0130 OR SB 767-32A0132.
ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES OPENING OF
THE LANDING GEAR WHEEL WELL DOORS AND INSTALLING SAFETY LOCKS IN ACCORDANCE WITH
MAINTENANCE MANUAL PROCEDURE 32-00-15.
THIS CARD IS NOT A SCHEDULED MAINTENANCE TASK. IT IS A COMPONENT CHANGE CARD AND IT IS PROVIDED FOR OPERATOR CONVENIENCE DURING UNSCHEDULED MAINTENANCE ACTIVITIES. SEE APPENDIX A OF THE 767 MAINTENANCE PLANNING DATA (MPD) DOCUMENT,D622T001, FOR A DESCRIPTION OF THE COMPONENT
CHANGE CARDS.
MAIN GEAR WHEEL BRAKES - REMOVAL/INSTALLATION
1. <u>Remove the Wheel Brake For the Main Landing Gear</u>
A. Equipment
(1) SAS 150-156.
MTH 275-276 PRE-SB 32-85;
MLG Axle and Axle Thread Protector Equipment -
(a) A32098-1 (Preferred) Includes.
- Protector - Axle, MLG - A32098-3
- Protector - Axle Threads, MLG - A32098-2
SAS 050-167, 275-280 WITHOUT SB 32-130
BUT WITH SB 32-132 32-41-08-4A 32-R14 PAGE 1 OF 13 DEC 22/
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SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP		
		(4)	Remove the wheel and tire for the main landing gear (AMM 32-45-01/401).
		(5)	Remove the brake temperature sensor (AMM 32-46-01/401) from the brake.
			<u>NOTE</u> : If it is necessary to keep the temperature sensor with the brake assembly, disconnect the connector for the brake temperature sensor only.
		(6)	Remove the pressure from the right and center hydraulic systems and the hydraulic reservoirs (AMM 29–11–00/201).
		(7)	Push the brake pedals fully seven times to let the pressure out of the brake accumulator.
			<u>NOTE</u> : Make sure there is a minimum of 5 seconds between each time you apply the brake.
		(8)	Do the steps that follow to remove the wheel spacer (25) from the axle (View A–A):
			(a) Pull the brake approximately 3 inches off the axle.
			(b) Loosen and move the wheel spacer (25) out on the axle.
			(c) Push the brake into the initial position.
			(d) Remove the wheel spacer (25) from the axle.
		(9)	Make sure that the axle protector and the axle thread protector are installed.
			(a) Turn the barrel of the brake disconnect (hose half) clockwise until the slot in the barrel is disengaged from the locking pin on the brake disconnect (brake half).
			(b) Pull the barrel on the brake disconnect (hose half) away from the brake to engage the threads in the brake half with the threads in the hose half and turn the barrel counterlockwise to separate the hose half from the brake half.
			(c) Tie the brake hose to adjacent landing gear structure to hold it away from the brake.
EFF	ECTIV	ітү ——	
SA	S 050	–167, 275–2	280 WITHOUT SB 32-130
BL	IT WIT	H SB 32-132	2 32-41-08-4A 32-R14 PAGE 3 OF 13 APR 22/09

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

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				(10)	Install a sling on the brake (1) to hold it during the removal.
					<u>NOTE</u> : If the brake is hot, use a steel cable as an alternative to a sling to hold up the brake during the removal.
				<u>CAUT</u>	<u>ION</u> : DO NOT HOLD THE BRAKE ON THE O.D. OF THE ROTORS AFTER YOU REMOVE THE BRAKE. YOU CAN DO THIS IF THE SURFACE YOU PUT THE ROTOR ON IS SMOOTH AND WILL GIVE UNDER THE WEIGHT OF THE CARBON DISKS AND THEN GO BACK TO ITS INITIAL SHAPE. IF THE WEIGHT OF THE BRAKE IS HELD ON THE O.D. OF THE ROTORS, IT CAN DAMAGE THE CARBON.
				(11)	Remove the brake (1).
				(12)	Put the brake (1), with the piston side up, on a dolly and cradle tool.
				(13)	Remove the brake grease seal (2) if the seal stays on the axle.
		2.	Ins	stall	the Wheel Brake For the Main Landing Gear (Fig. 401)
			Α.	Equi	pment
				(1)	SAS 150–154; MTH 275–276 PRE–SB 32–85; MLG Axle and Axle Thread Protector Equipment –
					(a) A32098–1 (Preferred) Includes: – Protector – Axle, MLG – A32098–3 – Protector – Axle Threads, MLG – A32098–2
					(b) A32007–17 (Optional) Or A32007–16 (Optional) Includes: – Protector – Axle, MLG – A32007–6 – Protector – Axle Threads, MLG – A32007–9
				(2)	SAS 050–149, 155–999; MTH 275–276 POST–SB 32–85; MLG Axle and Thread Protector Equipment – A32098–1 (Required)
				(3)	Brake Cradle – Commercially available
				(4)	Dolly, Wheel/Brake – Commercially available
EF	FECT		( '	075 0	REPLACE MAIN GEAR WHEEL BRAKES
B	AS US UT WI	50-10 [TH 3	57, SB 3	275-2 32-132	32-41-08-4A 32-R14 PAGE 4 OF 13 APR 22/09

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			SAS 767	AIRLINE CARD NO.
	71105		TASK CARD	
MECH	INSP			
			(5) Sling, Nylon (MLG) – Commercially Available (a steel cable is optional to remove hot brakes)	
		В.	Consumable Materials	
			(1) DOO633 Grease – BMS 3–33 (Recommended) DOOO13 Grease – MIL–G–23827 (Alternative)	
			(2) Wheel bearing grease – Aircraft, General Purpose, Wide Temperature:	
			(a) DOO378 – Aeroshell 22 (Recommended)	
			(b) DOO233 – Mobilgrease 28 (Alternative)	
			(c) D50005 - Mobil Aviation Grease SHC 100 (Altern	ative)
			(d) DOO258 – Aeroshell 5 (Alternative)	
			(3) GOOOO9 Corrosion Inhibiting Compound - BMS 3-23	
			(4) A00359 Sealant – BMS 5–05	
			(5) DOO153 Fluid, Hydraulic – BMS 3–11	
		С.	Parts	
EFF	ECTI	VITY	REPLACE MAIN GEAR WHEEL BU	RAKES
SA BU	S O5	0-167, TH SB 3	275–280 WITHOUT SB 32–130 32–132 32–41–08–44 32–R14 PAG	E 5 OF 13 APR 22/09

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AIRLINE CARD NO.

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	FIG       ITEM         401       1         2       3         13       14         15       18         19       20         21       22         239       24         25       26         27       27		NOMENCLATURE	SUBJECT	FIG	ITEM
			Brake Grease Seal Disconnect, Brake Retainer Plate Washer Bolt Retainer Plate Retainer Plate Spacer Washer Bolt Washer Nut Wheel Spacer Brake Axle Bushing Brake Sleeve	TBD		
						•
	D. Re (1 (2 (3 (4 (5 (6 (7	ferences ) AMM 07 ) AMM 29 ) AMM 32 ) AMM 32 ) AMM 32 ) AMM 32	2–11–03/201, Jacking Airplane Axles 2–11–00/201, Pressurize/Depressuriz 2–11–20/401, Main Gear Brake Rod 2–11–26/601, Main Gear Axle 2–41–06/401, Hydraulic Brake Discor 2–45–01/401, Main Gear Wheel and Ti 2–46–01/401, Brake Temperature Sens	s ze Main Hydrau nnect ire sor	lic Sy	stem
	D. Re (1 (2 (3 (4 (5 (6 (7 E. Ac	ferences ) AMM 07 ) AMM 29 ) AMM 32 ) AMM 32 ) AMM 32 ) AMM 32 cess	2-11-03/201, Jacking Airplane Axles 2-11-00/201, Pressurize/Depressuriz 2-11-20/401, Main Gear Brake Rod 2-11-26/601, Main Gear Axle 2-41-06/401, Hydraulic Brake Discor 2-45-01/401, Main Gear Wheel and Ti 2-46-01/401, Brake Temperature Sens	s ze Main Hydrau nnect ire sor	lic Sy	stem

32-R14



AIRLINE CARD NO.

MECH	INSP		
			(1) Location Zones 731 Main Landing Gear (Left) 741 Main Landing Gear (Right)
		F.	Procedure
			(1) Make sure the pressure is removed from the right and center hydraulic systems (AMM 29–11–00/201).
			(2) Examine the part of the axle that you can see. Look for marks, galling, or corrosion.
			<u>NOTE</u> : The wear limits for the axles on the main landing gear are in 32–11–26.
			(3) Make sure the axle protector and the axle thread protector are installed.
			(4) Apply a thin layer of wheel bearing grease (Aeroshell 22) to the brake sleeve on the axle. Also, apply wheel bearing grease (Aeroshell 22) to the axle bushings on the brake assembly such that the grooves in the bushings are completely filled with grease.
			<u>NOTE</u> : Wheel bearing grease (Aeroshell 22) is used because it has a higher flash point.
			<u>CAUTION</u> : MAKE SURE THE GREASE SEAL IS INSTALLED CORRECTLY. A DAMAGED GREASE SEAL WILL ALLOW GREASE TO FILL THE TORQUE TUBE AREA AND WILL CAUSE A FIRE IN OPERATION.
			(5) Make sure the brake axle bushing (26) is correctly installed in the brake housing and there is no damage to the bushing (26)
			(6) If the replacement brake does not have a quick-disconnect brake fitting half, remove the fitting half from the old brake and install it on the new brake as shown in AMM 32-41-06/401.
			(7) Put the brake retainer plate (13) at the mounting surface on the brake disconnect port on the brake with the offset mounting hole oriented as shown in Fig. 401, Detail C.
EFF	ЕСТТ	VITY -	
SA	S 05	0-167, 2	75–280 WITHOUT SB 32–130
BL	IT WI	TH SB 32	-132 32-41-08-4A 32-R14 PAGE 7 OF 13 AUG 22/06

32-R14



AIRLINE CARD NO.

MECH	INSP		
			(a) Make sure that the brake disconnect half is installed in the brake port (AMM 32-41-06/401) before you install the brake disconnect plate (13).
		(8)	Fill the brake (1) with hydraulic fluid, if it is necessary.
		(9)	Install the brake sling on the brake (1).
		(10)	Install the brake (1) on the axle.
		(11)	Connect the brake hydraulic hose to the brake at the brake disconnect as follows:
			(a) Align the barrel of the brake disconnect fitting (hose half) with the brake disconnect fitting (brake half).
			(b) Engage the barrel of the hose half with the threads on the brake half.
			(c) Turn the barrel clockwise until the locking pin on the brake disconnect (brake half) engages the slot on the barrel of the brake disconnect (hose half).
			1) It will be harder to turn the barrel when it touches the upper surface of the locking pin. When you continue to turn the barrel and it goes past the locking pin, spring force will push the barrel down and cause the slot to engage the locking pin.
		(12)	Examine the wheel spacer (25) (View A–A). Replace the wheel spacer (25) if you find galling.
		(13)	Apply a thin layer of wheel bearing grease (Aeroshell 22) to the thrust faces of the wheel spacer (25).
		<u>CAUT</u>	ION: INSTALL THE WHEEL SPACER CORRECTLY,IMPROPER ORIENTATION WILL CAUSE DAMAGE TO THE INNER WHEEL HALF HUB.
		(14)	Install the wheel spacer (25) on the axle.
		(15)	Install the brake temperature sensor (AMM 32–46–01/401) if it was removed.
		(16)	If the brake temperature sensor was not removed, install the connector for the brake temperature sensor.
EFF	ECTI	VITY	REPLACE MAIN GEAR WHEEL REAKES
SA	S 05	0-167, 275-2	30 WITHOUT SB 32-130
BL	IT WI	TH SB 32-132	32-41-08-4A 32-R14 PAGE 8 OF 13 AUG 22/06

32-R14



AIRLINE CARD NO.

MECH	INSP	
		WARNING: DO NOT REMOVE THE DOOR LOCKS AFTER YOU INSTALL THE WHEEL AND TIRE. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT DURING THE BRAKE OPERATIONAL TEST.
		(17) Install the wheel and tire for the main landing gear (AMM 32–45–01/401).
		<u>NOTE</u> : Keep the brake rod and the brake torque arm aligned during the wheel and tire installation. This will let you install the pin when the jack is removed.
		(18) Lower the airplane and remove the jacks (AMM 07–11–03/201).
		(19) Connect the Brake Rod (AMM 32-11-20/401).
		(20) Apply grease (Royco 11–MS) at the lubrication fitting on the brake rod (7) that attaches to the brake torque arm and to the lubrication fitting on the face of the brake housing (AMM 12–21–14/301).
		(21) Do the applicable steps below to complete installation of the brake unit and to prepare the brake unit for an operational test.
		(a) It is not necessary to bleed a brake unit if these items are done before the installation of the brake unit:
		<ol> <li>The inner half of a hydraulic brake disconnect is installed on the brake unit.</li> </ol>
		2) The brake unit is completely filled with hydraulic fluid.
		3) All air is bled from the brake.
		(b) It is necessary to bleed a brake unit if all the items shown above are not done before installation of the brake unit.
		(c) If it is not necessary to bleed the brake unit, do these steps:
		1) Make sure that chocks are installed on the wheels.
		2) Release the parking brake.
		3) Pressurize the right hydraulic system and reservoir (AMM 29–11–00/201).
	ECTT	
SA	NS 05	0-167, 275-280 WITHOUT SB 32-130
BL	JT WI	TH SB 32-132         32-41-08-4A         32-R14         PAGE         9 OF         13 DEC         22/05

32-R14



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						4)	Do qua	this se ntities	quence o of air	of step from t	s six ti he brake	mes to s.	bleed a	iny sma	ιι	
							a)	Slowly limit	push or of trave	ne of t el to f	he two s ully ope	ets of erate th	brake p ne brake	edals s.	to	
							b)	Hold t	hese bra	ake ped	als in t	his pos	sition m	nomenta	rily.	
							c)	Slowly befor	release you oper	e the b ate th	rake ped e brakes	lals. S again	Stop for	ten s	econd	S
					(d)	If i unit	it i : wi	s neces th the	sary to procedur	bleed `e in 3	the brak 2-41-00/	e unit, 201.	, bleed	the br	ake	
			G.	Do th	ne Te	st of	f Hy	draulic	Brake (	)perati	on					
				(1)	Pres (AMM	suriz 29-1	ze t 11-0	he righ 0/201).	t and ce	enter h	ydraulic	syster syster	ns			
				(2)	Push brak	the es.	bra	ke peda	ls agair	n and a	gain to	apply a	and rele	ase th	e	
				(3)	Exam wear	ine t to m	the nake	movemen sure t	t and po he brake	osition e opera	of the tion is	indicat correct	tor pins t.	for b	rake	
				(4)	Make fitt	sure ings.	e th	ere are	no hydr	aulic	leaks at	the bi	rake dis	connec	t	
			н.	Put t	the A	irpla	ane	Back to	Its In	itial C	ondition	ı				
				(1)	Remo it i	ve th s not	ne p t ne	ressure cessary	from th (AMM 29	ne righ 9-11-00	t and ce /201).	enter hy	/draulic	syste	ms if	
	FFF	ЕСТТ							1							
	SA	S 05	0-167,	275-28	30 WI	тноит	r sb	32–130	REPLACE	-	MAIN GE	AR WHE	EL BRAKE	S		
	BU	TWI	TH SB <sup>2</sup> 3	2-132					32-41-	-08–4A	32-R14		PAGE 10	) OF 13	DEC	22/05



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STA	ATION	]							BOE	ING CARD NO.
TAI	IL NO.	-		(	$\boldsymbol{\mathcal{A}}$	RAFI			32-R	15
			SA	S X	$\mathcal{L}$	- 767			AIRI	INE CARD NO.
D	DATE		ΟΛ	•		TASK CARD				
SKILL	WORK AR	EA	RELATE	D TASK		INTERVAL		PHASE	MPD	TASK CARD
AIRPL	LNDG G	EAR						10202	2 012	DEC 22/08
	sk NGE	MATH					STRUCTURAL ILLUS	TRATION REFERENCE	AF AIRPLAN	PLICABILITY E ENGINE
REPLA	ACE	MAIN	GEAR WH	IEEL BRA	AKES				NOT	E ALL
731	zones 741		1	004 N	NOTE		ACCESS PANELS			
MECH INSP	>		I						٩	IPD ITEM NUMBER
	REPLA	CE THE	MAIN LA	ANDING G	GEAR WI	HEEL BRAKES.			32-4	1-08-4A
	ACCESS THIS COMPO CONVE APPEN DOCUT	CARD CARD DNENT ENIENC NDIX A MENT,D	BUL BUL INC : SPECI THE L INSTA MAINT IS NOT A CHANGE C E DURING OF THE 622T001,	LETINS CORPORAT CAL ACCE ANDING ALLING S CENANCE A SCHEDU CARD AND G UNSCHE 767 MAJ FOR A	OR PRO OR PRO TED BU ESS 100 GEAR I SAFETY MANUAI JLED MA D IT I EDULED INTENAI DESCR	ODUCTION EQUI T NOT SB 767- O4 REQUIRES O WHEEL WELL DO LOCKS IN ACC L PROCEDURE 3 AINTENANCE TA S PROVIDED FO MAINTENANCE NCE PLANNING IPTION OF THE	VALENT 32AO132. PENING OF ORS AND ORDANCE WITH 2-OO-15. SK. IT IS A R OPERATOR ACTIVITIES. DATA (MPD) COMPONENT	- H SEE		
		52 07 m	<u>MA I</u>	IN GEAR	WHEEL	BRAKES - REM	<u>OVAL/INSTALL</u>	<u>_ATION</u>		
	1. <u>Rer</u>	<u>nove t</u>	<u>he Wheel</u>	Brake	<u>For t</u>	he Main Landi	ng Gear			
	Α.	Equi	pment							
		(1)	Protect A32098-	or Equi -1 (Reco	ipment ommende	– Axle Main ed)	Landing Gear	r		
		(2)	Brake C	radle -	- Comm	ercially avai	lable			
		(3)	Dolly,	Wheel/E	Brake ·	– Commerciall	y available			
		(4)	Sling, steel d	Nylon - able is	- MLG · s optic	– Commerciall onal to remov	y available e hot brakes	(a s)		
	В.	Refe	rences							
EFFECT						REPLACE	MAIN GEAR	WHEEL BRAK	ES	
SAS O SAS 1	150-167    68-199 <b>,</b>	NITH S SAS 2	в 32-130 81-999	JAND 32	2-132;	32-41-08-4A	32-R15	PAGE	1 OF 14	DEC 22/05

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				SAS C	767		AIRLINE CARD NO.
					TASK CARD		
MECH	INSP						
			(1)	AMM 07-11-03/201, J	acking Airplan	e Axles	
			(2)	AMM 29-11-00/201, P	ressurize/Depr	essurize Main Hydrauli	c System
			(3)	AMM 32-11-20/401, M	ain Gear Brake	Rod	
			(4)	AMM 32-00-20/201, L	anding Gear Do	wnlocks	
			(5)	AMM 32-45-01/401, M	ain Gear Wheel	and Tire	
			(6)	AMM 32-46-01/401, B	rake Temperatu	re Sensor	
		С.	Acce	SS			
			(1)	Location Zones 731 Main Lan 741 Main Lan	ding Gear (Lef ding Gear (Rig	t) ht)	
		D.	Remo	ve the Wheel Brake F	or the Main La	nding Gear (Fig. 401)	
			(1)	Make sure the downl gear (AMM 32–00–20/	ocks are insta 201).	lled on the nose and m	ain landing
			(2)	Disconnect the brak	e rod (AMM 32-	11-20/401)	
			(3)	Lift the axle with ground (AMM 07–11–0	the jack to li 3/201).	ft the wheel and tire	clear of the
			(4)	Remove the wheel an (AMM 32-45-01/401).	d tire for the	main landing gear	
			(5)	Remove the brake te brake.	mperature sens	or (AMM 32-46-01/401)	from the
				<u>NOTE</u> : If it is nec brake assemb temperature	essary to keep ly, disconnect sensor only.	the temperature senso the connector for the	or with the brake
			(6)	Remove the pressure the hydraulic reser	from the righ voirs (AMM 29-	t and center hydraulic 11–00/201).	systems and
EFF	ECTIV				REPLACE	MAIN GEAR WHEEL BRAKE	S
SA SA	S 168	-167 W -199,	SAS 2	в 32-130 AND 32-132; 81-999	32-41-08-4A	32-R15 PAGE 2	2 OF 14 DEC 22/05

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MECH	INSP	-	
		(7)	Push the brake pedals fully seven times to let the pressure out of the brake accumulator.
			<u>NOTE</u> : Make sure there is a minimum of 5 seconds between each time you apply the brake.
		(8)	Do the steps that follow to remove the wheel spacer (22) from the axle (View A–A):
			(a) Pull the brake approximately 3 inches off the axle.
			(b) Loosen and move the wheel spacer (22) out on the axle.
			(c) Push the brake into the initial position.
			(d) Remove the wheel spacer (22) from the axle.
		(9)	Make sure that the axle protector and the axle thread protector are installed.
		(10)	Disconnect the brake hydraulic line from the brake at the brake quick disconnect as follows:
			(a) Turn the barrel of the brake disconnect (hose half) clockwise until the slot in the barrel is disengaged from the locking pin on the brake disconnect (brake half).
			(b) Pull the barrel on the brake disconnect (hose half) away from the brake to engage the threads in the brake half with the threads in the hose half and turn the barrel counterlockwise to separate the hose half from the brake half.
			(c) Tie the brake hose to adjacent landing gear structure to hold it away from the brake.
		(11)	Install a sling on the brake (1) to hold it during the removal.
			<u>NOTE</u> : If the brake is hot, use a steel cable as an alternative to a sling to hold up the brake during the removal.
EFF	ECTI		REPLACE MAIN GEAR WHEEL BRAKES
SA SA	IS 05 IS 16	0-167 WITH S 8-199, SAS 2	281–999 32–132; 32–41–08–44 32–R15 PAGE 3 OF 14 DEC 22/05





AIRLINE CARD NO.

32-R15

MECH	INSP									
			<u>CAUTI(</u>	<u>ON</u> : D R R D T C	O NOT HOLD TH EMOVE THE BRAI OTOR ON IS SM ISKS AND THEN HE BRAKE IS H ARBON.	E BRAKE ON THE KE. YOU CAN D OOTH AND WILL GO BACK TO IT ELD ON THE O.D	O.D. OF THE F O THIS IF THE GIVE UNDER THE S INITIAL SHAF . OF THE ROT(	ROTORS AFTER SURFACE YOU E WEIGHT OF PE. IF THE N DRS, IT CAN N	YOU PUT THE THE CARE VEIGHT C DAMAGE T	: 30N )F THE
			(12) F	Remove	the brake (1	).				
			(13) F	Put th tool.	e brake (1),	with the pisto	n side up, on	a dolly and	cradle	
			(14) F	Remove	the brake gr	ease seal (24)	if the seal s	stays on the	axle.	
		2. <u>Ins</u>	tall th	<u>he Whe</u>	<u>ng Gear</u> (Fig.	401)				
		Α.	Equip	nent						
			(1) S M N	SAS 15 MTH 27 MLG Ax	0–154; 5–276 PRE-SB le and Axle T	32–85; hread Protecto	r Equipment -			
			(	(a) A I	32098–1 (Pref ncludes:	erred)				
				1	) Protector	– Axle, MLG –	A32098-3			
				2	) Protector A32098-2	– Axle Threads	, MLG -			
			(	(b) A I	32007–17 (Opt ncludes:	ional) Or A320	07–16 (Optiona	al)		
				1	) Protector	– Axle, MLG –	A32007-6 -			
				2	) Protector A32007-9	– Axle Threads	, MLG -			
			(2) S N N	SAS 05 MTH 27 MLG Ax	D–149, 155–99 5–276 POST–SB le and Thread	9; 32-85; Protector Equ	ipment -			
			(	(a) A	32098–1 (Requ	ired)				
			(3) E	Brake	Cradle – Comm	ercially avail	able			
EFF	ECTI	VITY -				REPLACE	MAIN GEAR WHE	EL BRAKES		
SA SA	S 05 S 16	0-167 W 8-199 <i>-</i>	ITH SB SAS 281	32–13 1–999	D AND 32-132;	32-41-08-4A	32-R15	PAGE 4 OF	14 DEC	22/05
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SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP										
			(4)	Dolly, Wheel/Brake (Clyde Machine Model TB900) – Commercially available							
			(5)	(5) Sling, Nylon (MLG) – Commercially Available (a steel cable is optional to remove hot brakes)							
		В.	Cons	umable Materials							
			(1)	DOO633 Grease – BMS 3–33 (Preferred) DOOO13 Grease – MIL–PRF–23827 (Supersedes MIL–G–23827) (Alternate)							
			(2)	Wheel bearing grease – Aircraft, General Purpose, Wide Temperature:							
				(a) D00378 - Aeroshell 22							
				(b) DOO233 – Mobilgrease 28							
		(c) D50005 - Mobil Aviation Grease SHC 100									
	(d) DOO258 - Aeroshell 5 (Alternative)										
	(3) DOO153 Fluid, Hydraulic – BMS 3–11										
		(4) AOO359 Sealant - BMS 5-95									
			(5)	GOOOO9 Corrosion Inhibiting Compound - BMS 3-23							
			(6)	G50136 Corrosion Inhibiting Compound - BMS 3-38							
		с.	Part	S							
EFF	ECTI	/ITY -		REPLACE MAIN GEAR WHEEL BRAKES							
S A S A	AS 050 AS 168	)-167 W 3-199,	ITH S SAS 2	B 32-130 AND 32-132; 81-999							
		-									

32-R15



Т

AIRLINE CARD NO.

	AMM		A	IPC	
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401	1	Brake	32-41-06	01	175
	8	Brake Disconnect			32
	9	Retainer Plate			235
	10	Washer			240
	12	Nut			270
	13	Hose Fitting Half			xxx
	15	Bolt			225
	16	Washer			230
	17	Brake Fitting Half			30
	18	Bolt			250
	19	Retainer Plate			255
	21	Washer			260
	22	Wheel Spacer			
	23	Brake Axle Bushing			
	24	Grease Seal			
	25	wheel spacer			
		J	<u> </u>	<u> </u>	
D .	References (1) AMM 0 (2) AMM 2 (3) AMM 3 (4) AMM 3 (5) AMM 3 (6) AMM 3	7–11–03/201, Jacking Airplane Axles 9–11–00/201, Pressurize/Depressurize 2–11–20/401, Main Gear Brake Rod 2–11–26/601, Main Gear Axle 2–41–06/401, Hydraulic Brake Disconne 2–45–01/401, Main Gear Wheel and Tire	Main Hydraul	ic Sy	/stem
D.	References (1) AMM 0 (2) AMM 2 (3) AMM 3 (4) AMM 3 (5) AMM 3 (5) AMM 3 (6) AMM 3 (7) AMM 3 Access	7–11–03/201, Jacking Airplane Axles 9–11–00/201, Pressurize/Depressurize 2–11–20/401, Main Gear Brake Rod 2–11–26/601, Main Gear Axle 2–41–06/401, Hydraulic Brake Disconne 2–45–01/401, Main Gear Wheel and Tire 2–46–01/401, Brake Temperature Sensor	Main Hydraul	ic Sy	/stem
D. E.	References (1) AMM 0 (2) AMM 2 (3) AMM 3 (4) AMM 3 (5) AMM 3 (6) AMM 3 (7) AMM 3 Access	7–11–03/201, Jacking Airplane Axles 9–11–00/201, Pressurize/Depressurize 2–11–20/401, Main Gear Brake Rod 2–11–26/601, Main Gear Axle 2–41–06/401, Hydraulic Brake Disconne 2–45–01/401, Main Gear Wheel and Tire 2–46–01/401, Brake Temperature Sensor	Main Hydraul ct	ic Sy	/stem

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AIRLINE CARD NO.

MECH	INSP		
			(1) Location Zones 731 Main Landing Gear (Left) 741 Main Landing Gear (Right)
		F.	Procedure
			(1) Make sure the pressure is removed from the right and center hydraulic systems (AMM 29–11–00/201).
			(2) Examine the part of the axle that you can see. Look for marks, galling, or corrosion.
			<u>NOTE</u> : The wear limits for the axles on the main landing gear are in 32–11–26.
			(3) Make sure the axle protector and the axle thread protector are installed.
			(4) Apply a thin layer of wheel bearing grease to the brake sleeve on the axle. Also, apply wheel bearing grease to the axle bushings on the brake assembly such that the grooves in the bushings are completely filled with grease.
			<u>NOTE</u> : Wheel bearing grease is used because it has a higher flash point.
			<u>CAUTION</u> : MAKE SURE THE GREASE SEAL IS INSTALLED CORRECTLY. A DAMAGED GREASE SEAL WILL ALLOW GREASE TO FILL THE TORQUE TUBE AREA AND WILL CAUSE A FIRE IN OPERATION.
			(5) Make sure the brake axle bushing (23) is correctly installed in the brake housing and there is no damage to the bushing (23).
			(6) Install the grease seal (24) in the brake housing as follows:
			<u>NOTE</u> : The grease seal (24) on a new brake assembly comes from the brake in its own container to prevent damage during transpotation of the brake.
EFF	ECTI	/ITY =	REPLACE MAIN GEAR WHEEL BRAKES
SA	S 168	3-199 <b>,</b>	SAS 281–999 32–132, 32–41–08–4A 32–R15 PAGE 7 OF 14 AUG 22/06

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AIRLINE CARD NO.

MECH	INSP	-	
			(a) BENDIX OR MESSIER-BUGATTI ONE-PIECE O-RING TYPE GREASE SEAL; Install the grease seal (24) carefully in the groove in the piston housing.
			(b) BENDIX TWO-PIECE GREASE SEAL (P/N 2612764); Install the grease seal as shown in Fig./401.
			NOTE: Make sure that the grease seal is oriented as shown in the piston housing groove for best grease seal performance.
		(7)	If the replacement brake does not have a quick-disconnect brake fitting half, remove the fitting half from the old brake and install it on the new brake as shown in AMM 32–41–06/401.
		(8)	Fill the brake (1) with hydraulic fluid, if it is necessary.
		(9)	Install the brake sling on the brake (1).
		(10)	Install the brake (1) on the axle.
		(11)	Connect the brake hydraulic hose to the brake at the brake disconnect as follows:
			<ul><li>(a) Align the barrel of the brake disconnect fitting (hose half) with the brake disconnect fitting (brake half).</li></ul>
			(b) Engage the barrel of the hose half with the threads on the brake half.
			(c) Turn the barrel clockwise until the locking pin on the brake disaconnect (brake half) engages the slot on the barrel of the brake disconnect (hose half).
			<ol> <li>It will be harder to turn the barrel when it touches the upper surface of the locking pin. When you continue to turn the barrel and it goes past the locking pin, spring force will push the barrel down and cause the slot to engage the locking pin.</li> </ol>
		(12)	Examine the wheel spacer (22) (View A–A). Replace the wheel spacer (22) if you find galling.
		(13)	Apply a thin layer of wheel bearing grease to the thrust faces of the wheel spacer (22).
EFF	ECTI	VITY	REPLACE MAIN GEAR WHEEL BRAKES
S A S A	S 05	0-167 WITH S 8-199, SAS 2	SB 32-130 AND 32-132; 281-999

32-R15



AIRLINE CARD NO.

		TASK CARD							
MECH	INSP								
		<u>CAUTION</u> : INSTALL THE WHEEL SPACER CORRECTLY,IMPROPER ORIENTATION WILL CAUSE DAMAGE TO THE INNER WHEEL HALF HUB.							
		(14) Install the wheel spacer (22) on the axle.							
		<u>CAUTION</u> : INSTALL THE SENSOR FOR THE BRAKE TEMPERATURE MONITOR WITH THE CONNECTOR MASTER KEYWAY IN THE DOWN POSITION. IF THE KEYWAY IS NOT IN THE DOWN POSITION, THE CONDUIT CONNECTED TO THE SENSOR WILL NOT MOVE FREELY. THIS CAN CAUSE DAMAGE TO THE CONDUIT.							
		(15) Install the brake temperature sensor (AMM 32–46–01/401) if it was removed.							
		(16) If the brake temperature sensor was not removed, install the connector for the brake temperature sensor.							
		<u>WARNING</u> : DO NOT REMOVE THE DOOR LOCKS AFTER YOU INSTALL THE WHEEL AND TIRE. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT DURING THE BRAKE OPERATIONAL TEST.							
		(17) Install the wheel and tire for the main landing gear (AMM 32–45–01/401).							
		<u>NOTE</u> : Keep the brake rod and the brake torque arm aligned during the wheel and tire installation. This will let you install the pin when the jack is removed.							
		(18) Lower the airplane and remove the jacks (AMM 07–11–03/201).							
		(19) Connect the Brake Rod (AMM 32-11-20/401)							
		(20) Apply grease (Royco 11–MS) at the lubrication fitting on the brake rod (2) that attaches to the brake torque arm and to the lubrication fitting on the face of the brake housing (AMM 12–21–14/301).							
		(21) Do the applicable steps below to complete installation of the brake unit and to prepare the brake unit for an operational test.							
EFF	ECTI	VITY REPLACE MAIN GEAR WHEEL BRAKES							
SA SA	s 05 s 16	U-167 WITH SB 32-13U AND 32-132; 8-199, SAS 281-999 32-41-08-4A 32-R15 PAGE 9 OF 14 AUG 22/06							

SAS CEDEING 767 TASK CARD

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								TASK CARD			
M	ECH	INSP									
					(a)	It i done	s not nece before th	essary to blee ne installation	d a brake un n of the bra	it if these ke unit:	items are
						1)	The inner on the bra	half of a hyd ake unit.	raulic brake	disconnect	is installed
						2)	The brake	unit is comple	etely filled	l with hydrau	ılic fluid.
						3)	All air is	s bled from the	e brake.		
					(b)	It i abov	s necessar ve are not	y to bleed a done before i	orake unit i nstallation	f all the it of the brake	ems shown e unit.
					(c)	Ifi	t is not r	necessary to b	leed the bra	ke unit, do	these steps:
						1)	Make sure	that chocks a	re installed	on the whee	els.
						2)	Release th	ne parking bra	<e.< td=""><td></td><td></td></e.<>		
						3)	Pressurize (AMM 29-11	e the right hy -00/201).	draulic syst	em and reser	voir
						4)	Do this se quantities	equence of steps of air from	os six times the brakes.	to bleed an	ny small
							a) Slowly limit	y push one of of of travel to	the two sets fully operat	of brake pe the brakes	edals to
							b) Hold t	chese brake pe	dals in this	position mc	omentarily.
							c) Slowly befor	v release the you operate t	orake pedals ne brakes ag	. Stop for Jain.	ten seconds
					(d)	If i unit	t is neces with the	ssary to bleed procedure in 3	the brake u 32-41-00/201	nit, bleed t	he brake
			G.	Do tl	he Tes	st of	Hydraulic	: Brake Operat	ion		
				(1)	Press (AMM	suriz 29-1	e the righ 1-00/201).	nt and center	nydraulic sy	stems	
				(2)	Push brake	the es.	brake peda	als again and a	again to app	ly and relea	ise the
				(3)	Exam <sup>.</sup> wear	ine t to m	he movemer nake sure t	nt and position the brake oper-	n of the ind ation is cor	licator pins rect.	for brake
E	EFF	ECTI						REPLACE	MAIN GEAR	WHEEL BRAKES	;
	SA SA	s 050 s 168	0-167 W: 8-199, S	ETH SE SAS 28	3 32-' 81-999	130 A 9	ND 32-132;	; 32-41-08-4A	32-R15	PAGE 10	OF 14 AUG 22/06
1									1		

AIRLINE CARD NO.

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						TASK CARD				
MECH	INSP									
			(4)	Make sur fittings	e there are	no hydraulic	leaks at the	brake disc	onnect	
		н.	Put	the Airpla	ane Back to	Its Initial C	ondition			
			(1)	Remove t it is no	he pressure t necessary	from the righ (AMM 29-11-00	t and center /201).	hydraulic	systems i	if
EFF	ECTI	VITY				REPLACE	MAIN GEAR W	HEEL BRAKES		
SA SA	IS 05	0-167 W 8-199,	ITH S SAS 2	SB 32-130 281-999	AND 32-132;	32-41-08-4A	32-R15	PAGE 11	OF 14 AUG	G 22/06
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	STATION								BOE	ING CARD NO.	
	TAIL NO.			G	$\boldsymbol{\lambda}$	BOEIN	l <b>G</b>		32–0	21–01	
			SAS $2^{$							AIRLINE CARD NO.	
	DATE					TASK CARD					
SKILL	WOR	K AREA	RELA	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
AIRP		AGE			0	4000 HRS	(#)	10808	017	AUG 22/09	
OPE	RATIONA	_ MAII	N/NOSE (	GEAR ALT E	EXTEN	D SYSTEM	STRUCTURAL ILLUSTRATION	REFERENCE	AIRPLAN	E ENGINE	
	70NES						ACCESS DANELS		NOT	E ALL	
119	211			119AL			ALLESS FAMELS				
MECH I	NSP		F						٩	MPD ITEM NUMBER	
	OPE EXT OR	RATIONA END SYS FULLY CI	LY CHEC TEM. CH RUSHED (	CK THE MAI HECK LOAD CORE.	IN/NO LIMI	SE LANDING GEA TERS FOR EVIDE	R ALTERNATE NCE OF PARTIAL		32-3	5-00-5A	
	(#) CMR FREQUENCY IS 4000 HOURS AND TAKES PRECEDENCE OVER THE MSG-3 FREQUENCY OF 3C DEVELOPED FOR THE ORIGINAL MRB REPORT.										
	AIR	PLANE N	DTE: TH MC	HIS TASK I ODELS EXCE	IS AP EPT T	PLICABLE TO AL HE 767-400ER.	L AIRPLANE				
	1.	Operatio	onal Tes	<u>st – Alter</u>	<u>rnate</u>	Extend System	<u>for the Landir</u>	<u>ig Gear</u>			
		A. Ref	erences								
		(1)	AMM 06 and Pa	6–41–00/20 anels	201, Fuselage (Major Zones 100 and 200) Access Doors						
		(2)	AMM 24	4-22-00/20	)1, Electrical Power – Control						
		(3)	AMM 29	9-11-00/20	D1, P	, Pressurize/Depressurize Main Hydraulic System					
		(4)	AMM 32	2-00-20/20	01, L	anding Gear Do	wnlocks				
		(5)	AMM 32	2-35-14/40	D1, M	ain Gear Alter	nate Extend Loa	nd Limite	er		
		(6)	AMM 32	2-35-15/40	D1, N	ose Gear Alter	nate Extend Loa	nd Limite	er		
		B. Equ	ipment								
		(1)	Go/No Go — ( No Go	Go Pins 0.0185-0.0 - 0.1045-	0195 -0.10	inch diameter 55 inch diamet	er				
		C. Pre	bare for	r the Oper	ratio	nal Test					
EFFE	стіvітү					OPERATIONAL	MAIN/NOSE GEAR	ALT EXT	END S	YSTEM	
						32-35-00-5A	32-021-01	PAGE 1	0F 8	DEC 22/00	

32-021-01

SAS 767 TASK CARD

AIRLINE CARD NO.

						TASK CAR	)				
MECH	INSP										
			(1)	Make gear	sure the dow (AMM 32-00-2	nlocks are inst 20/201).	alled on the	nose and ma	in landing		
			(2)	Supp	ly electrical	. power (AMM 24-	22-00/201).				
			(3)	Put atta	the control l ch a DO-NOT-C	ever for the la PERATE tag.	nding gear in	the OFF po	sition and		
			(4)	Make Fig. Adju the colo (AMM limi	sure the loa 504 (Figures stment-Altern load limiter red red or if 32–35–14/401 ter cartridge	d limiter clear 503 and 504 an are Extend Syst if any portion the clearance or AMM 32–35–1 es, start the op	ances agree w e located in em for the La protruding fr is not in the 5/401). If y erational tes	ith Fig. 50 TASK 32–35– nding Gear) om the cart se limits ou replace t again.	3 and 00–825–019, . Replace rridge is the load		
			(5)	Put exte	a person near nsion roller.	the nose landi	ng gear to mo	nitor the a	lternate		
			(6)	767-: 0pen P11,	300 AIRPLANES this circuit and attach a	; breaker on the DO-NOT-CLOSE t	overhead cir ag:	cuit breake	er panel,		
			(a) 11U26, TAIL SKID CONT								
		D.	. Do the Operational Test for the Alternate Extension System								
			<u>WARNING</u> : MAKE SURE THAT PERSON AND EQUIPMENT STAY CLEAR OF THE AREA AROUND THE DOORS FOR THE MAIN LANDING GEAR. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.								
			(1) Move the ALTN GEAR EXTENSION switch, on the panel P3, to the DN position, and make sure these conditions occur:								
			(a) The alternate extension roller for the nose landing gear (Detail B, Fig. 501) turns.								
				(b)	The doors fo	or the main land	ling gear open				
			(2)	Get the (AMM	access to the electrical/el 06-41-00/201	e alternate exte ectronics bay, ).	nd actuator a through the p	nd load lim anel 119AL	iters, in		
EF	ECTI	/ITY '				OPERATIONAL	MAIN/NOSE G	EAR ALT EXT	END SYSTEM		
						32-35-00-5A	32-021-01	PAGE 2	OF 8 APR 22/08		

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP									
		(3) Make sure the clearance between the stor the permitted tolerance as shown (Detai This will show that the actuator moved position.	p crank and the frame is in l E, Fig. 501, Sheet 2). the full travel to the DN							
		<u>NOTE</u> : You can use the Go/No Go pins as the clearance quickly if it is no	an accurate tool to measure ecessary.							
		(4) Make sure the load limiter clearances as Fig. 504 (Figures 503 and 504 are locate Adjustment-Alternate Extend System for the load limiter if any portion protrud- colored red or if the clearances are not (AMM 32-35-14/401 or AMM 32-35-15/401). limiter cartridges, start the operational	gree with Fig. 503 and ed in TASK 32–35–00–825–019, the Landing Gear). Replace ing from the cartridge is t in these limits If you replace the load al test again.							
		<u>CAUTION</u> : DO NOT OPERATE THE NORMAL EXTENSION AT LEAST 70 SECONDS AFTER YOU MOVE SWITCH TO THE OFF POSITION. THIS ALTERNATE EXTEND SYSTEM TO SET AGA SYSTEM COMPONENTS.	N AND RETRACTION SYSTEM FOR THE ALTN GEAR EXTENSION IS NECESSARY TO PERMIT THE IN AND PREVENT DAMAGE TO THE							
		(5) Put the ALTN GEAR EXTENSION switch to the	he OFF position.							
		(6) Make sure the roller for alternate exter gear goes to the usual position.	nsion of the nose landing							
		<ul> <li>NOTE: The alternate extension system is set again when you move the ALTN GEAR EXTENSION switch to the OFF position.</li> <li>(7) Make sure the clearance between the stop crank and the frame is in the permitted tolerance as shown (Detail E, Fig. 501). This will show that the actuator moved the full travel to the OFF position.</li> </ul>								
		<u>NOTE</u> : You can use the Go/No Go pins as the clearance quickly if it is ne	an accurate tool to measure ecessary.							
EFF	ECTIVITY	OPFRATIONAL MAIN/	NOSE GEAR ALT EXTEND SYSTEM							
		32–35–00–5A 32–02	1–01 PAGE 3 OF 8 APR 22/							

3 2 7



32-021-01



AIRLINE CARD NO.

MECH	INSP								
		WARNING	: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE TAIL SKID (IF APPLICABLE). THE TAIL SKID (IF APPLICABLE) WILL EXTEND WHEN HYDRAULIC PRESSURE IS APPLIED AND CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.						
		(8) Pr	essurize the center hydraulic system (AMM 29–11–00/201).						
		<u>WARNING</u>	: MAKE SURE THAT ALL PERSONS AND EQUIPMENT ARE CLEAR OF THE AREA AROUND THE DOORS FOR THE MAIN LANDING GEAR. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.						
		(9) Re ge	move the DO-NOT-OPERATE tag from the control lever for the landing ar.						
		(10) Mo la	ve the lever to the DN position to close the doors for the main nding gear.						
		(11) Remove the pressure from the center hydraulic system (AMM 29–11–00/201) if it is not necessary.							
		(12) Re	move electrical power if it is not necessary (AMM 24–22–00/201).						
FFF	FCTT								
		* - 1 1	OPERATIONAL   MAIN/NOSE GEAR ALT EXTEND SYSTEM						
			32-35-00-5A 32-021-01 PAGE 4 OF 8 APR 22/07						





32-021-01

AIRLINE CARD NO.



BOEING



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STATION							BOE	ING CARD NO.				
TAIL NO.			$\boldsymbol{\alpha}$	RAFIA			32–0	24-02-1				
		SAS 767						AIRLINE CARD NO.				
DATE		0/10	•	TASK CARD								
SKILL W	VORK AREA	RELATED TASK		INTERVAL		PHASE	MPD PEV	TASK CARD				
AIRPL L M	AIN GEAR		0	0100 CYC		00350	004	DEC 22/07				
TASK		TI	TLE		STRUCTURAL ILLUSTRATION R	EFERENCE	AP AIRPLAN	PLICABILITY E ENGINE				
CHECK/INS	P LEF	F MAIN GEAR BR	AKES				NOT	F ΔΙΙ				
ZON	ES				ACCESS PANELS							
211 731												
MECH INSP							ŗ	1PD ITEM NUMBER				
AP	PLY BRAKE	ES AND VISUALL	. У СНЕСК	LEFT MAIN GEA	R BRAKES FOR		32-4	1-08-6A				
WE	WEAR AND CONDITION.											
ΔΤ	ATERIANE NOTE, THE TACK TO ARRITORE TO ALL ATERIANS											
		MODELS E	XCEPT T	HE 767-400ER.								
1.	1. Inspect the Wheel Brake for the Main Landing Gear (With the Wheel Installed)											
	A. References											
	(1)	(1) AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System										
	(2)	(2) AMM 32-00-20/201, Landing Gear Downlocks										
	B. Prep	Prepare for the Inspection										
	(1)	(1) Make sure that the landing gear downlocks are installed (AMM 32–00–20/201).										
	(2)	Make sure th	at choc	ks are install	ed on the wheels.	S.						
	(3)	(3) Release the parking brake.										
	C. Prod	Procedure										
	<u>CAU</u>	<u>CAUTION</u> : BE VERY CAREFUL WHEN YOU DO A CHECK OF THE BRAKES TO NOT SPILL HYDRAULIC BRAKE FLUID ON THE BRAKE LININGS. IF YOU SPILL BRAKE FLUID ON THE BRAKE LININGS, THE BRAKES WILL NOT OPERATE CORRECTLY.										
	(1)	Presssurize (AMM 29-11-0	the Rig 00/201).	ht hydraulic s	system and reserv	vior.						
EFFECTIVIT	Y				I FFT MATN GEAP	BRAKES						
767–200/300						DIANES						
HONEYWELL BRAKES				32-41-08-6A	32-024-02-1 F	PAGE 1	OF 4	DEC 22/07				

32-024-02-1



AIRLINE CARD NO.

				THER OTHER							
MECH	INSP										
		(2)	Fully apply and rele officer's brake peda	ease the left and right captain's or first als five times.							
		(3)	With the brake peda fluid leaks at these	ls not applied, do a check of the brakes for e locations:							
			(a) brake pistons.								
			(b) brake housing p	olugs.							
			(c) inlet and draim	n ports.							
			(d) bleed ports.								
		(4)	If the total leakage one (1) drop per mir leakage or replace 1	e per brake at the above location is greater than nute with the pedals not applied, repair the the brakes prior to dispatch.							
		(5)	Slowly apply the bra	ake pedals to the stops.							
		(6)	While the brake peda places on the brake	als are applie that you did	d, do a check for in step (3).	leaks at the same					
		ns is greater being applied, spatch.									
	(8) Brakes with leaks below these limits must be rechecked prior flight, and should be repaired or replaced at the next oppor that manpower and material allow.										
		<ul> <li>(9) If it is suspected that a brake has been exposed to significant levels of contamination, the brake should be removed, inspected and cleaned in accordance with the brake supplier component maintenance manual. Signs of contamination include a wet or oily appearance, buildup of charred residue, or heavy smoke after landing.</li> <li>(10) Release the brakes and make sure that the pressure plate returns to the proper brake released position.</li> <li>(11) Carbon Brake Inspection, Pressure Plate Piston Impressions <ul> <li>(a) With brake unpressurized, visually inspect for pressure plate impressions from the piston caps.</li> </ul> </li> </ul>									
		(b) If pressure plate impressions do not exist, no additional inspection necessary.									
EFF	ECTIV	ІТҮ ——			I FFT MAIN GEAR BR	AKES					
76	767–200/300										
HC	NEYWE	LL BRAKES		32-41-08-6A	32-024-02-1 PAG	E 2 OF 4 DEC 22/07					


AIRLINE CARD NO.

MECH	INSP					
			(c) If pressure pla	ate impression	s exist, pressurei	ze brake.
			(d) If piston cap s pressure plate should be remov	surface 'A' is surface 'B' ( ved from airpl	flush (dimension' dimension 'X' > O) ane.	X'= O) or below , then brake
		(12)	Do a check for missi	ing brake wear	indicator pins.	
			<u>NOTE</u> : Each brake ha	as two brake w	ear indicator pins	
			(a) If the two wear prior to the ne	r pins are mis ext flight.	sing, you must rep	lace the brake
			(b) If one wear pir the remaining w	n is missing, wear pin opera	the brake can stay tion is satisfacto	in service if ry.
		(13)	Do a check of brake	wear as follo	WS:	
			(a) Push the brake pressure (3000	pedals fully psi).	forward to apply n	ormal brake
			(b) Look at the two out of the pin	o wear pins on support tube	each brake to see (See Fig. 601).	if they extend
			(c) Replace the bra with, or below	ake if the end the face of t	l of the indicator he pin support tub	pin is level e.
		(14)	Remove the pressure necessary (AMM 29-11	from the righ I-00/201).	t hydraulic system	if it is not
		(15)	Put the airplane bac	ck to its usua	l condition.	
EFF	FECTI				LEET MATH CEAD DD	AVES
76	67–20	0/300			LEFI MAIN GEAK BR	ANES
НС	DNEYW	ELL BRAKES		32-41-08-6A	32-024-02-1 PAG	E 3 OF 4 DEC 22/07



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STAT	TION								BOE	ING CARD NO.
TAIL	. NO.			G	ろ.	BOEIN	G		32–0	24-02-2
DA	TE		S	AS E			_		AIRL	INE CARD NO.
						TASK CARD				
SKILL	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	R MAIN	GEAR			0	0100 CYC		003SC	004	DEC 22/07
		DICU	-		(F.C.		STRUCTURAL ILLUSTRATION RE	FERENCE	AP AIRPLAN	PLICABILITY E ENGINE
CHECK/	/1135	RIGH	I MAIN	GEAR DRAN	E9				NOT	E ALL
211 7	ZONES 741						ACCESS PANELS		1	IPD ITEM NUMBER
	APPLY FOR WE AIRPLA 1. <u>Ins</u>	BRAKE AR AN NE NO	S AND D COND TE: T M <u>the Wh</u>	VISUALLY ( ITION. HIS TASK I ODELS EXCE eel Brake	CHECK IS AP EPT T for	RIGHT MAIN GE PLICABLE TO AL HE 767-400ER. <u>the Main Landi</u>	AR BRAKES L AIRPLANE <u>ng Gear (With th</u>	e Wheel	32-4 . Inst	1-08-6A <u>alled)</u>
	Α.	Refe	rences							
		(1)	AMM 2	9-11-00/20	)1, P	ressurize/Depr	essurize Main Hy	draulic	Syst	em
		(2)	AMM 3	2-00-20/20	01, L	anding Gear Do	wnlocks			
	В.	Prep	are fo	r the Insp	pecti	on				
		(1)	Make (AMM	sure that 32-00-20/2	the 201).	landing gear c	lownlocks are ins	talled		
		(2)	Make	sure that	choc	ks are install	ed on the wheels.	-		
		(3)	Relea	se the par	rking	brake.				
	С.	Proc	edure							
		<u>CAUT</u>	<u>ION</u> :	BE VERY CA HYDRAULIC FLUID ON T CORRECTLY.	AREFU BRAK THE B	L WHEN YOU DO E FLUID ON THE RAKE LININGS,	A CHECK OF THE B BRAKE LININGS. THE BRAKES WILL	RAKES T IF YOU NOT OPE	O NOT SPIL RATE	SPILL L BRAKE
		(1)	Press (AMM	surize the 29-11-00/2	e Rig 201).	ht hydraulic s	ystem and reserv	ior.		
EFFECT	Ινιτγ					CHECK/INSP	RIGHT MAIN GEAR	BRAKES	;	
767-20 HONEY	00/300 WELL BRA	KES				32-41-08-6A	32-024-02-2 P	AGE 1	0F 4	DEC 22/07

32-024-02-2



AIRLINE CARD NO.

MECH	INSP					
		(2)	Fully apply and rela officer's brake ped	ease the left als five times	and right captain's	or first
		(3)	With the brake peda fluid leaks at thes	ls not applied e locations:	l, do a check of the	brakes for
			(a) brake pistons.			
			(b) brake housing	plugs.		
			(c) inlet and drai	n ports.		
			(d) bleed ports.			
		(4)	If the total leakag one (1) drop per min leakage or replace	e per brake at nute with the the brakes pri	the above location pedals not applied, or to dispatch.	is greater than repair the
		(5)	Slowly apply the braining	ake pedals to	the stops.	
		(6)	While the brake ped places on the brake	als are applie that you did	ed, do a check for l in step (3).	eaks at the same
		(7)	If the total leakag that five (5) drops repair the leakage (	e per brake at per minute wh or replace the	the above location tile the brakes are brake prior to dis	s is greater being applied, patch.
		(8)	Brakes with leaks be flight, and should be that manpower and mat	elow these lim be repaired or aterial allow.	nits must be recheck replaced at the ne	ed prior to each xt opportunity
		(9)	If it is suspected levels of contamina cleaned in accordan manual. Signs of co buildup of charred	that a brake h tion, the brak ce with the br ontamination i residue, or he	as been exposed to a should be removed ake supplier compon nclude a wet or oil avy smoke after lan	significant , inspected and ent maintenance y appearance, ding.
		(10)	Release the brakes a the proper brake re	and make sure leased positic	that the pressure p n.	late returns to
		(11)	Carbon Brake Inspec	tion, Pressure	e Plate Piston Impre	ssions
			(a) With brake unp impressions fr	ressurized, vi om the piston	sually inspect for caps.	pressure plate
			(b) If pressure pla inspection nec	ate impression essary.	ns do not exist, no	additional
EFF	ECTIVITY			CHECK/TNSP	RIGHT MAIN GEAR BR	AKES
76	57-200/30	0				
HC	NEYWELL	BRAKES		32-41-08-6A	32-024-02-2 PAGE	2 OF 4 DEC 22/07



AIRLINE CARD NO.

MECH	INSP		
			(c) If pressure plate impressions exist, pressureize brake.
			(d) If piston cap surface 'A' is flush (dimension'X'= 0) or below pressure plate surface 'B' (dimension 'X' > 0), then brake should be removed from airplane.
		(12)	Do a check for missing brake wear indicator pins.
			<u>NOTE</u> : Each brake has two brake wear indicator pins.
			(a) If the two wear pins are missing, you must replace the brake prior to the next flight.
			(b) If one wear pin is missing, the brake can stay in service if the remaining wear pin operation is satisfactory.
		(13)	Do a check of brake wear as follows:
			(a) Push the brake pedals fully forward to apply normal brake pressure (3000 psi).
			(b) Look at the two wear pins on each brake to see if they extend out of the pin support tube (See Fig. 601).
			(c) Replace the brake if the end of the indicator pin is level with, or below the face of the pin support tube.
		(14)	Remove the pressure from the right hydraulic system if it is not necessary (AMM 29–11–00/201).
		(15)	Put the airplane back to its usual condition.
EFI	FECTI	VITY	CHECK/INSP RIGHT MAIN GEAR BRAKES
76   H0	57–20 DNEYW	0/300 ELL BRAKES	32-41-08-6A 32-024-02-2 PAGE 3 OF 4 DEC 22/07
1			



STATI	ION								BOE	ING CARD NO.
TAIL	NO.			G	$\boldsymbol{\Lambda}$	BOEIN	1G		32–0	24-03-1
	-		S	ias e	<u>بر</u>				AIR	LINE CARD NO.
DAT	E		-			TASK CARD				
SKILL	WORK ARE	EA	REI	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL	L MAIN	GEAR			0	0100 CYC		003SC	004	AUG 22/09
	TNCD				= 0		STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PPLICABILITY E ENGINE
CHECK/	INSF	LEFI	MAIN	GEAR DRAN	23				NOT	E ALL
	ZONES						ACCESS PANELS			
211 7	31									
MECH INSP										MPD ITEM NUMBER
										4 00 ()
	APPLY   WEAR A	BRAKE	S AND	VISUALLY ( ON.	CHECK	LEFT MAIN GEA	AR BRAKES FOR		32-4	1-08-6A
	AIRPLA	NE NC	DTE: T	THIS TASK I MODELS EXCE	IS AP EPT T	PLICABLE TO AL HE 767-400ER.	L AIRPLANE			
	1 Tra		46 a 11	haal Duaka	fan	the Mein Lendi	ing Coop (With th		T +	-     - d)
	1. <u>Ins</u>	pect	<u>the wr</u>	neel Brake	Tor	the Main Land	ing Gear (with th	<u>e wnee</u> l	<u>Inst</u>	<u>alled)</u>
	٨	Pofe		-						
	A.	Rele	erences	5						
		(1)	AMM 2	29-11-00/20	D1, P	ressurize/Depr	ressurize Main Hy	draulic	Syst	em
		(2)	AMM 3	32-00-20/20	D1, L	anding Gear Do	ownlocks			
	В.	Prep	bare fo	or the Insp	pecti	on				
		(1)	Make (AMM	sure that 32-00-20/2	the 201).	landing gear c	lownlocks are ins	talled		
		(2)	Make	sure that	choc	ks are install	ed on the wheels.			
		(3)	Relea	ase the par	rking	brake.				
	с.	Proc	edure							
		<u>CAUT</u>	<u>10N</u> :	BE VERY C/ SPILL HYDF BRAKE FLU CORRECTLY	AREFU RAULI ID ON -	L WHEN YOU DO C BRAKE FLUID THE BRAKE LIN	A CHECK OF THE B ON THE BRAKE LIN IINGS, THE BRAKES	RAKES T INGS. WILL N	O NOT IF YO IOT OP	U SPILL ERATE
		(1)	Press (AMM	ssurize the 29-11-00/2	e rig 201).	ht hydraulic s	system and reserv	oir.		
EFFECTI	VITY •	<b></b>				CHECK/INSP	LEFT MAIN GEAR	BRAKES		
MESSIE	ĸ−BUGAT	ri Br	RAKES			32-41-08-6A	32-024-03-1 P	AGE 1	0F 4	DEC 22/07

32-024-03-1



AIRLINE CARD NO.

MECH	INSP		
		(2)	Fully apply and release the left and right captain's or first officer's brake pedals five times.
		(3)	With the brake pedals not applied, do a check of the brakes for fluid leaks at these locations:
			(a) brake pistons.
			(b) brake housing plugs.
			(c) inlet and drain ports.
			(d) bleed ports.
			(e) all hydraulic line connections.
		(4)	If the total leakage per brake at the above locations is greater than one (1) drop per minute with the brake pedals not applied, repair the leaks or replace the brake prior to dispatch.
		(5)	Slowly apply the brake pedals to the stops.
		(6)	While the brake pedals are applied, do a check for leaks at the same places on the brake that you did in step (3).
		(7)	If the total leakage per brake at the above locations is greater than five (5) drops per minute while the brakes are being applied, repair the leakage or replace the brake prior to dispatch.
		(8)	Brakes with leaks below these limits must be rechecked prior to each flight, and should be repaired or replaced at the next opportunity that manpower and material allow.
		(9)	If it is suspected that a brake has been exposed to significant levels of contamination, the brake should be removed, inspected and cleaned in accordance with the brake supplier component maintenance manual. Signs of contamination include a wet or oily appearance, buildup of charred residue, or heavy smoke after landing.
		(10)	Release the brakes and make sure that the pressure plate returns to the proper brake released position.
		(11)	Do a check for missing brake wear indicator pins.
			<u>NOTE</u> : Each brake has two brake wear indicator pins.
EFF	ECTI	VITY R-BUGATTI BR	CHECK/INSP LEFT MAIN GEAR BRAKES

32-41-08-6A 32-024-03-1 PAGE 2 OF 4 DEC 22/07

32-024-03-1

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD			
MECH	INSP	-					
			(a) If the two we prior to the	ar pins are mis next flight.	sing, you must	replace	the brake
			(b) If one wear p the remaining	in is missing, wear pin opera	the brake can tion is satisf	stay in s actory.	ervice if
		(12)	Do a check of brak	e wear as follo	WS:		
			(a) Push the brak pressure (300	e pedals fully O psi).	forward to app	oly normal	brake
			(b) Look at the t out of the we	wo wear pins or ar indicator in	each brake to dex pin bracke	o see if t et (See Fi	hey extend g. 601).
			(c) The brake uni with the face the brake uni	t is fully worn of the wear in t when this con	when the indi dicator pin ir dition occurs.	cator pin ndex brack	is flush et. Replace
		(13)	Remove the pressur necessary (AMM 29-	e from the righ 11-00/201).	t hydraulic sy	vstem if i	t is not
		(14)	Put the airplane b	ack to its usua	l condition.		
EFF	ЕСТІ	VITY					
ME	SSIE	R-BUGATTI BR	RAKES			TACE 7	
				52-41-08-6A	52-024-05-1	PAGE 3	UF 4 AUG 22/09



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	STAT	ION	7							BOE	ING CARD NO.
	TAIL	N0.	-			$\boldsymbol{\gamma}$	BOEIN	I <b>G</b>		32–0	24-03-2
	DA	TE	_	S	SAS X	$\mathcal{O}^{\perp}$		_		AIRL	INE CARD NO.
	5.1						TASK CARD				
SKIL	L	WORK A	REA	REI	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR	PL	R MAIN	GEAR			0	0100 CYC		003SC	004	AUG 22/09
СН	ECK/	'INSP	RIG	IT MAIN	N GEAR BRA	KES		STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	E ENGINE
		ZONES						ACCESS PANELS		NOT	<u>E ALL</u>
21'	17	'41									
MECH	INSP									٩	IPD ITEM NUMBER
		APPLY FOR W AIRPL	BRAKI EAR AI ANE NO	ES AND ND CONI	VISUALLY DITION. THIS TASK	CHECK IS AP	RIGHT MAIN GE	AR BRAKES		32-4	1-08-6A
				Γ	MODELS EXC	EPT T	HE 767-400ER.				
		1. <u>In</u>	<u>spect</u>	<u>the W</u>	heel Brake	<u>for</u>	<u>the Main Landi</u>	ng Gear (With th	<u>e Wheel</u>	<u>Inst</u>	<u>alled)</u>
		Α.	Refe	erences	5						
			(1)	AMM 2	29-11-00/2	201, P	ressurize/Depr	essurize Main Hy	draulio	: Syst	em
			(2)	AMM 3	32-00-20/2	201, L	anding Gear Do	ownlocks			
		В.	Prep	bare fo	or the Ins	specti	on				
			(1)	Make (AMM	sure that 32-00-20/	: the 201).	landing gear o	lownlocks are ins	talled		
			(2)	Make	sure that	choc	ks are install	ed on the wheels.			
			(3)	Relea	ase the pa	arking	brake.				
		с.	Pro	edure							
			<u>CAU</u>	<u>[ION</u> :	BE VERY C SPILL HYD BRAKE FLU CORRECTLY	CAREFU DRAULI JID ON	L WHEN YOU DO C BRAKE FLUID THE BRAKE LIN	A CHECK OF THE B ON THE BRAKE LIN IINGS, THE BRAKES	RAKES T INGS. WILL N	TO NOT IF YO IOT OP	U SPILL ERATE
			(1)	Press (AMM	ssurize th 29-11-00/	ne rig 201).	ht hydraulic s	system and reserv	oir.		
EFF	ECTI	VITY					CHECK/INSP	RIGHT MAIN GEAR	BRAKES	;	
ME	SSIE	.κ−buga	III B	RAKES			32-41-08-6A	32-024-03-2 P	AGE 1	0F 4	DEC 22/07

BOEING CARD NO. 32-024-03-2



AIRLINE CARD NO.

MECH	INSP	_				
		(2)	Fully apply and rel officer's brake ped	ease the left als five times	and right captain's or •	first
		(3)	With the brake peda fluid leaks at thes	ls not applied e locations:	, do a check of the bra	kes for
			(a) brake pistons.			
			(b) brake housing	plugs.		
			(c) inlet and drai	n ports.		
			(d) bleed ports.			
			(e) all hydraulic	line connectio	ns.	
		(4)	If the total leakag than one (1) drop p repair the leaks or	e per brake at er minute with replace the b	the above locations is the brake pedals not a rake prior to dispatch.	greater pplied,
		(5)	Slowly apply the br	ake pedals to	the stops.	
		(6)	While the brake ped places on the brake	als are applie that you did	d, do a check for leaks in step (3).	at the same
		(7)	If the total leakag than five (5) drops repair the leakage	e per brake at per minute wh or replace the	the above locations is ile the brakes are bein brake prior to dispatc	greater g applied, h.
		(8)	Brakes with leaks b flight, and should that manpower and m	elow these lim be repaired or aterial allow.	its must be rechecked p replaced at the next o	rior to each pportunity
		(9)	If it is suspected levels of contamina cleaned in accordan manual. Signs of c buildup of charred	that a brake h tion, the brak ce with the br ontamination i residue, or he	as been exposed to sign e should be removed, in ake supplier component nclude a wet or oily ap avy smoke after landing	ificant spected and maintenance pearance,
		(10)	Release the brakes the proper brake re	and make sure leased positio	that the pressure plate n.	returns to
		(11)	Do a check for miss	ing brake wear	indicator pins.	
			<u>NOTE</u> : Each brake h	as two brake w	ear indicator pins.	
EFF ME	ECTI		AKES	CHECK/INSP	RIGHT MAIN GEAR BRAKES	
116						

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BOEING CARD NO. 32-024-03-2

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

_				TASK CARD				
MECH	INSP	-						
			(a) If the two wea prior to the n	r pins are mis ext flight.	sing, you must	replace	the	brake
			(b) If one wear pin the remaining	n is missing, wear pin opera	the brake can tion is satisf	stay in s actory.	servi	ce if
		(12)	Do a check of brake	wear as follo	WS:			
			(a) Push the brake pressure (3000	pedals fully psi).	forward to app	ly norma	l bra	ke
			(b) Look at the two out of the wea	o wear pins on r indicator in	each brake to dex pin bracke	see if t (See F	they ig. 6	extend 01).
			(c) The brake unit with the face the brake unit	is fully worn of the wear in when this con	when the indi dicator pin in dition occurs.	cator pin dex brack	n is ket.	flush Replace
		(13)	Remove the pressure necessary (AMM 29-1	from the righ 1-00/201).	t hydraulic sy	stem if	it is	not
		(14)	Put the airplane ba	ck to its usua	l condition.			
EFF	FECTI	VITY		CHECK/INSP	RIGHT MAIN GE	AR BRAKE	S	
ME	ESSIE	R-BUGATTI BR	AKES	32-41-08-6A	32-024-03-2	PAGE 3	OF	4 AUG 22/09
1								



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S	STATIO	N								BOE	EING CARD NO.
т/	AIL N	) <b>.</b>				$\mathcal{A}$	BOEIN			32-0	25-04
	DATE			S	AS	2	767			AIR	LINE CARD NO.
	DATE						TASK CARD				
SKILL		WORK AR	ËA	RE	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ELECT		REW CA	BIN			TTLE	10	STRUCTURAL ILLUSTRATION	11212 REFERENCE	018	AUG 22/09
OPER	RATI	ONAL	ALT	BRAKE	SYSTEM	/SELECTO	DR VALVE			AIRPLAN	NE ENGINE
		ZONES						ACCESS PANELS		NOT	E ALL
211	21	2 731	741								
MECH INS	SP									l	MPD ITEM NUMBER
		OPERAT ALTERN	IONAL	LY CHI BRAKE S	ECK THE SELECTO	ALTERNA R VALVE.	ATE BRAKE SYSTI	M INCLUDING		32-4	1-00-5A
		AIRPLA	NE NC	)TE: /	AIRPLAN SYSTEM.	ES WITH	SINGLE BRAKE	CABLE CONTROL			
		Α.	Refe	erences	S						
			(1)	AMM 2	24-22-0	0/201, E	Electrical Pow	er – Control			
			(2)	AMM 2	29–11–0	0/201, F	Pressurize/Dep	ressurize Main Hy	draulic	: Syst	em
			(3)	AMM 3	34–21–0	0/501, 1	Inertial Refer	ence System			
		В.	Proc	edure							
			(1)	Supp	ly elec	trical p	oower (AMM 24-2	22-00/201).			
			(2)	Make	sure t	hat the	wheel chocks	are installed at	each wh	neel.	
			(3)	Relea	ase the	parking	g brake.				
			(4)	Make P6,	sure t is clos	hat ciro ed:	cuit breaker o	n the main power	distrib	oution	panel,
				(a)	6F4, P	ARKING E	BRAKE VLV				
			(5)	Make are o	sure t closed:	hat thes	se circuit brea	akers on the over	rhead pa	nel,	P11,
				(a)	11A33,	IND LIG	GHTS 1				
				(b)	11C31,		GEAR ANTISKI	0 2-6			
				(c)	11C32,		G GEAR ANTISKI	0 3-7			
	I										
EFFEC	CTIV	ITY					OPERATIONAL	ALT BRAKE SYSTI	EM/SELEC	TOR V	ALVE
							32-41-00-5A	32-025-04	PAGE 1	0F 9	DEC 22/01

					( BOEING	32-025-04
					SAS 767	AIRLINE CARD NO.
					TASK CARD	
1ECH	INSP	-				
					(d) 11L15, HYDRAULIC ELEC PUMP CENTER 1	
					(e) 11L23, HYDRAULIC R ENG PUMP DEPRESS	
					(f) 11L24, HYDRAULIC ELEC PUMP CENTER 2	
					(g) 11U12, AUTOBRKS ANTISKID TEST/IND 1	
					(h) 11U18, LAND GEAR ANTISKID 1-5	
					(i) 11U2O, LANDING GEAR LEVER LOCK	
					(j) 11U21, AUTOBRKS ANTISKID TEST/IND 2	
					(k) 11U22, BRAKE PRESS	
					(l) 11U27, LANDING GEAR ANTISKID 4-8	
				(6)	Make sure that this P11 circuit breaker is open:	
					(a) 11U26, TAIL SKID CONT	
				(7)	Make sure that the antiskid switch is ON, if installed ANTISKID light on panel P5 is off.	, and the
		1.	<u>Hyc</u> (Fi	<u>lrauli</u> g. 50	<u>c Brake System Operational Test – Alternate Brake Sourc</u> 1)	<u>e Selection</u>
			Α.	Refe	rence	
				(1)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraul	ic System
			в.	Acce	SS	
				(1)	Location Zones 211 Control Cabin, Left 212 Control Cabin, Right 731 Main Landing Gear, Left 741 Main Landing Gear, Right	
			c.	Proc	edure	
				(1)	Do the Prepare for the Opertional Tests of the Hydraul System Test.	ic Brake.
EFF	ECTI	IVIT	Y •		OPERATIONAL ALT BRAKE SYSTEM/SEL	ECTOR VALVE
					32-41-00-5A 32-025-04 PAGE	2 OF 9 APR 22/03

MECH

32-025-04

SAS CECEING 767 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(2)	Remove the pressure from the right and center hydraulic systems (AMM 29–11–00/201).
		(3)	Make sure that the BRAKE SOURCE light (on the Captain's instrument panel) is on.
		(4)	Do the alternate brake source selection test as follows:
			(a) Push in and release the brake pedals until the brake accumulator is depleted of fluid.
			(b) Make sure that the BRAKE PRESS gauge (on the captain's center instrument panel) becomes stable at the top of the amber band.
			(c) Pressurize the right hydraulic system (AMM 29–11–00/201).
			(d) Make sure that the BRAKE SOURCE light goes off.
			(e) Make sure that the BRAKE PRESS gauge shows 2800 to 3200 psi.
			(f) Pressurize the center hydraulic system (AMM 29-11-00/201).
			<u>NOTE</u> : If you pressurize the center hydraulic system with the ACMPs, make sure both ACMPs are on.
			(g) Push in and release the brake pedals several times.
			(h) Make sure that the BRAKE PRESS gauge momentarily drops by 500 to 1000 psi each time that you apply the brakes, then goes to 2800 to 3200 psi.
			(i) Remove the pressure from the right hydraulic system (AMM 29–11–00/201).
			(j) Make sure that the FLIGHT CONTROL SHUTOFF – GROUND USE ONLY valve V99 and/or V102 is OPEN to allow the pressure to dissipate when you operate the control wheel or control column to remove any pressure that remains in the brake system.
			<u>NOTE</u> : If valves V99 and/or V102 are closed, they can be opened manually or electrically by closing circuit breakers C1012 and or C1015, flollowed by pressing switch S1 and or S2, on the P61 panel to the ON position.
EFF	ECTI	VITY	OPERATIONAL ALT BRAKE SYSTEM/SELECTOR VALVE
			32-41-00-5A 32-025-04 PAGE 3 OF 9 APR 22/03

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AIRLINE CARD NO.

						TASK CARD				
MECH	INSP									
				(k)	Make sure the O to 160 psig	R hydraulic sy and stays in t	stem pressur hat range.	e bleeds do	wn to	
				(1)	Bleed any pres moving the con the horizontal	sure that rema trols for the tail.	ins in the R flight contr	hydraulic ols on the	system by wing and/o	or
					1) Move the c counterclo	ontrol wheel i ckwise directi	n the clockw ons to move	ise and the aileron	S.	
					2) Move the c to move th	ontrol column e elevators.	in the forwa	rd and back	directio	ns
				(m)	Make sure the O to 160 psig	R hydraulic sy and stays in t	stem pressur hat range.	e bleeds do	wn to	
				(n)	Wait for 10 mi valve leakage shutoff valves	nutes minimum to occur befor to the previo	to allow for e you put th us position.	any accumu e flight co	lator cheo ntrol	ck
				(o)	Make sure that	the BRAKE SOU	RCE light is	still off.		
				(p)	Make sure that psi.	the BRAKE PRE	SS gauge sti	ll shows 28	00 to 3200	D
				(q)	Push in and re	lease the brak	e pedals sev	eral times.		
				(r)	Make sure that psi.	the BRAKE PRE	SS gage stil	l shows 280	D to 3200	
					<u>NOTE</u> : There w with th	ill be a momen e right hydrau	tary pressur lic system i	e drop belo noperative.	w 2800 ps <sup>.</sup>	i
			(5)	Make (AMM brak	sure that the 34-21-00/501). e system.)	L, R, and C IR (Do this tas	U's are alig k to prepare	ned and in to test al	NAV mode ternate	
		D.	Put	the A	irplane Back to	Its Usual Con	dition			
			(1)	Set	the parking bra	ke.				
			(2)	Remo (AMM	ve electrical p 24-22-00/201).	ower if it is	not necessar	ý		
			(3)	Remo (AMM	ve hydraulic po 29-11-00/201).	wer if it is n	ot necessary			
EFF	ECTI	VITY .					ALT BDAVE C	VOTEM/OFLED		
							ALI DRAKE J	I JI LIII JELEU	IVN VALVE	
						32-41-00-5A	32-025-04	PAGE 4	OF 9 AUG	22/09

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AIRLINE CARD NO.

MECH	INSP						L	
		2.	<u>Hyc</u>	ulic Brake System Ope	rational Test – A	<u>lternate Bra</u>	i <u>ke System</u> (F	ig. 501).
			Α.	eferences				
				1) AMM 29-11-00/201,	Pressurize/Depre	essurize Mair	n Hydraulic S	ystem
				2) AMM 34-21-00/501,	Inertial Referer	nce System		
			в.	ccess				
				1) Location Zones 211 Contro 212 Contro 731 Main L 741 Main L	l Cabin, Left l Cabin, Right anding Gear, Left anding Gear, Righ	: it		
			C.	Procedure				
				1) Make sure that th (AMM 34-21-00/501	e L, R, and C IRU).	J's are aligr	ed and in th	e NAV mode
				2) Release the parki	ng brake.			
				3) Open this circuit and install a DO-	breaker on the F NOT-CLOSE tag:	96 main power	• distributio	n panel
				(a) 6F4, PARKING	BRAKE VALVE			
				<u>NOTE</u> : Open the p not c valve alter valve	the PARK BRAKE V arking brake to h lose the parking is closed, antis nate system brake s cannot be check	ALVE circuit hold the appl brake valve. skid operatic e release thr ced.	breaker befo ied brake pr If the par on is prevent ough the ant	re you set essure and king brake ed and the iskid
				4) Make sure that yo hydraulic system	u have removed th (AMM 29-11-00/201	ne pressure 1	rom the righ	t
				5) Pressurize the ce (AMM 29-11-00/201	nter hydraulic sy ).	stem and res	ervoir	
				6) Continue the alte	rnate brake syste	em test.		
				7) Set the parking b	rake.			
EFI	ECT	IVIT	Y •		OPERATIONAL	ALT BRAKE SY	STEM/SELFCTO	R VALVE
					32-41-00-54	32-025-0%		9 Alic 22/00
1								2 NOU LL/U2

32-025-04 AIRLINE CARD NO.



	TASK (	CARD								
NSP										
(8)	Look at the wear indicator o pressure is applied.	n each brake <sup>.</sup>	to make sure that bra							
(9)	(9) Make sure that the ANTISKID light on the P5 panel is off.									
(10)	10) Operate the brake test switch in the sequence shown in Table 501 ar check for results as shown. Do the test for each brake switch position as follows:									
	(a) Place the BRAKE TEST rotary switch, located on the front antiskid/autobrake control unit (in the E/E bay), in the position shown in Table 501.									
	(b) Press the ENABLE/VERIFY switch and release both alternate brake pairs s seconds and then reappl on the control unit are	switch and ho at the same hown in Table y. Make sure as shown.	old, then press the V time. Make sure that 501 release for 5 ±2 that the display mes							
	<u>NOTE</u> : You can look at and the brake st make sure that t required.	the movement o ack as the bra he brake pairs	of the brake pistons ake applies and relea s release and reapply							
	TABLE	501								
	Brake Test Switch Position	Message	Brake Release *[1]							
	Brake Test 1         BRK 1         1-2           3         BRK 3         3-4           5         BRK 5         5-6           7         BRK 7         7-8									
*[	1] Brakes will cycle to releas	e for 5±2 seco	onds, then reapply.							
1										
(11)	Put the BRAKE TEST rotary sw on the Antiskid/Autobrake Co	nitch to NORM antrol Unit.	and press the RESET s							
(11)	Put the BRAKE TEST rotary sw on the Antiskid/Autobrake Co Close this circuit breaker o	vitch to NORM a ontrol Unit. on the P6 main	and press the RESET s power distribution p							
(11) (12)	Put the BRAKE TEST rotary sw on the Antiskid/Autobrake Co Close this circuit breaker o (a) 6F4, PARK BRAKE VLV	itch to NORM a ontrol Unit. on the P6 main	and press the RESET s power distribution p							

 EFFECTIVITY
 OPERATIONAL
 ALT BRAKE SYSTEM/SELECTOR VALVE

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AIRLINE CARD NO.

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MECH	INSP			
			(1)	Remove electrical power if it is not necessary (Ref 24–22–00/201).
			(2)	Remove hydraulic power if it is not necessary (AMM 29–11–00/201).
		E.	Put	the Airplane Back to Its Usual Condition.
			(1)	Set the parking brake.
			(2)	Remove hydraulic power if it is not necessary (AMM 29–11–00/201).
			(3)	Remove electrical power if it is not necessary (AMM 24-22-00/201).
EFF	ECTI	/ITY ·		ODEDATIONAL ALT REAKE SYSTEM/SELECTOR VALVE
				32-41-00-54 32-025-04 PAGE 7 OF 9 AUG 22/01



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ST	TATION									BOE	EING CARD NO.		
TAI	AIL NO.					Ø.	BOEI	NG		32-0	26-01		
	DATE			S	AS	QL.	767			AIR	LINE CARD NO.		
	SKILL WORK A					TASK CARD		D					
SKILL	W	ORK ARE	A	REL	ATED TASK		INTERV	AL	PHASE	MPD REV	TASK CARD REVISION		
AIRPL		G GE	AR				4C		012	DEC 22/05			
OPERA	ATION	AL	ANTIS	KID M	ODULE	HYDRAULI	C FUSES		N KEI EKENCE	AIRPLAN	NE ENGINE		
	ZONI	ES		ACCESS PANELS									
211 741	212	551	651	731	1004	651TB							
MECH INSF	P									I	MPD ITEM NUMBER		
	OP	ERAT	IONALL	Y CHE	CK ANT	TISKID MO	DULE HYDRAUL	IC FUSES.		32-4	1-00-2A		
	AC	CE33	NOTE	SPE THE SAF MAN	LAND ETY LO	ING GEAR ING GEAR ING SEAR ING ARA	DOORS AND IN CCORDANCE WI 32-00-15.	STALLING TH MAINTENANCE					
	1.	<u>Cap</u>	acity	Test	<u>For th</u>	<u>ne Antisk</u>	id Module Hy	<u>draulic Fuse</u>					
		Α.	Equip	ment									
			(1)	(1) Container – 3 U.S. gallon capacity minimum									
		Β.	Consu	mable	ole Materials								
			(1)	D0015	3 Hydr	aulic Fl	uid – BMS 3–	11					
		с.	Refer	ences									
			(1)	12–12	-01/30	)1, Hydra	ulic System	Servicing					
			(2)	29–11	-00/20	01, Main	(Left, Right	, and Center) Hy	draulic S	System	IS		
			(3)	32–00	-15/20	01, Landi	ng Gear Door	Locks					
			(4)	32–00	-20/20	01, Land	Gear Downloc	ks					
		D.	Acces	s									
			(1)	Locat 2 2 7 7	ion Zc 11 12 31 41	one Control Control Main Lan Main Lan	cabin (Left Cabin (Right ding Gear (L ding Gear (R	Side) Side) eft) ight)					
	 TTVTT	v -											
EFFEU	1111	I					OPERATIONAL	ANTISKID MODU	LE HYDRAU	JLIC F	USES		
							32-41-00-2	A 32-026-01	PAGE 1	0F 7	DEC 22/00		

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

						TASK CARD					
MECH	INSP										
		E.	Prep	are Fo	or the Test of	the Brake Syst	em Fuses				
			(1)	Make gear	sure the downl (AMM 32-00-20/	ocks are insta 201).	lled on the n	ose and m	ain	landing	ļ
			(2)	Make	sure the chock	cks are installed on the wheels.					
			<u>WARN</u>	<u>ING</u> :	USE THE PROCED LOCKS. THE DO TO PERSONS OR	URE IN AMM 32- ORS OPEN AND C DAMAGE TO EQUI	00-15/201 TO LOSE QUICKLY PMENT.	INSTALL T AND CAN C	HE DO AUSE	DOR INJURY	
			(3)	Open (AMM	the doors for 32-00-15/201).	the main landi	ng gear and i	nstall th	e doo	or lock	S
			(4)	Make	sure the parki	ng brake is re	leased.				
		F.	Do t	he Cap	pacity Test on	the Brake Fuse	S				
			(1)	To do that	o a test of the follow:	fuses for the	normal brake	system,	do tl	ne step	S
				(a)	Remove the scr screw.	ew and the was	her from the	end of th	e ble	eeder	
				(b)	Install a blee	d hose over th	e end of the	bleeder s	crew		
				(c)	Put a containe the brake blee bleed hose int	r with a minim der port so th o the containe	um capacity o at fluid can r.	f 3 U.S. flow dire	gallo ctly	ons nea from t	r he
				(d)	Pressurize the	right hydraul	ic system (AM	M 29-11-0	0/20 <sup>,</sup>	1).	
				(e)	Push the brake brake pressure	pedals to the	maximum trav	el to app	ly tl	ne full	
					<u>NOTE</u> : You can pushed	use the parki for the fuse t	ng brake to k est.	eep the b	rake	pedals	i
				(f)	Wear goggles to from the eyes.	o keep the spr	ay from the b	rake blee	d ho:	se away	,
EFF	ECTI	VITY -				OPERATIONAL	ANTISKID MOD	ULE HYDRA	ULIC	FUSES	
						32-41-00-2A	32-026-01	PAGE 2	OF	7 DEC	22/01

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AIRLINE CARD NO.



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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(m)	Make sure the fluid in the right hydraulic system reservoir is at the correct level. Fill if it is necessary (AMM 12–12–01/301).
		(2)	To d step	o a test of the fuses for the alternate brake system, do the s that follow:
			(a)	Remove the screw and the washer from the end of the bleeder screw.
			(b)	Install a bleed hose over the end of the bleeder screw.
			(c)	Put a container with a minimum capacity of 3 U.S. gallons near the brake bleeder port to let the fluid flow directly from the bleed hose into the container.
			(d)	Pressurize the center hydraulic system and remove the pressure from the right hydraulic system (AMM 29–11–00/201).
			(e)	Push the brake pedals the maximum travel to apply full brake pressure.
				<u>NOTE</u> : You can use the parking brake to keep the brake pedals pushed for the fuse test.
			(f)	While you apply full brake pressure, open the bleeder screw a half of a turn. Let the fluid flow into the container until the flow stops. This shows that the fuse closed.
				<u>NOTE</u> : The fluid can flow out of the brake very quickly and intermittently. Do not let it get into the area around the container.
			(g)	Close the bleeder screw.
			(h)	Set the fuse as follows (Fig. 202):
				<ol> <li>Hold the fuse reset knob in the bypass position for 5 seconds minimum to make sure the fuse is set.</li> </ol>
				2) While you hold the fuse in the bypass position push in and hold the brakes and listen to hear an audible sound as the fuse fills up with hydraulic fluid.
EFF	ECTIVITY			OPERATIONAL ANTISKID MODULE HYDRAULIC FUSES
				32-41-00-2A 32-026-01 PAGE 4 OF 7 DEC 22/05

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

							TASK CARD		
MECH	INSP								
				(i)	Do the	test aga	in for each f	use.	
					<u>NOTE</u> :	In the a on an ay bleed at	lternate brak te use one fu the four ble	e system, two side se. Thus, it is on ed plug locations.	oy side brakes ly necessary to
						Monitor sequence will use	the hydraulic of tests you approximatel	reservoir quantity do for the alterna y 1.4 gallons of hyd	carefully. The te brake system draulic fluid.
				(j)	Make su 1.5 ga	ure the c llons tot	uantity of fl al from all o	uid you collected is f the brakes on the	s not more than four axles.
				(k)	Do thi: Gear ()	s task; E AMM 32-41	leed the Whee -00/201).	l Brake System for	the Main Landing
				(1)	Do the	steps th	at follow to	out the brakes to n	ormal:
					1) Rei	move the	bleed hose.		
					2) In	stall the	e screw and th	e washer in the ble	eder screw.
					3) Ti	ghten the	e bleeder scre	w to 60 +/-20 pound	inches.
					4) In: por	stall loo rt.	kwire between	the bleeder screw a	and the bleed
				(m)	Make su at the (AMM 12	ure the 1 correct 2-12-01/3	<sup>:</sup> luid in the c level. Fill 301).	enter hydraulic sys <sup>.</sup> if it is necessary	tem reservoir is
		G.	Put	the A	irplane	Back to	Its Usual Con	dition	
			(1)	Set	the parl	king brak	æ.		
			<u>WARN</u>	<u>ING</u> :	USE THI THE DOO PERSON	E PROCEDU ORS OPEN S OR DAMA	IRE IN AMM 32- AND CLOSE QUI AGE TO EQUIPME	DO-15/201 TO REMOVE CKLY AND CAN CAUSE NT.	THE DOOR LOCKS. INJURY TO
			(2)	Remo for	ve the o the main	door lock n landing	s from the ma gear (AMM 32	in landing gear and -00–15/201).	close the doors
			(3)	Remo (AMM	ve the   29-11-0	pressure DO/201).	from the hydr	aulic system if it	is not necessary
<b></b>	 								
CFF		VTII					OPERATIONAL	ANTISKID MODULE HY	DRAULIC FUSES

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:	STATI	DN								BOE	ING CARD NO.			
1	TAIL N	10.	_			$\mathcal{A}$	BOEI	VG		32–0	28–01			
	TAIL NO. DATE			S	AIR	LINE CARD NO.								
	DAT					TASK CARD								
SKILL	PL R MAIN W/W		RE	ELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION				
AIRPL	_   I	R MAI	N W/N	J			1A		10101	002	APR 22/07			
	TASK	_	_			TITLE	_	STRUCTURAL ILLUSTRATIO	ON REFERENCE	AF AIRPLAN	PPLICABILITY NE ENGINE			
SERV	VIC	=	P/	ARKING B	RAKE A	LCUMULAIO	PR			ALL	ALL			
		ZONES						ACCESS PANELS						
144					742									
MECH IN	ISP				1					I	MPD ITEM NUMBER			
		CHEC REQU	K PAN	RKING BR	AKE ACO	CUMULATOR	PRESSURE AND	SERVICE AS		12–1	5-04-3A			
	-	I. <u>F</u>	<u>ill</u>	<u>the Park</u>	ing Bra	<u>ake Accum</u>	<u>ulator</u>							
	A. Equipmen													
			(′	l) Pres Avai	Pressurized Nitrogen Source – Commercially Available									
	B. References													
			(*	I) AMM	29–11–(	29–11–00/201, Main (Left, Right, and Center) Hydraulic Systems								
			G	2) AMM	32-00-1	15/201 <b>,</b> L	anding Gear D.	oor Locks						
			C	3) AMM	32-00-2	20/201, L	anding Gear D.	ownlocks						
		С	. A	ccess										
			(′	l) Loca	tion Zo 143/144	ones 4 Main	n Landing Gear	Wheel Well						
		D	. Pi	rocedure										
			(*	l) Make gear	sure 1 (AMM 3	the downl 32-00-20/	ocks are inst 201).	alled on the no	ose and ma	in la	nding			
			<u>W/</u>	ARNING:	OBEY 1 OPEN # INJUR1	THE INSTA AND CLOSE IES TO PE	LLATION PROCE QUICKLY. TH RSONS OR DAMA	DURE FOR THE DO E MOVEMENT OF 1 GE TO EQUIPMEN1	OOR LOCKS. THE DOORS	THE CAN C	DOORS			
EFFE	CTI	/ITY					SERVICE	PARKING BRAKE	ACCUMULA	TOR				
							12-15-04-3A	32-028-01	PAGE 1	OF 4	APR 22/99			

32-028-01

SAS CARD

AIRLINE CARD NO.

				TASK CARD	
MECH	INSP				
			(2)	)pen the doors for the right main landing gear and install the door Locks (AMM 32–00–15/201).	•
			(3)	Remove the pressure from the right and center hydraulic systems (AMM 29–11–00/201).	
			(4)	out chocks on the landing gear wheels.	
			(5)	<pre>telease the parking brake, if it is set.</pre>	
			(6)	perate the left and right brake pedals a minimum of ten times to emove the pressure from the brake system.	
			(7)	oo a check of the pressure indication on the brake accumulator pressure gage, found adjacent to the charging valve, to see if it i in the correct precharge pressure range as shown on the placard (View C).	is
			(8)	If the pressure shown is not in the correct precharge pressure rang shown on the placard (View C), do the servicing of the accumulator with nitrogen as follows:	Je
				(a) Operate the brake pedals until the pressure shown on the gage does not decrease any more.	
				(b) Remove the cap from the charging valve (Views A and B).	
				c) Attach a nitrogen source to the charging valve.	
				<u>IARNING</u> : DO NOT LOOSEN THE CHARGING VALVE. THE INTERNAL PRESSURE CAN BLOW THE VALVE OUT AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.	
				(d) Loosen the swivel nut one turn.	
				e) Fill the accumulator to the pressure shown on the placard adjacent to the charging valve.	
				<u>NOTE</u> : If a large amount of charging with nitrogen is necessary, allow the accumulator pressure and temperature to stabilize for five minutes, and then do check of the pressure again.	а
				(f) Tighten the swivel nut.	
EFF	ECTI	VITY -		SERVICE PARKING BRAKE ACCUMULATOR	

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32-028-01

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

		-		TASK CARD			
MECH	INSP						
		(g)	Operate the br pressure does	rake pedals aga not decrease.	in and make s	ure the accu	ımulator
			1) If the pro to the pro brake peda	essure decrease essure shown on als does not ca	s, continue to the placard use the press	o fill the a until operat ure to decre	accumulator tion of the ease.
		(h)	Remove the nit leakage at cha	rogen source, arging valve.	and make sure	there is no	o external
		(i)	Attach the cap	o to the chargi	ng valve.		
		WARNING:	USE THE PROCED THE DOORS OPEN PERSONS OR DAM	DURE IN AMM 32- I AND CLOSE QUI IAGE TO EQUIPME	OO-15/2O1 TO CKLY AND CAN NT.	REMOVE THE D CAUSE INJURY	OOOR LOCKS. 7 TO
		(9) Remo door	ove the door loo (AMM 32-00-15/	k from the rig 201).	ht main landi	ng gear and	close the
EFF	ECTIVITY			SERVICE	PARKING BRAK	E ACCUMULATO	R
				12-15-04-3A	32-028-01	PAGE 3 OF	4 APR 22/99



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STA	ATION	7					BOEING CARD NO.					
TAIL NO.		-	32-029-01									
			SAS 767									
U	DATE			TASK CA	RD							
SKILL	WORK A	RÉA	RELATED TASK	INTE	RVAL	PHASE	MPD TASK CARD REV REVISION					
		EAR	W-32-030-01	00048 HRS	NOTE STRUCTURAL ILLUSTRATION R	002DY	011 DEC 22/07					
CHECK	(/INSP	MAIN	N & NOSE GEAR TIR	ES			AIRPLANE ENGINE					
	ZONES				ACCESS PANELS		ALL ALL					
711	731 74	1										
	,						MPD ITEM NUMBER					
MECH INSP												
	INSPE	32-45-04-6A										
	INTERVAL NOTE: 48 ELAPSED CLOCK HOURS.											
	1. <u>Ti</u>	res Ir	nspection/Check_									
	٨	Pofe	aranças									
	A.	Keterences										
		(1)	AMM 05-51-16/20	01, Burst/Flat S	Spotted Tires (Condi	tional	Inspection)					
		(2)	(2) AMM 12-15-03/301, Tires - Servicing									
		(3)	(3) AMM 32-00-20/201, Landing Gear Downlocks									
	в.	Prod	Procedure									
		(1)	(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).									
		(2)	(2) Put wheel chocks on all landing gear wheels to prevent the airplane movement.									
		(3)	(3) Do a check of the tire pressure to see if it is within the allowable pressure range (AMM 12-15-03/301).									
			<ul> <li>(a) If a tire has been turned when it is flat, all tires on that axle must be removed. Also, all tires on that axle must be removed when a tire is turned at 20 percent or more below the allowable pressure range.</li> <li>(b) If it is shown that a pressure decrease occurred after the airplane was parked (and the tire did not turn), remove the tire with the low pressure (AMM 12–15–03/301).</li> </ul>									
	c.	Exar	nine the Tires									
EFFECT	IVITY			CHECK/INSF	MAIN & NOSE GEA	R TIRES	3					
				32-45-04-	-6A 32-029-01 P	PAGE 1	OF 13 DEC 22/07					

32-029-01

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP								
		(1)	Do t cond	he st lition	eps that f s.	follow and exam	ine the tire	s for wear ar	nd damage
			(a)	Refer to figure 602 for wear and damage conditions and replace the tires that exceed the limits.					
				<u>NOTE</u>	: Refer t constru	co Fig. 601 for action details.	tire nomenc	lature and t	ire
			(b)	Exam	ine the ti	res for the pr	esence of co	ntaminants.	
				1)	Keep the t hydraulic Cover the chemicals	tires clean of fluids, aircra tire if these may spill or c	contaminants Ift cleaning or other pot Irip on the t	such as oils agents, and g entially harm ire.	s, fuels, greases. nful
				2)	Wipe off t contaminat	che tire with a ced.	soapy solut	ion if the ti	ire becomes
				3)	The tire s practical or there a	should be remov if the surface are bulges pres	ed from serv of the tire ent.	ice as soon a appears soft	as t, spongy,
			(c)	Exam cuts	ine the ti , and flat	res for air le spots (See Fi	aks, abrasio g. 602 for d	ns, unusual w amage limits)	worn areas,
			(d)	Remo foll	ve the tir ow:	es that have t	he damage or	wear conditi	ions that
				1)	Cuts or we the sidewa	eather cracks i alls that excee	n the groove d the limits	s, tread, sho shown in Fig	oulder, or g. 602.
				2)	Blisters, tread, sho	bulges, or oth bulder, or side	er signs of wall area.	ply separatio	on in the
				3)	Tires with ply (bias)	n a flat spot w or cut protec	hich shows t tor (radial)	he thread rei	inforcement
			NOTE: If the cut protector (radial) or tread reinforcement ply (bias) shows, the tire should be replaced as soon as possible. If necessary, the tire may be used for a small number of landings until it is replaced. However, you may not be able to retread the tire if you leave the tire in service too long with this condition.						
EFF	ECTIVIT	Y ——				CHECK/INSP	MAIN & NOSE	GEAR TIRES	
						32-45-04-6A	32-029-01	PAGE 2 OF	- 13 AUG 22/06

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SAS DEING 767 TASK CARD

AIRLINE CARD NO.

		TASK CARD					
MECH	INSP						
		4) Other types of damage which can cause tire problems.					
		(e) Examine the tires for worn areas:					
		<ol> <li>Measure the depth of the tire tread groove at three points that are equally spaced apart.</li> </ol>					
		<ol> <li>If the average depth of any groove is 1/32 inch (0.79 mm) or less, the tire must be replaced at the next convenient maintenance opportunity.</li> </ol>					
		<ol> <li>If the tread ply (radial) or carcass ply (bias) shows at any location, the tire is not serviceable and must be replaced.</li> </ol>					
		4) If the tread is worn so that the cut protector (radial) or tread reinforcement ply (bias) shows at any location, the tire must be replaced at the next convenient maintenance opportunity.					
		NOTE: If the cut protector (radial) or tread reinforcement ply (bias) shows, the tire should be replaced as soon as possible. If necessary, the tire may be used for a small number of landings until it is replaced. However, you may not be able to retread the tire if you leave the tire in service too long with this condition.					
		D. Examine the thermal fuse					
		(1) The steps that follow are the specifications for the thermal fuse conditions:					
		<ul> <li>(a) A tire is not serviceable when there is a decrease in the pressure because the wheel thermal fuse melted or extruded.</li> <li>When this occurs, remove the tire and do the high energy stop/heat damage conditional inspection (AMM 05-51-14/201).</li> </ul>					
<u>NOTE</u> : All other main gear tire—wheels must be examined f signs that the thermal fuses are melted, extruded, they leaked. This is specially at the tire—wheel positions that have hot brakes.							
		(b) When an inspection shows that a wheel thermal fuse is not fully melted (extruded) but does not leak, do the steps that follow:					
EFF	ECTIV	VITY CHECK/INSP MAIN & NOSE GEAR TIRES					

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AIRLINE CARD NO.

MECH	INSP	-						
			1)	Do the high (AMM 05-51-	energy stop/ 14/201).	heat damage c	onditional	inspection
			2)	Examine the is not serv	wheel before iceable and i	each flight s removed.	until the	tire-wheel
		(c)	When of t remo	a tire-whee he steps the oved. Also,	el assembly, at follow, ta do an inspec	or a wheel ha g the wheel a tion of the w	s been rem nd tell wh heel (Ref	oved because y it was 32-45-03).
			1)	The wheel to	urned on a ru	nway without	a tire.	
			2)	Each tire o turned on a	n the same ax runway.	le is a flat	tire, and	they were
				<u>NOTE</u> : Put	tags on both	wheels to be	inspected.	
			3)	The wheel s thermal fuse	hows signs of e that leaks.	a melted, ex	truded, or	a wheel
			4) When one of the wheels on an axle has a flat tire, replace the other tire-wheel assembly on that axle. Also, do this if the tire is not there. Put a tag on the assembly to discard the tire (Ref 12-15-03).					
				<u>NOTE</u> : When the pressure decrease was after the airplane was parked (the tire did not turn), the good tire on that axle does not have to be replaced.				
EFF	ECTI	VITY			CHECK/INSP	MAIN & NOSE	GEAR TIRES	
					32-45-04-6A	32-029-01	PAGE 4	OF 13 AUG 22/06
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AIRLINE CARD NO.















STATION							BOE	ING CARD NO.
TAIL NO.		a	X A	<i>MEI</i> A			32-07	29-02
	S	AS 767						INE CARD NO.
DATE	•		1	TASK CARD	)			
SKILL WORK AREA	RELA	TED TASK		INTERVAL		PHASE	MPD REV	TASK CARD
AIRPL LNDG GEA	R		0075	O HRS		10101	019	AUG 22/08
		TITLE			STRUCTURAL ILLUSTRATION R	REFERENCE	AP AIRPLAN	PLICABILITY E ENGINE
CHECK/INSP	NUSE AND MA	AIN GEAR I	IRES AN	D WHEELS			ALL	ALL
					ACCESS PANELS			
(11 (51 (41								
MECH INSP							м	PD ITEM NUMBER
VISUALL WHEELS	Y INSPECT T	THE NOSE A S DAMAGE.	ND MAIN	LANDING G	EAR TIRES AND		32-4	5-00-A
		J DAMAGE .						
EFFECTIVITY			СН	ECK/INSP	NOSE AND MAIN G	GEAR TIF	RES ANI	D WHEELS
			_	2 / 5 00 4	z2 020 02 -		0F 4	AUC 22/08
			<sup>3</sup>	2-4J-00-A	32-029-02 F	AUE I	UF I	AUG 22/UO

STATION						BOE	ING CARD NO.			
TAIL NO.			S BOEIN	IG		32-0	29-04			
DATE		SAS &	767			AIRL	INE CARD NO.			
			TASK CARD			MDD	TACK CARD			
SKILL WO	DRK AREA	RELATED TASK	INTERVAL		PHASE	REV	REVISION			
	G GEAR	W-32-029-01	00048 HRS	NOTE STRUCTURAL ILLUSTRATION RE	OO2DY FERENCE		APR 22/08			
SERVICE	TIR	E PRESSURE								
ZONE	s			ACCESS PANELS						
711 731	741									
MECH INSP						M	PD ITEM NUMBER			
СНЕ	ECK MAIN	AND NOSE GEAR TI	RES FOR INFLATION	PRESSURE.		12-1	5-03-3B			
		TE. /9 ELADSED		-						
	1 Tine Servicing									
1.	<u>Tire Se</u>	rvicing								
	A. Equipment									
	(1)	GO1158 Nitrogen	, Gaseous (Dry, Co	ommercial						
		Grade, 9	9.5 percent pure),	, from a						
	(2)		· · · · · · · · · · · · · · · · · · ·							
	(2)	Air – <u>If nitrog</u> clean dry	<u>en is not availab</u> air with maximum	<u>.e,</u> moisture content						
		that is e of -20 de	quivalent to an at grees F (-29 degre	mospheric dew po <sup>.</sup> es C), from a	int					
		pressure	regulated source	·						
	C. Ref	erences								
	(1)	AMM 32-45-01/40	1, Main Gear Tires	5						
	(2)	AMM 32-45-02/40	1. Nose Gear Tires	5						
	D. ACC									
	(1)	Location Zones 711 Nose	Landing Gear							
		731 Left 741 Righ	Main Landing Gear	ar						
		i ti kign	t ham Lunding dec							
EFFECTIVITY			SERVICE	TIRE DECCUDE						
				70.000.0/						
			12–15–03–3B	32-029-04 P	AGE 1	OF 19	APR 22/05			
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AIRLINE CARD NO.

MECH	INSP	-							
		E	. P	rocedure to Find the necessary tire presssure (Fig. 301, Fig. 301A)					
				<u>CAUTION</u> : TO OPERATE AT A HIGHER GROSS WEIGHT, MAKE SURE YOU SERVICE THE TIRE TO THE PRESSURE THAT IS NECESSARY FOR THAT GROSS WEIGHT. ADJUST THE TIRE PRESSURE AS SHOWN IN THE TIRE PRESSURE LIMIT CHARTS. DAMAGE TO THE TIRES WILL OCCUR IF THE TIRE PRESSURE IS TOO LOW FOR THE AIRPLANE GROSS WEIGHT.					
			(	<ol> <li>Use the Tire Pressure Limit charts to find the tire pressure for the airplane's maximum gross weight.</li> </ol>					
			(	2) If the airplane is usually operated at less than the maximum gross weight (for example, pilot training), you can lower the pressure as shown in the Tire Pressure Limit charts.					
			(	<ol> <li>You can use the maximum pressure shown on the Tire Pressure Limit charts at all gross weights.</li> </ol>					
			(	4) Use the same pressure in all of the main tires and the same pressure in all of the nose tires.					
		F	. т	ire Pressure Check					
			(	1) Let the tires cool for a minimum of 2 hours after a flight.					
			(	2) Do a check of the tire pressure with an accurate gage.					
			(	3) Do a check of the tire pressure of each tire with an accurate gage or the tire pressure indicating system (TPIS), if installed.					
			(	4) Compare the measured pressure with the tire pressure you found in the Find an Applicable Tire Pressure procedure.					
			(	5) Do the applicable steps that follow:					
<ul> <li>(a) If the measured tire pressure is less than the tire pres found in the main and nose gear tire pressure limits cha (Fig. 301 and Fig. 302) by no more than 5 percent, infla tire to the pressure in the charts.</li> </ul>									
		(b) If the tire pressure is between 5 percent and 10 percent less than the tire pressure found in the charts, do the steps that follow:							
EFF	ECTI	VITY		SERVICE TIRE PRESSURE					
				12-15-03-3B 32-029-04 PAGE 2 OF 19 AUG 22/01					

BOEING	CARD	N0.
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			(	$\boldsymbol{\mathcal{T}}$	RAEI	NE			32-029-04
		S	SAS 🕻		767				AIRLINE CARD NO.
					TASK CA	RD			
MECH	INSP								
			WARNING:	USE A AN UN PERSO	A REGULATED NREGULATED DNS AND DAM	PRESSUR PRESSURE AGE TO E	E SOURCE TO S SOURCE CAN C QUIPMENT.	ERVIC AUSE	E THE TIRES. INJURIES TO
			1) Infla	ate the	e tire to t	he neces	sary pressure	·-	
			2) Do a	check	of the pre	ssure ag	ain after 24	hours	-
			<u>CAUTION</u> :	TIRES NOMIN LOSS TOO L AS SC	S THAT REQU NAL SERVICE OR CARCASS LONG. THES DON AS POSS	IRE FREQ PRESSUR RUPTURE E TIRES IBLE.	UENT REFILLS E ARE LIKELY IF THEY ARE SHOULD BE REM	TO MA TO HA LEFT IOVED	INTAIN THE VE A TREAD IN SERVICE FROM SERVICE
			3) If the press	ne tire sure aç	e pressure gain, repla	is more ce the t	than 5% below ire.	the	necessary
			a) F M	Remove Main Ge	the wheel ear; AMM 32	and tire -45-02/4	assembly (AM O1, Nose Gear	M 32- ).	45-01/401,
			b) s 1	Send th find th	ne wheel an ne cause fo	d tire a r the lo	ssembly for a w tire pressu	n ins re.	pection to
		(c)	If the ti tire pres	ire pre ssure,	essure is b do these s	etween 1 teps:	0% – 20% belo	w the	necessary
			1) Repla	ace the	e tire and	wheel as	sembly.		
			a) F N	Remove Main Ge	the tire a ear; AMM 32	nd wheel -45-02/4	assembly (AM O1, Nose Gear	M 32- う.	45-01/401,
			b) s 1	Send th find th	ne wheel an ne cause fo	d tire a r the lo	ssembly for a w pressure.	ın ins	pection to
		(d)	If the tipressure,	ire pre , do th	essure is m nese steps:	ore than	20% below th	ie nec	essary tire
			1) Repla	ace the	e tire and	wheel as	sembly.		
			a) S 1	Send th find th	ne wheel an ne cause fo	d tire a r the lo	ssembly for a w tire pressu	ın ins ıre.	pection to
EFF	ECTIVITY				SERVICE	TIRE	PRESSURE		

			Á	RAFIA	1 <b>G</b>	32-029-04
			SAS XX			AIRLINE CARD NO.
			542	TASK CARD		
MECH	INSP	G.	<ul> <li>2) If the wh weight on wheel and that axle</li> <li>a) Mark</li> <li>a) Mark</li> <li>b) Send</li> <li>3) Mark the inspector</li> <li>Procedure to Initially</li> <li>NOTE: Use the handheld inflate the tire</li> <li>WARNING: INITIALLY FIL FILLED WITH A TIRE WITH AIR PERSONS OR DA</li> </ul>	TASK CARD eel and tire as it after the p tire assembly on the tire tha and tire assem ire pressure. the tire for in reason for the s when they exa Inflate a Tire pressure gage L THE TIRE WITH IR WILL MAKE EX , AN EXPLOSION MAGE TO EQUIPME	sembly has turned with pressure had decreased, installed on the oppos- at it was on the same an ably that was replaced h aspection for damage. tire removal on the time mine the tire. to measure the pressure to measure the pressure PLOSIVE GASES. If YOU CAN OCCUR AND CAUSE IN-	the airplane replace the ite side of ale with a because of re to aid the e when you THAT IS FILL THE JURIES TO
			(1) Use the instructio tool.	ns on the tire	inflation tool and ins <sup>.</sup>	tall the
			WARNING: USE A REGULAT UNREGULATED P DAMAGE TO EQU	ED PRESSURE SOL RESSURE SOURCE IPMENT.	RCE TO SERVICE THE TIRI CAN CAUSE INJURIES TO F	ES. AN PERSONS AND
			(2) Inflate the tire w and 302.	ith nitrogen to	the pressure shown on	Figs. 301
			(3) Remove the tire in	flation tool.		
		н.	Procedure to Add Nitrog	en or Air to a	Tire (Figs. 301 and 302	2)
EFF	ECTIV	ІТҮ -		SERVICE	TIRE PRESSURE	

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SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP	-	
		(1)	If the volume of the oxygen in the tire will be more than 5 percent, fill the tire as follows:
			<u>NOTE</u> : See the fill procedure in the steps that follow to calculate the volume of oxygen.
			(a) Deflate the tire to one atmosphere pressure.
			(b) Inflate the tire with the Initially Inflate the Tire procedure.
		(2)	Install the tire inflation tool.
		(3)	If nitrogen is available, fill the tire with nitrogen to the pressure that is necessary (Figs. 301 and 302).
		(4)	If nitrogen is not available, fill the tire with air as shown in Procedure 1 or Procedure 2.
			<ul> <li><u>NOTE</u>: You can use air when nitrogen is not available but you must obey this limit: <ul> <li>The air that you add can not cause the volume of the oxygen in the tire to be more than 5 percent.</li> <li>To make sure that the oxygen does not become more than 5 percent, use one of the procedures that follow (Procedure 1 or Procedure 2):</li> </ul> </li> </ul>
			<ul> <li>(a) Procedure 1: Make a record of the quantity of the air that you add each time that you fill the tire. The sum of all the air refill pressures must not be more than 13 psi.</li> </ul>
			EXAMPLE: You can add one 6 psi and one 7 psi refill of air. Deflate the tire and inflate it with nitrogen when the it is necessary to increase the pressure again.
EFF	ECTI	VITY	SERVICE TIRE PRESSURE
			12-15-03-3B 32-029-04 PAGE 5 OF 19 APR 22/08

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AIRLINE CARD NO.



MECH INSP

		(b)	Procedure Make a re that you sum of al than the <u>EXAMPLE</u> :	e 2: fill fill For 165 of a more psi, nece defl	of the quantit the tire (for quantities of um quantity sh example, you i psi with nitro ll the quantit than 30 psi. one 14 psi, a ssary to add g ate the tire a	y of the air t example, 5 psi air that you own in Fig. 30 nitially infla gen. As shown ies of air tha For example, nd two 5 psi r as to the tire nd inflate it	hat yo , 8 ps add mu 4. te the in Fi t you you ca efills again with n	u add i, et st no g. 30 add c n add . Wh , you itrog	eac c.). t be 4, t an n one en i mus en.	h tin The more he su ot be 6 t is t	ne e e um e
	(5	) Remov	ve the tir	e inf	lation tool.						
EFFECT					SERVICE						
					12-15-03-30	32_029_0/	PACE	6 05	10		22/04
						52-027-04	FAGE	0 05	17	AUG /	22700

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AIRLINE CARD NO.





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AIRLINE CARD NO.





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AIRLINE CARD NO.





AIRLINE CARD NO.



SAS

SAS SAS 767 MGTOW: 389 - 409 K SAS SAS GEAR BARS PSI SAS SAS SAS Standard Inflation SAS Pressure MAIN 13,8-13,1 200-190 5 SAS SAS On-Ground (loaded) NOSE 12,4-11,7 180-170 SAS SAS SAS If a tire is found SAS within 13,1-12,4 : MAIN 190-180 SAS SAS re-infl to max std 11,7-11,0 NOSE 170-160 SAS SAS SAS If found within : 12,4-9,6 180-140 MAIN SAS replace that wheel NOSE 11,0-8,6 160-125 SAS SAS SAS 9,6 140 If found below Ξ. MAIN SAS SAS replace both wheels NOSE 8,6 125 SAS SAS SAS SAS Figure 301A sheets 2 and 3 indicate correct inflation pressure SAS acc. to A/C Take-Off Weight. SAS Because of difficulties in constantly changing pressures, the SAS standard inflation pressure shall be as given in the table SAS above. SAS SAS SAS SAS SAS NOTES: 1. TIRES ON THE SAME AXLE MUST BE INFLATED TO THE SAME SAS PRESSURE. SAS 2. INFLATION PRESSURE TOLERANCE IS +5/-0 PSI OR 0.35 SAS BARS. SAS SAS 3. INFLATION PRESSURES SHOWN ARE COLD, LOADED PRESSURES SAS (WITH AIRPLANES RESTING ON TIRES). FOR UNLOADED SAS TIRES, REDUCE THE PRESSURE BY 4%. SAS SAS SAS SAS SAS Landing Gear Tire Inflation Limits SAS Figure 301A (Sheet 1) EFFECTIVITY SERVICE TIRE PRESSURE 紧K, MP (767-300 AIRPLANES)

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AIRLINE CARD NO.



BOEING

32-029-04

AIRLINE CARD NO.



TASK CARD

AIRCRAFT TYPE	GROSS WEIGHT (LBS X 1000)				
767–200	240 282 322				
767–200er	240 295 352.2 361				
767-200ER(IGW)	240 295 354 360 388				
767–300	240 315.5 352				
767–300er	240 315.5 381 388				
767-300ER(IGW)	240 320 401 409				

- NOTE: USE THIS CHART TO FIND THE CORRECT NOSE GEAR TIRE SERVICING CHART IN FIG. 303. DETERMINE THE MAXIMUM GROSS WEIGHT CONFIGURATION OF THE AIRPLANE TO BE SERVICED AND USE THE TIRE SERVICING CHART FOR THE CORRESPONDING AIRPLANE TYPE. (FOR EXAMPLE, IF YOU ARE SERVICING THE NOSE GEAR TIRE ON A 401,000 POUND MAXIMUM TAXI WEIGHT AIRPLANE, USE THE 767-300ER NOSE GEAR TIRE SERVICING CHART.)
- THE GROSS WEIGHTS SHOWN ARE THE MAXIMUM TAXI WEIGHTS FOR THE VARIOUS CONFIGURATIONS OF 767-200 AND 767-300 TYPE AIRPLANES IN SERVICE.

767-200 and 767-300 Airplane Type and Gross Weight Configurations Figure 302

EFFECTIVITY ଝ		SERVICE	TIRE PRESSURE						
A03		12-15-03-3B	32-029-04	PAGE	12	0F	19	AUG	22/06
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AIRLINE CARD NO.





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SAS

AIRLINE CARD NO.



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AIRLINE CARD NO.

32-029-04





AIRLINE CARD NO.

32-029-04



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4



AIRLINE CARD NO.

32-029-04



3

3

4





STATION		]					BOE	EING CARD NO.		
TAIL NO.		-		A BOEI	NG		32-0	30–01		
NATE		-	SAS &	767			AIR	LINE CARD NO.		
	DATE			TASK CAR	D					
SKILL	WORK AR	EA	RELATED TASK	INTERV	L	PHASE	MPD REV	TASK CARD REVISION		
AIRPL	LNDG G	EAR	W-32-029-01	00048 HRS	NOTE	002DY	002	APR 22/05		
		ΜΛΤΝ	TITLE		STRUCTURAL ILLUSTRATION R	EFERENCE	APPLICABILITY AIRPLANE ENGINE			
	K7 INSF		AND NOSE GEAR W	MLLL3			ALL	. ALL		
711	ZONES 731 74	1			ACCESS PANELS					
MECH INS	;P		·				I	MPD ITEM NUMBER		
	VISUAL INTEGR	LY IN RITY. /AL NO	NSPECT MAIN & NOS DTE: 48 ELAPSED	E GEAR WHEELS FO CLOCK HOURS.	R CONDITION AND		32-4	5-03-6A		
	1. <u>Exa</u>	amine	the Wheels (Whee	el Installed on A	<u>irplane)</u> (Fig. 601	)				
	Α.	Refe	erences							
		(1)	32-00-20/201, L	anding Gear Down.	locks					
		(2) 32-45-01/401, Main Gear Wheel and Tire								
	в.	Proc								
		(1) Make sure that the landing gear downlocks are installed (AMM 32-00-20).								
		(2)	on.							
	(3) Examine the main gear wheels for evidence that they have ov									
		(4) If a wheel or wheels have a flat tire or the tire is not there the steps that follow:								
		<ul> <li>(a) If the tire on a wheel is flat, replace the wheel and tire assembly.</li> <li><u>NOTE</u>: If two wheels on the same axle have flat tires, put tags on the wheels to make sure that they are checked for deformation in the overhaul shop.</li> </ul>								
EFFEC	TIVITY			CHECK/INSP	MAIN AND NOSE G	EAR WHE	ELS			
				32-45-03-6	А 32-030-01 Р	AGE 1	0F 3	6 APR 22/05		

			$\boldsymbol{\sigma}$	Æ	32-030-01				
		SAS	Kr 1	767		-	AIRLINE CARD NO.		
				TASK CARD					
MECH INSP									
	(b) If there is no tire on the wheel, discard the wheel if there evidence that the wheel has turned on the runway without the tire.								
	<ul> <li>NOTE: If an airplane is moved on a wheel without a ti wheel is permanently damaged. Damage occurs que the vertical part of the rim flange, but you can always see the damage. If such a wheel is used the wheel rim flange will usually break suddent small pieces. Thus, no repairs are permitted a damage is not always apparent.</li> <li>(5) If two tires on the same axle are flat, make sure that you wheels to do a check for deformation as given in the wheel data before you install tires on them.</li> </ul>								
	<ul><li>(6) Do a check of the hubcaps for loose retainer clamps and tighten replace them if it is necessary.</li><li>(7) Examine the tiebolt installations for:</li></ul>								
		(a) Loose	tiebolts	and tiebolt n	uts				
		(b) Damage	d tiebol	ts					
		(c) Missin	g tiebol	t(s).					
	(8)	If you found a loose or damaged tiebolt or if there is a missing tiebolt, remove the wheel (AMM 32–45–01/401, Main Wheel; AMM 32–45–02/401, Nose Wheel).							
	(9)	If you removed the wheel, do the steps to examine the wheel with the wheel removed from the airplane (below).							
		<u>NOTE</u> : Care	l for damage a	nd broken	parts.				
	<ul> <li>(10) If you removed a main wheel, examine the brake for damage an parts.</li> <li>(11) Do a check to make sure the heat shield fasteners are tightl attached. Tighten the nuts to 800 ± 25 lb-in, if it is nece</li> </ul>								
EFFEUIIVIIY				CHECK/INSP	MAIN AND NOSE	GEAR WHE	LS		
				32-45-03-6A	32-030-01	PAGE 2 (	)F 3 APR 22/0		



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STATION											BOE	ING CARD NO.
TAIL NO.			•		$\langle n \rangle$	BO	EIA	G			32–0	35–01
DATE			S	AS		7	67				AIRL	INE CARD NO.
SK TI I	WORK AR	E A	DEL	ATED TACK		TASK				DUACE	MPD	TASK CARD
			KEL	ATED TASK		70	INTERVAL			17/7/	REV	REVISION
	FWD COM			т	TTLE	36		STRUCTURAL ILLUS	TRATION RE	T 3636 FERENCE		APR 22/06
CHECK/INSP CENTE			TERING	& RUDD	ER INTE	RCONNECT	MECH					
ZONES								ACCESS PANELS			ALL	ALL
117	118			119AL								
MECH INSP											Ν	1PD ITEM NUMBER
	VISUAL	LY IN	NSPECT FOR CON	NOSE W DITION	HEEL CE AND IN	NTERING 8	& RUDDE	R INTERCONN	IECT		32-5	1-02-В
EFFECT	IVITY					CHECK/	INSP	CENTERING	& RUDI	DER IN	FERCON	NECT MECH
						32-51-	-02-в	32-035-01	P/	AGE 1	0F 2	AUG 10/98
			BOEING PR	OPRIETARY	- Copyright	(C) – Unpublis	shed Work -	See title page for	r details.			


STAT	TION									BOE	ING CARD NO.
TAIL NO.						$\mathcal{A}$	BOEIN	1G		32-0	37–01
DATE				S	AS	<i>V</i>	767			AIRL	INE CARD NO.
UF				TASK CARD							
SKILL	W	ORK ARE	A	REI	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ELECT	MAI	N EE	CTR			TITLE	20	STRUCTURAL ILLUSTRATION R	12424	007 AP	AUG 22/09
FUNCT	IONAI	L	ANTI	-SKID/	/AUTOBR	RAKE CON	NTROL UNIT			AIRPLAN	E ENGINE
	ZONE	S						ACCESS PANELS			
119	211	731	741								
MECH INSP	_									м	PD ITEM NUMBER
	FUI PR	NCTI OPER	ONALL BRAK	Y CHE	CK ANTI LICATIO	I-SKID/# DN.	AUTOBRAKE CONTRO	DL UNIT FOR		32-4	2-00-5A
	1.	<u>Ant</u>	iskid	<u>Syste</u>	<u>em Test</u>	t – Brak	<u>ke Release</u> (Fig	. 501)			
		Α.	Refe	rences	S						
			(1)	AMM 2	24-22-0	00/201,	Electrical Pow	er – Control			
			(2)	AMM 2	29–11–0	)0/201 <b>,</b>	Pressurize/Dep	ressurize Main Hy	draulic	: Syst	em
			(3)	AMM 3	32-00-1	15/201,	Landing Gear Do	oor Locks			
			(4)	AMM 3	32-00-2	20/201,	Landing Gear Do	ownlocks			
			(5)	AMM 3	34-21-0	00/501,	Inertial Refer	ence System			
		Β.	Gene	ral							
			(1)	This the a	is a t antiski	test to id syste	make sure that em controls.	the brakes relea	ise and	reapp	ly with
			(2)	You	can mon	nitor br	rake adjuster i	ndicator pin move	ment or	the	brake
				to se whee The t shows	ee that l prote front p s the w	t the br ection a banel of wheel nu	rakes release an are wheels 1 and f the Antiskid/ umber assignmen	nd reapply. Whee 1 5, 2 and 6, 3 a Autobrake Control	nd 7, a Unit (	nd 4 Fig.	and 8. 501)
		с.	Prep	are fo	or the	Test					
			(1)	Make	sure t	the down	nlocks are inst	alled on the mair	and no	ose la	nding
				gear	(AMM 3	52-00-20	J/201).				
EFFECT	ידועו	r -					FUNCTIONAL				
	_ •							ANTI-SKID/AUTOE	WAKE UU	INTROL	
							32-42-00-5A	32-037-01 F	PAGE 1	OF 17	DEC 22/00



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AIRLINE CARD NO.

MECH	INSP	-						
			<u>WARNING</u> :	USE THE PROCED LOCKS. THE DO TO PERSONS OR	URE IN AMM 32- ORS OPEN AND C DAMAGE TO EQUI	00-15/201 TO LOSE QUICKLY PMENT.	INSTALL THE AND CAN CAUS	DOOR E INJURY
			(2) Open (AMM	the doors for 32-00-15/201).	the main landi	ng gear and i	nstall the d	loor locks
			(3) Make	sure that choc	ks are install	ed on the lan	ding gear wh	eels.
			(4) Supp	ly electrical p	ower (AMM 24-2	2-00/201).		
			(5) Do t of t	hese steps to i he main landing	nstall a press gear (8 locat	sure gage at e tions):	ach of the b	rake units
			(a)	Make sure that	the parking b	orake is relea	sed.	
			(b)	Make sure that	the brakes ar	e not operate	d manually.	
			<u>WARN</u>	ING: THE BRAKE DISCONNEC IF YOU TR DISCONNEC UNDER HIG PERSONNEL	S MUST NOT BE T THE TWO PART Y TO CONNECT C T WITH THE BRA H PRESSURE CAN AND DAMAGE TO	IN OPERATION S OF A HYDRAU R DISCONNECT KE IN OPERATI I RELEASE. TH EQUIPMENT.	WHEN YOU CON LIC BRAKE DI A HYDRAULIC ON, HYDRAULI IS CAN CAUSE	NECT OR SCONNECT. BRAKE C FLUID INJURY TO
			(c)	To remove all phalf of the hydrogeneity	pressure from draulic brake	the brake uni disconnect fr	t, disconnec om the brake	t the hose half.
			(d)	Remove the bra	ke bleeder ass	embly from th	e brake unit	housing.
				<u>NOTE</u> : Each brainstalle the brai	ake bleeder as ed in an adapt ke unit housin	sembly has a er. The adap g.	bleeder valv ter is insta	e lled in
			<u>CAUT</u>	<u>ION</u> : BE CAREFU PORT ON T PRESSURE IF YOU US PRESSURE	L DURING INSTA HE BRAKE UNIT GAGE WITH MORE E TOO MUCH TOR GAGE, YOU CAN	LLATION OF TH HOUSING. DO THAN 110 POU QUE DURING IN DAMAGE THE BR	E PRESSURE G NOT INSTALL ND-INCHES OF ISTALLATION O AKE UNIT HOU	AGE IN THE THE TORQUE. F A SING.
EFF	ECTI	VITY -			FUNCTIONAL	ANTI-SKID/AU	TOBRAKE CONT	ROL UNIT
					32-42-00-5A	32-037-01	PAGE 2 OF	17 DEC 22/00

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				9	SAS	QL'	767			AIRLINE CARD NO.	
Г	MECH	THEF					TASK CARD				
F	MECH	INSP									
				(e)	Instal	ll a pres	sure gage in t	he port on th	ie brake ui	nit housing.	
				(f)	Connec brake	ct the ho half.	se half of the	hydraulic br	ake disco	nnect to the	
				(6) Pres (AMM	surize 1 29-11-	the righ -00/201).	t hydraulic sy	stem and rese	ervoir		
				(7) Put	the L,	R, and C	IRUs in the N	AV mode (AMM	34-21-00/	501).	
				NOTE	: The	IRUs mus	t be aligned.				
			D.	Do a Brak	e Relea	ase Test	with the Norma	l Brake Hydra	ulic Syste	em	
				<u>WARNING</u> :	THIS T AREA A ON THE PERSON	TEST APPL AROUND TH E AIRPLAN NS OR DAM	IES AND RELEAS E BRAKES IS CL E WHEELS. THI AGE TO EQUIPME	ES THE BRAKES EAR AND THAT S WILL PREVEN NT.	G. MAKE SU CHOCKS ARI IT POSSIBLI	JRE THAT THE E INSTALLED E INJURY TO	
				(1) Rele	ease the	e parking	brake.				
				(2) 0per	n this c	ircuit b	reaker on the	P6 panel:			
				(a)	6F4, F	PARKING B	RAKE VLV				
				(3) Set	the par	king bra	ke.				
				(4) Make of r	e sure t ight hy	chat all /draulic	of the brake p system pressur	ressure gages e.	s show witl	hin ±200 psi	
				NOTE	: You beca	don't ha ause the	ve to hold the parking brake	brake pedals is set with p	for this pressure ap	test oplied.	
	EFF	ECTI	VITY				FUNCTIONAL	ANTI-SKID/AU	TOBRAKE CO	ONTROL UNIT	
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MECH	INSP	-								
		(5)	Do a brake positions a	release as shown	test as follow in Table 503:	s for each of	the eig	ht brake	3	
			<u>NOTE</u> : This hydr It i Tabl	s test wi haulic li is import le 503.	ll show if two nes are connec ant that the b	or more anti ted to the in rakes release	skid sys correct only as	tem valve po shown i	orts. in	
			You adju brak gage rele	can see uster mov de releas es must s eased and	the brake cycl ement (about O es and then ap how not more t 2900 ±200 psi	es if you loo .15 to 0.20 i plies again. han 100 psi w when the bra	k at the nch) whe The bra hen the ke is ap	brake n the co ke press brake is plied.	orrect Sure	
			The the stat ANTI on f	ANTISKID NORM ANT cus pages SKID/AUT for this	light on P5, ISKID message will illumina OBRK message o test.	the ANTISKID on the EICAS te intermitte n EICAS maint	message maintena ntly. T enance p	on the E nce and he age will	ICAS, the stay	
			(a) Put th Contro	ne BRAKE ol Unit i	TEST rotary sw n the position	itch on the A shown.	ntiskid/	Autobrak	œ	
			(b) Press switch (relea that t	the ENAB n. Make ases for the messa	LE/VERIFY swit sure that the 5 ±2 seconds a ges come into	ch and hold, the brake sho nd then appli view as shown	then pre wn in Co es again in the	ss the N lumn A c ). Make table.	/ERIFY ;ycles e sure	
			<u>NOTE</u> :	It is n VERIFY at all TEST 1" 503).	ot necessary t switches until eight brake te thru "BRAKE T	o release the you have com st switch tes EST 8" (Steps	ENABLE/ pleted t t positi 1 thru 3	VERIFY a he test ons "BRA 8 of Tab	and AKE ole	
					_					
EFF	ECTI	VITY			FUNCTIONAL	ANTI-SKID/AU	TOBRAKE	CONTROL	UNIT	
					32-42-00-5A	32-037-01	PAGE	4 OF 17	AUG 22/0	04

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MECH	INSP									
		[							·1	
					Table 50	)				
		Step	Brake	e Test Switch Pe n the Control U	osition nit	Control Unit Message Displ During Brake C	ay ycle	A	в	
		1	BRAKE T					1	1-2	
			BRAKE	TEST 2		RK 2		2	1-2	
		3	BRAKE	TEST 3		RK 3		3	3-4	
		4	BRAKE	FST 4		RK 4		4	3-4	
		5	BRAKE	FST 5		RK 5		5	5-6	
		6	BRAKE	TEST 6		ADK 6		6	5-6	
				TEST O			-	7	7_8	
			BRAKE T	TEST 8			-	2	7-8	
		°		E31 0		олл о 		0	(=0	
		E. D.	o a Brake OTE: You pre Onl tes bre acc pre swi get wai amo ste	a Brake Release Test with the Alternate Brake Hydraulic System E: You should do this test as quickly as possible because hydra pressure could decrease enough to cause steps (6) and (7) to Only the brake accumulator is pressurizing the brakes for th test and the parking brake valve is open because the circui- breaker has been opened before this test. Therefore, the accumulator pressure will continuosly decrease. Brake syster pressure must be great enough to keep the brake metered pre- switches actuated in this test. The switches must be actuar get the PRESS L and PRESS R messages in steps (6) and (7). wait, the accumulator pressure could decrease by a great eno- amount so that the switches do not stay actuated and cause steps (6) and (7) to fail.						
		<u>w.</u>	<u>ARNING</u> :	AREA AROUND THI AREA AROUND THI ON THE AIRPLAN PERSONS OR DAM	IES AND RELE E BRAKES IS E WHEELS. T AGE TO EQUIP	ISES THE BRAKES CLEAR AND THAT HIS WILL PREVEN HENT.	. MAKE CHOCKS / T POSSIE	SURE I ARE INS BLE INJ	HAT THE TALLED URY TO	
		(	1) Make	sure that the	parking brak	e is set.				
EFF	ECTI	VITY			FUNCTIONAL	ANTI-SKID/AU	TOBRAKE	CONTRO	L UNIT	
					32-42-00-5	32-037-01	PAGE	5 OF 1	7 AUG 22/	04

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TASK	CARI
	•••••

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			TASK CARD
MECH	INSP		
		(2)	Remove the pressure from the right and center hydraulic systems without moving the brake pedals (AMM 29–11–00/201).
		(3)	Make sure that the BRAKE SOURCE light on P1 comes on.
		(4)	Put the BRAKE TEST rotary switch on the Antiskid/Autobrake Control Unit in NORM.
		(5)	Push in and hold the ENABLE/VERIFY switch then push in the VERIFY switch.
		(6)	Release the ENABLE/VERIFY switch and the VERIFY switch. Make sure that the display shows PRESS L. (Left Metered Pressure Switch)
			NOTE: Make sure that the accumulator pressure is greater than 850 psi with the parking brake set, or the metered pressure switches may not operate and the PRESS L message will not appear. The PRESS L and PRESS R messages are an indication of high metered brake pressure which will also send a signal to the control unit to disconnect the autobrake because the system senses brake pressure input from the brake pedals.
		(7)	Push in the VERIFY switch and make sure that the display shows PRESS R. (Right Metered Pressure Switch)
			<u>NOTE</u> : Accumulator pressure must be greater than 850 psi with the parking brake set, or the metered pressure switches will not operate and the PRESS R message will not appear.
		(8)	Push in the VERIFY switch and make sure that the display shows PRESS ACC.
		(9)	Push in the VERIFY switch. Make sure that the display flashes WAIT and then shows PWR A/B.
		(10)	Push in the VERIFY switch. Make sure that the display shows TEST END.
		(11)	Release the parking brake.
		(12)	Pressurize the center hydraulic system (AMM 29–11–00/201).
		(13)	Make sure that this circuit breaker on the P6 panel is open:
EFF	ECTIVITY		EUNCTIONAL ANTI-SUID/AUTODAVE CONTROL UNIT
			ANTI-SKID/AUTOBRAKE CONTROL UNIT
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				(a) 6F4, PARKING BRAKE VALVE
			(14)	Set the parking brake.
			(15)	Do steps 1 thru 8 of Table 503. Make sure that the alternate brake pairs shown in Column B release and reapply. They must release and reapply as they did with the normal hydraulic system.
				<u>NOTE</u> : This test will show when two or more hydraulic lines in the antiskid system are connected to the incorrect valve ports. It is important that the brakes release occurs only on brakes as shown in Table 503.
			(16)	Remove the pressure from the Center Hydraulic System (AMM 29–11–00/201).
			(17)	Close this circuit breaker on panel P6:
				(a) 6F4, PARKING BRAKE VLV
			(18)	Put the BRAKE TEST rotary switch to NORM.
			(19)	Push in the RESET button to remove all faults in the memory.
			(20)	Make sure that the ANTISKID/AUTOBRK message does not come into view on the EICAS maintenance page.
			(21)	Do the steps in the Restore Airplane to Normal paragraph if the test has been completed.
	2.	<u>Ant</u>	<u>iskid</u>	<u>Transducer Spin-Up Test</u> (Fig. 501)
		Α.	Gene	ral
			(1)	This is a test to make sure that brakes apply and release while you manually turn the antiskid transducer.
			(2)	You can see the brakes apply and release if you look at the movement of the brake pistons or the brake wear indicator pins.
		Β.	Equi	pment
			(1)	Antiskid Transducer Spin-Up Equipment – A32075–10 (Recommended) A32075–9 (Alternative) A32075–1 (Alternative)
EFF	ECTIVIT	Y		FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT
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		С.	References
			(1) AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
			(2) AMM 32-00-15/201, Landing Gear Door Locks
			(3) AMM 32-00-20/201, Landing Gear Downlocks
			(4) AMM 34-21-00/501, Inertial Reference System
		D.	Access
			<pre>(1) Location Zones         211 Control Cabin, Left         212 Control Cabin, Right         731 Landing Gear Left         741 Landing Gear Right</pre>
		Ε.	Prepare for the Test
			(1) Make sure the downlocks are installed on the main and nose landing gear (AMM 32-00-20/201).
			WARNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(2) Open the doors for the main landing gear and install the door locks (AMM 32–00–15/201).
			(3) Make sure that chocks are installed on the landing gear wheels.
			(4) Supply electrical power (AMM 24-22-00/201).
			(5) Pressurize the right hydraulic system and reservoir (AMM 29-11-00/201).
			(6) Open this circuit breaker on the P6 panel and attach a D0-NOT-CLOSE tag:
			(a) 6F4, PARKING BRAKE VLV
			(7) Set the parking brake.
EFF	ECTI	VITY	FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT

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MECH	INSP		
		F.	Procedure to do the Antiskid Transducer Spin-Up Test
			NOTE: When you do the transducer spin test, the locked wheel protetion and the skid protection functions are tested. Locked wheel protection continously compares the fore/aft (tandem) wheel speeds. A difference in wheel speeds of 30% will cause the brake pressure of the slower wheel to be released. For example, while you spin the transducer for wheel No. 1, the brake pressure for wheel No. 5 should release (the slower/stopped tandem wheel).
			The second part of the transducer spin test, stopping the spinning transducer quickly, tests the skid protection funtion. When the transducer is stopped, the antiskid card senses this as a skid of the wheel and releases that brake. For example, when the spinning transduer for wheel No. 1 is stopped quickly, the brake pressure for wheel No. 1 should release.
			WARNING: THE TEST THAT FOLLOWS APPLIES AND RELEASES THE BRAKES. MAKE SURE THAT THE AREA AROUND THE BRAKES IS CLEAR AND THAT CHOCKS ARE INSTALLED ON THE AIRPLANE WHEELS. THIS WILL PREVENT POSSIBLE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(1) Remove the hubcaps from all the main gear wheels.
			(2) Turn the wheel speed transducer on wheel 1 as quickly as possible (approximately 600 RPM necessary) and make sure that while the wheel turns the other brake of the fore-aft pair (wheel 5) releases. Turn the wheel as follows for this test:
			(a) Turn the wheel speed transducer with the transducer spinup tool.
			(3) Stop the movement of the transducer as quickly as it is possible. Make sure that the brake (wheel 5) that had released applies again.
			(4) Turn the transducer on wheel 1 again and then stop its movement quickly. Make sure that wheel 1 releases and then applies again.
			(5) Do steps 2, 3, and 4 again for wheels 2 through 8.
			(6) Install the hubcap as follows (if it was removed):
			(a) Put the clamp in its position on the wheel flange.
EFF	ЕСТТ	VITY -	
			FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT

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MECH	INSP	_													
					(b) Hold the hubcap with the TPIS driver installed in it's position on the wheel flange and hold while you fasten the clamp. Tighten the nut on the T-bolt to 35 to 40 pound-inches.										
				(7) Remove the DO-NOT-CLOSE tag and close this circuit breaker on t panel:											
					(a) 6F4, PARKING BRAKE VLV										
				(8)	Release the parking brake.										
		3.	<u>Aut</u>	<u>obrak</u>	<u>orake System Test – Autobrake Application</u> (Fig. 501)										
			Α.	Gene	ieneral										
				(1)	The test gives a check of autobrake pressures for each autobrake switch position. Brake pressure gages are installed at each brake to monitor brake pressure.										
	B. E				Equipment										
				(1)	<ol> <li>Pressure gages - 0 to 4000 psi, for BMS 3-11 hydraulic fluid - F72977-62 (8 required)</li> </ol>										
				(2)	AMM 24-22-00/201, Electrical Power - Control										
				(3)	(3) AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System										
				(4)	(4) AMM 32-00-15/201, Landing Gear Door Locks										
				(5)	AMM 32-00-20/201, Landing Gear Downlocks										
				(6)	(6) AMM 34-21-00/501, Inertial Reference System										
			С.	Prep	Prepare for the Test										
				(1)	(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).										
				(2)	Make sure that there are chocks on the wheels.										
				(3)	Release the parking brake.										
EFF	ECT	Ινιτ	Y •		FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT										
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MECH	INSP										
		<u>WARNING</u>	: USE THE PROCEDURE IN AMM 32-00-15/201 TO INSTALL THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.								
		(4) Op (A	en the doors for the main gear and install the door locks MM 32–00–15/201).								
		(5) Su	ply electrical power (AMM 24-22-00/201).								
		(6) If th	necessary, do these steps to install a pressure gage at each of e eight brake units:								
		(a	) Make sure that the parking brake is released.								
		(b	) Make sure that the brakes are not operated manually.								
		WA	RNING: THE BRAKES MUST NOT BE IN OPERATION WHEN YOU CONNECT OR DISCONNECT THE TWO PARTS OF A HYDRAULIC BRAKE DISCONNECT. IF YOU TRY TO CONNECT OR DISCONNECT A HYDRAULIC BRAKE DISCONNECT WITH THE BRAKE IN OPERATION, HYDRAULIC FLUID UNDER HIGH PRESSURE CAN RELEASE. THIS CAN CAUSE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.								
		(c	) To remove all pressure from the brake unit, disconnect the hose half of the hydraulic disconnect from the brake half.								
		(d	Remove the brake bleeder assembly from the brake unit housing.								
			<u>NOTE</u> : Each brake bleeder assembly has a bleeder valve installed in an adapter. The adapter is installed in the brake unit housing.								
		(e	) Install a pressure gage in the port on the brake unit housing.								
		(f	) Connect the hose half of the hydraulic brake disconnect to the brake half.								
(7) Pressurize the hydraulic systems (AMM 29-11-00/201).											
FEE	FCTT										
	2011	• • • •	FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT								
			┃ 32-42-00-5A   32-037-01 PAGE 11 OF 17 AUG 22/09								

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	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

						TASK CARD								
MECH	INSP													
			(8) Put	the L, R,	and C	IRU's in the	NAV mode (AMM	34-21-00/	′501) <b>.</b>					
			NOTE	: The IRU	J's mu	st be aligned.								
		D.	Do the Au	Autobrake Application Test										
		WARNING: THIS TEST APPLIES AND RELEASES BRAKES. MAKE SURE THAT THE ARE AROUND THE BRAKES IS CLEAR AND THAT YOU HAVE PUT CHOCKS ON THE AIRPLANE WHEELS. THIS WILL PREVENT POSSIBLE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.												
		(1) Put the BRAKE TEST rotary switch on the Antiskid/Autobrake Control Unit in the A/B position.												
	NOTE: The EICAS message, ANTISKID/AUTOBRK, on the maintenance page will be displayed when the BRAKE TEST rotary switch is not the NORM position.													
			(2) Do t post	(2) Do the steps that follow for each of the autobrake-selector-switch positions shown in Table 504:										
			F	Switch Position	Dis	olay Message	Brake Press Gage Indica (psig)	sure						
				1	В	RK A/B 1	1290 ±200	)						
				2	B	RK A/B Z RK A/B 3	$1500 \pm 200$							
				4	B	RK A/B 4	2050 ±200							
			L I	ΙΑΧ Αυτο	В	RK A/B 5	3000 ±200	)						
			<ul> <li>(a) Find the AUTOBRAKES selector switch (referred to as the selector switch) in the flight compartment on the P1-3 panel.</li> <li>1) Turn the selector switch to one of the positions below "Switch Position" in Table 504.</li> <li>2) Make sure that the selector switch stays in that position.</li> </ul>											
EFI	ECTI	VITY -				FUNCTIONAL	ANTI-SKID/AUT	OBRAKE CC	NTROL UNIT					
						32-42-00-5A	32-037-01	PAGE 12	OF 17 AUG 22/04					

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SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

							THOR CARD					
MECH	INSP											
				(b)	Fin equ	d the Antis ipment cent	kid/Autobrake er.	Control Unit,	, M102, in th	ne main		
					1)	Push and he VERIFY swi	old the ENABLE tch.	VERIFY swite	ch, then push	the		
					2)	Make sure "Display M position i	that the displ essage" for th n Table 504.	ay shows the applicable	same data be selector swi	low tch		
					3)	Make sure	that AUTOBRAKE	S shows on th	ne EICAS disp	olay.		
					4)	Make sure on.	that the AUTOE	BRAKES light o	on the P1-3 p	anel comes		
				(c)	Mak	e sure that	the pressure	gage shows th	nese pressure	es:		
					1)	For approx below "Bra 504 .	imately ten seconds the gage shows the pressure ke Pressure" for the switch position in Table					
					2)	Then the gaseconds.	age goes to 30	00 ± 200 psi 1	for approxima	ately five		
					3)	Then the g	age goes to le	ess than 100 p	osi.			
				(d)	Mak	e sure that	the selector	switch goes t	the DISARM	l position.		
			(3)	Turn	the	AUTOBRAKES	selector swit	ch to OFF.				
			(4)	Turn to t	the he N	BRAKE TEST ORM positio	rotary switch n.	n on Antiskid/	′Autobrake Co	ontrol Unit		
			(5)	Pres eras	s the e al	e RESET but l faults fro	ton on the Ant om memory.	iskid/Autobra	ake Control l	Init to		
			(6)	Make the	sur EICA	e that the S maintenan	EICAS message, ce page.	ANTISKID/AUT	OBRK, is not	shown on		
	4.	<u>Put</u>	the	Airpl	ane	<u>Back to Its</u>	<u>Usual Conditi</u>	on				
		Α.	Refe	rence	s							
			(1)	AMM	24–27	2-00/201, E	lectrical Powe	er – Control				
			(2)	AMM	29–1 <sup>,</sup>	1-00/201, P	ressurize/Depr	essurize Mair	n Hydraulic S	System		
EFF	ECTIVII	Y -					FUNCTIONAL	ANTI-SKID/AL	JTOBRAKE CONT	ROL UNIT		
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AIRLINE CARD NO.

									TASK CARD					
	MECH	INSP												
				(3) AI	MM 32	2-00-	-15/2	01, L	anding Gear Do	or Locks				
			в.	Proced	edure									
				(1) R	Remove the power from the hydraulic systems (AMM 29–11–00/201). Make sure the parking brake is released.									
				(2) Ma										
				(3) Do i	<ul> <li>Do these steps at each brake unit to remove the pressure gage and to install a brake bleeder assembly (8 locations).</li> <li>(a) Make sure that the parking brake is released.</li> <li>(b) Make sure that the parking brakes are not operated manually.</li> </ul>									
				(										
				()										
				<u>W</u> ,	<u>ARNIN</u>	<u>IG</u> :	THE DISC IF Y DISC UNDE PERS	BRAKE ONNEC OU TR ONNEC R HIG ONS A	S MUST NOT BE T THE TWO PART Y TO CONNECT O T WITH THE BRA H PRESSURE CAN ND DAMAGE TO E	IN OPERATION S OF A HYDRAL R DISCONNECT KE IN OPERATI RELEASE. TH QUIPMENT.	WHEN YOU C JLIC BRAKE A HYDRAULI CON, HYDRAU IIS CAN CAU	ONNECT DISCON C BRAK JLIC FL JSE IN.	「 OR NNECT. (E _UID JURY TO	
				(	c) T c	To re of th	emove he hy	all draul	pressure from ic disconnect	the brake, di from the brak	sconnect t e half.	the hos	se half	
				()	d) R	Remov	ve th	e pre	ssure gage fro	m the brake u	nit housir	ıg.		
				()	(e) Do these steps to install a brake bleeder assembly on the brake unit housing:									
					N	<u>NOTE</u> :	: Ea in th	ch br stall e bra	ake bleeder as ed in an adapt ke unit housin	sembly has a er. The adap g.	bleeder va oter is ins	lve talled	1 in	
				<u>C</u> .	<u>AUTIC</u>	<u>)N</u> :	TIGH TIGH DAMA	TEN T TEN T GE TH	HE ADAPTER TO HE ADAPTER TO E ADAPTER OR T	150–190 POUND MORE THAN 190 HE BRAKE UNIT	) INCHES. ) POUND-INC <sup>-</sup> HOUSING.	IF YOU HES, Y	J You can	
	EFF	ECTI	VITY						FUNCTIONAL	ANTT-SKTD/AL	ITOBRAKE CO		UNTT	
									32-42-00-54	32-037-01	PAGE 14	0F 17	AUG 22/04	
1												<b>V</b> 1 11		

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MECH	INSP												
			(f) Tighten the adapter to 150–190 pound-inches.										
			<u>NOTE</u> : The specified torque values are for installation of the adapter in the brake unit housing. The allowable torque range for the bleeder valve, which you do not operate in this procedure, is 40–80 pound–inches.										
		(4	) Connect the hydraulic line to the brakes at the quick-disconnect fittings.										
		(5	) Pressurize the hydraulic systems and reservoirs (AMM 29–11–00/201).										
		(6	Set the parking brake.										
		(7	Make sure there are no hydraulic leaks.										
		(8	8) Put the L, R, and C IRU's to the OFF position.										
		(9	(9) Push in the RESET button on the Antiskid/Autobrake Control Unit to clear all faults from memory.										
		<u>wa</u>	RNING: USE THE PROCEDURE IN AMM 32-00-15/201 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.										
		(10	) Remove the door locks from the landing gear doors and close the doors (AMM 32-00-15/201).										
		(11	) Remove the power from the hydraulic system if it is not necessary (AMM 29–11–00/201).										
		(12	) Remove electrical power if it is not necessary (AMM 24-22-00/201).										
EFF	ECTI	VITY	FUNCTIONAL ANTI-SKID/AUTOBRAKE CONTROL UNIT										
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STATION			]							BO	EING CARD NO.		
TA	IL NO.		-		Ø.	BAL	=//	G		32-0	)40–04		
	DATE			SAS	Kr.	- 76	<b></b> 57			AIR	LINE CARD NO.		
	DATE					TASK	CARD						
SKILL		WORK AR	EA F	RELATED TASK			INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
	MA ASK	IN GE	AR	TI	ITLE	10		STRUCTURAL ILLUSTRAT	I121	2 012	DEC 22/01		
OPER	ATIO	NAL	AUTOMATI	C GEAR RE	TRACTIO	N BRAKE				AIRPLA	NE ENGINE		
	Z	ONES						ACCESS PANELS			. ALL		
212	731	741	l										
MECH INS	P										MPD ITEM NUMBER		
	0	PERAT	TIONALLY C	НЕСК ТНЕ	AUTOMAT	IC GEAR	RETRAC	TION BRAKE.		32-4	+1-00-5B		
		Α.	Reference										
			(1) AMM										
			(2) AMM	ic Syst	em								
			(3) AMM	(3) AMM 32-00-15/201, Landing Gear Door Locks									
			(4) AMM	32-00-20	)/201, La	anding G	ear Do	wnlocks					
			(5) AMM	32-41-00	)/201 <b>,</b> Н	ydraulic	Brake	System					
		В.	Procedure	e									
			(1) Supj	ply elect	rical p	ower (AM	M 24-2	2-00/201).					
	1.	<u>Hyd</u> <u>Re</u> t	draulic System Traction B	<u>stem Oper</u> rake (Fig	<u>ational</u> g. 501)	<u>Test -</u>	<u>Altern</u>	<u>ate System Au</u>	<u>itomatic</u>	<u>Gear</u>			
		Α.	Reference	es									
			(1) AMM	29-11-00	)/201, P	ressuriz	e/Depr	essurize Mair	n Hydraul	ic Syst	em		
			(2) AMM	32-00-15	5/201, L	anding G	ear Do	orlocks					
			(3) AMM	32-00-20	)/201, La	anding G	ear Do	wnlocks					
		Β.	Access										
EFFEC	TIVI	TY				OPERATI	ONAL	AUTOMATIC GE	AR RETRA	CTION E	BRAKE		
						32-41-	00-5B	32-040-04	PAGE	I OF 4	AUG 22/01		

32-040-04



AIRLINE CARD NO.

MECH	INSP										
			(1) Loca	tion Zones 211 Control 212 Control 731 Main Lan 741 Main Lan	Cabin, Left Cabin, Right ding Gear, Lef ding Gear, Rig	t ht					
		C.	Procedure								
			WARNING:	MAKE SURE THAT INSTALLED BEFO YOU MOVE THE C LANDING GEAR C EQUIPMENT.	SURE THAT THE NOSE AND MAIN LANDING GEAR DOWNLOCKS ARE ALLED BEFORE YOU MOVE THE LANDING GEAR CONTROL LEVER. IF NOVE THE CONTROL LEVER WITHOUT THE DOWNLOCKS INSTALLED THE ING GEAR CAN RETRACT AND INJURE PERSONNEL AND DAMAGE MENT.						
			(1) Make inst	sure the downl alled (AMM 32–0	ose and main landing gear are						
			<u>WARNING</u> :	REFER TO AMM 3 PROCEDURE. FA PERSONNEL AND CORRECTLY INST	1 32-00-15/201 FOR THE DOOR LOCK INSTALLATION FAST MOVEMENT OF THE DOORS CAN CAUSE INJURY TO ND DAMAGE TO EQUIPMENT IF THE DOOR LOCKS ARE NOT NSTALLED.						
			(2) Open (AMM	the nose and m 32-00-15/201).	ain landing ge	ar doors and install the door locks					
			(3) Do a (Fig	test of the al . 501)	ternate system	automatic gear retraction brake					
			(4) Put	chocks on the l	anding gear wh	eels.					
			(5) Rele	ase the parking	brake.						
			(6) Pres (AMM	surize the righ 29-11-00/201).	t and center h	ydraulic systems					
	WARNING: MAKE SURE THE AREA AROUND THE TAIL SKID (IF APPLICABLE) IS CLEAR OF PERSONS AND EQUIPMENT WHEN IT OPERATES. IF THE A IS NOT CLEAR INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT C OCCUR.										
EFF	ECTI	VITY -			OPERATIONAL	AUTOMATIC GEAR RETRACTION BRAKE					

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	A	BOEING
SAS	$\mathcal{U}^{-}$	767
		TASK CARD

AIRLINE CARD NO.

MECH	INSP		
		(7)	Push the manual override button on the landing gear control panel and move the landing gear control handle to the UP position.
		(8)	Look at the wear indicator on each brake to make sure that pressure is applied.
		(9)	Move the landing gear control handle to the DN position.
		(10)	Look at the wear indicators on each brake to make sure that the pressure has released.
		WARN	ING: REFER TO AMM 32-00-15/201 FOR THE LOCK REMOVAL PROCEDURE. FAST MOVEMENT OF THE DOORS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(11)	Remove the main gear door locks (AMM 32–00–15/201).
		D. Put	the Airplane Back to Its Usual Condition.
		(1)	Set the parking brake.
		(2)	Remove hydraulic power if it is not necessary (AMM 29–11–00/201).
		(3)	Remove electrical power if it is not necessary (AMM 24-22-00/201).
FFF	FCTTV	TTY	
	LUIIV		OPERATIONAL AUTOMATIC GEAR RETRACTION BRAKE
			32-41-00-5B 32-040-04 PAGE 3 OF 4 DEC 22/07



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STATION									BOE	ING CARD NO.		
TAIL	NO.	A BOEING								40-05-1		
DA	TF		S	AS	e la	767			AIRI	LINE CARD NO.		
	ITE .					TASK CARD						
SKILL	WORK ARI	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
AIRPL	L WING	TE				20		12424	017	DEC 22/03		
TASK	[		I	TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE		
SERVIO	CE	LEFT	BRAKE	SURGE	ACCUMUL	ATOR				A1 1		
	ZONES						ACCESS PANELS		ALL	ALL		
551				551UB	551XB)	( NOTE						
MECH INSP									I	MPD ITEM NUMBER		
									40.4	F 00 74		
	CHECK BRAKE HYDRAULIC SYSTEM SURGE ACCUMULATOR AND SERVICE 12- AS REQUIRED.											
	ALLESS											
			INC	ORPORAT	TION OF	THIS SERVICE E	BULLETIN REVISES					
			THI	S CONFI	GURATIO	ON TO THREE PAR	NELS: 551UB,					
			551	XBX AND	) 551YB)	(.						
	1. <u>Ser</u>	vicin	ng of t	<u>he Surc</u>	<u>ge Accun</u>	nulator for the	<u>e Brake Hydraulic</u>	System	ı(Fig	. 301)		
	Α.	Equi	ipment									
		(1)	Press	urized	Nitroge	en Source						
	в.	Refe	erences									
		(1)	AMM O	6-44-00	)/201 <b>,</b> W	Ving Access Doo	ors and Panels					
		(2)	AMM 2	9–11–00	)/201 <b>,</b> F	Pressurize/Dep	ressurize Main Hy	draulic	Syst	em		
		(3)	AMM 3	2-00-20	)/201 <b>,</b> L	anding Gear Do	ownlocks					
	с.	Prep	bare fo	r the S	Servicir	ng						
		(1)	Make gear	sure th (AMM 32	ne downl 2-00-20/	locks are insta /201).	alled on the nose	and ma	in la	nding		
	D.	Do t	he Ser	vicing	of the	Surge Accumula	ator					
		(1)	Relea	se the	parking	g brake.						
		(2)	Remov (AMM	e the p 29-11-0	oressure DO/201).	e from the righ	nt and center hyd	raulic	syste	ms		
EFFECTI	Ινιτγ					SERVICE	LEFT BRAKE SURG	E ACCUM	IULATO	R		
									<u> </u>			
						12-15-09-3A	32-040-05-1 P	AGE 1	UF 3	APR 22/99		

32-040-05-1

	( BOEING	•
SAS	767	
	TASK CARD	

AIRLINE CARD NO.

MECH INSP	-							
	(	3) Oper remo	ate the left an ve the pressure	d right brake from the brak	pedals a minin e system.	num of seven	times t	0
	(4	4) Get door	access to the a s and the acces	ccumulator cha s panels as sh	rging valve t own in Fig. 30	nrough the tr D1 (AMM O6-44	unnion -00/201	).
	(	5) Remo	ve the cap from	the charging	valve (Detail	в).		
	(	6) Atta	ch a dry nitrog	en source.				
	<u>W</u>	ARNING:	DO NOT LOOSEN BLOW THE VALVE DAMAGE TO EQUI	THE CHARGING V OUT, AND THIS PMENT.	ALVE. THE IN CAN CAUSE IN	FERNAL PRESSL JURY TO PERSC	IRE CAN DNS OR	
	<u>W/</u>	<u>ARNING</u> :	USE A REGULATE UNREGULATED PR DAMAGE TO EQUI	D PRESSURE SOU ESSURE SOURCE PMENT.	RCE TO SERVICI CAN CAUSE INJU	E THE ACCUMUL JRY TO PERSON	ATOR. IS OR	AN
	C	7) Loos	en the swivel h	ex nut on the	charging valve	e one turn.		
	(	3) Do t char	he servicing of t (Detail C) ad	the accumulat jacent to the	or to the pres charging valve	ssure shown c e.	on the	
	(	9) Tigh	ten the swivel	hex nut.				
	(1)	)) Remo	ve the nitrogen	source.				
	(1	1) Inst	all the cap on	the charging v	alve.			
	(1)	2) Set	the parking bra	ke.				
	(1)	3) Inst	all the access	panels that we	re removed (AI	1M 06-44-00/2	201).	
EFFECTI							TOD	
				SERVICE	LEFI BRAKE SU	JKGE ALLUMULA		22/02
				12-15-09-3A	52-040-05-1	PAGE 2 OF	3 DEC	22700



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	STAT	ION								BOE	EING CARD NO.
	TAIL	NO.				$\boldsymbol{\sigma}$	RAFIA			32–0	40-05-2
				SA	S	X	- 767			AIR	LINE CARD NO.
	DAT	ΓE		•	•	•	TASK CARD				
SKII	L	WORK ARE	EA	RELATE	D TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR	PL	R WING	TE				20		12424	017	DEC 22/03
0		·F	DIC					STRUCTURAL ILLUSTRATION R	EFERENCE	AF	PPLICABILITY NE ENGINE
SE	RVIC	·E	RIGF	II BRAKE	SURGE	ACCUMU	LATOR			ALL	ALL
65	1	ZONES		6	551UB	651XBX	NOTE	ACCESS PANELS			
MECH	INSP										MPD ITEM NUMBER
		CHECK AS REQ ACCESS	BRAKE UIRED NOTE	HYDRAUL ). E: SB 76 WERE	IC SYS 57-57-5 CONFIG	STEM SU 5. PRO GURED W	RGE ACCUMULATO DUCTION LINE M ITH ACCESS PAN	OR AND SERVICE NO. 2 THROUGH 86 NEL 651UB.		12–1	5-09-3a
		1. <u>Ser</u>	vicir	INCOR THIS 651XE	RPORATI CONFIG 3X AND Surge	ION OF GURATIO 651YBX	THIS SERVICE E N TO THREE PAN • ulator for the	BULLETIN REVISES WELS: 651UB, Brake Hydraulic	: System	<u>n</u> (Fig	. 301)
		Α.	Equi	pment							
			(1)	Pressur	ized N	Nitroge	n Source				
		В.	Refe	erences							
			(1)	AMM 06-	-44-00/	/201, W	ing Access Doo	ors and Panels			
			(2)	AMM 29-	-11–00/	/201, P	ressurize/Dep	ressurize Main Hy	draulic	: Syst	em
			(3)	AMM 32-	-00–20/	/201, L	anding Gear Do	ownlocks			
		c.	Prep	oare for	the Se	ervicin	g				
			(1)	Make su gear (A	ure the AMM 32-	e downl -00–20/	ocks are insta 201).	alled on the nose	e and ma	ain la	nding
		D.	Do t	he Servi:	icing o	of the	Surge Accumula	ator			
			(1)	Release	e the p	barking	brake.				
			(2)	Remove (AMM 29	the pr -11-00	ressure )/201).	from the rig	nt and center hyd	Iraulic	syste	ms
								1			
EFF	ECII	VIII					SERVICE	RIGHT BRAKE SUR	GE ACCU	JMULAT	OR
							12-15-09-3A	32-040-05-2 P	PAGE 1	0F 3	APR 22/99

BOEING CARD NO. 32-040-05-2

	( BOEING	<b>,</b>
SAS	767	
	TASK CARD	

AIRLINE CARD NO.

MECH	INSP							<b>i</b>		
			(3)	Oper remo	ate the left an ve the pressure	d right brake from the brak	pedals a mini e system.	mum of seven	times t	to
			(4)	Get door	access to the a s and the acces	ccumulator cha s panels as sh	nrging valve t Nown in Fig. 3	hrough the tr 01 (AMM 06-44	runnion 4-00/201	).
			(5)	Remo	ve the cap from	the charging	valve (Detail	в).		
			(6)	Atta	ch a dry nitrog	en source.				
			WARN	<u>ING</u> :	DO NOT LOOSEN BLOW THE VALVE DAMAGE TO EQUI	THE CHARGING V OUT, AND THIS PMENT.	ALVE. THE IN CAN CAUSE IN	TERNAL PRESSU JURY TO PERSO	JRE CAN DNS OR	
			<u>WARN</u>	<u>ING</u> :	USE A REGULATE UNREGULATED PR DAMAGE TO EQUI	D PRESSURE SOU ESSURE SOURCE PMENT.	IRCE TO SERVIC CAN CAUSE INJ	E THE ACCUMUL URY TO PERSON	ATOR. NS OR	AN
			(7)	Loos	en the swivel h	ex nut on the	charging valv	e one turn.		
			(8)	Do t char	he servicing of t (Detail C) ad	the accumulat jacent to the	or to the pre charging valv	ssure shown d e.	on the	
			(9)	Tigh	ten the swivel	hex nut.				
			(10)	Remo	ve the nitrogen	source.				
			(11)	Inst	all the cap on	the charging v	valve.			
			(12)	Set	the parking bra	ke.				
			(13)	Inst	all the access	panels that we	ere removed (A	MM 06-44-00/2	201).	
EFFI	ECTI	VITY				SERVICE	RIGHT BRAKE	SURGE ACCUMUL	ATOR	
						12-15-09-3A	32-040-05-2	PAGE 2 OF	3 DEC	22/00
1										



STA	ATION	]			_				BOE	ING CARD NO.
TAI	IL NO.	-	•		$\bigwedge$	BOEIN	G		32–0	40-51
D	DATE	-	S	AS	$\mathcal{C}$	767			AIR	LINE CARD NO.
						TASK CARD			MDD	
SKILL	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE	REV	REVISION
AIRPL		AGE		TI		0048 HRS	NOTE STRUCTURAL ILLUSTRATION	002DY	003 AF	APR 22/05
CHECK	(/INSP	TAIL	SKID	POP-UP	INDICAT	OR			AIRPLAN	E ENGINE
74.0	ZONES						ACCESS PANELS			
312										
MECH INSP	,								1	MPD ITEM NUMBER
	VISUAL	LY CH	НЕСК ТН	IE TAIL	SKID SH	OCK STRUT POP-	UP INDICATOR.		12–1	5-05-3A
	INTER	/AL NO	)TE: 4	8 ELAPS	SED CLOC	K HOURS.				
EFFECT	IVITY					CHECK/INSP	TAIL SKID POP	-UP INDIC	ATOR	
						12-15-05-3A	32-040-51	PAGE 1	0F 2	APR 22/05
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	STATION	4										BOE	ING CARD NO.
	TAIL NO	·-			(	$\boldsymbol{\Lambda}$	BAE		Æ			32–0	41-01
	DATE			SA	SX	ý L	767		-			AIRI	INE CARD NO.
	DATE						TASK C	ARD					
SKIL	L	WORK ARE	A	RELATE	ED TASK		INT	TERVAL			PHASE	MPD REV	TASK CARD REVISION
AIR		MPENNA	GE		TITLE		4C				14848	010	DEC 22/08
FU	NCTIO	NAL	TAIL	SKID HY	YDRAULIC	FUSE			STRUCTURAL TELOSTI		LILINCE	AIRPLAN	E ENGINE
		ZONES							ACCESS PANELS			300	ALL
31	1 31	2		3	312AR								
MECH	INSP											1	1PD ITEM NUMBER
		FUNCTI	ONALLY	( CHECK	THE TAI	IL SKI	D HYDRAULI	IC FU	SE.			32–7	1-04-5A
				TAIL	SKID HY	DRAUL	IC FUSE -	ADJU	<u>STMENT/TEST</u>				
	1	. <u>Gen</u>	eral										
		Α.	This	procedu	ure cont	ains	this task:	:					
			(1)	Test of	f the ta	ail sk	id hydraul	lic f	use.				
	2	. <u>Tes</u>	<u>t of t</u>	the Tai	<u>l Skid H</u>	lydrau	<u>lic Fuse</u> (	(Fig.	501)				
		Α.	Refer	rences									
			(1)	AMM 06- Panels	-42-00/2 •	201, E	mpennage (	(Majo	r Zone 300)	Acces	ss Door	s and	
			(2)	AMM 12-	-12-01/3	301, Н	ydraulic S	Syste	ms				
			(3)	AMM 29-	-11-00/2	201, P	ressurize/	/Depr	essurize Ma	in Hy	draulic	Syst	em
			(4)	AMM 32-	-00-15/2	201, L	anding Gea	ar Do	or Locks				
			(5)	AMM 32-	-00-20/2	201, L	anding Gea	ar Do	wnlocks				
		В.	Equip	oment									
			(1)	Hydrau hydrau	lic Serv lic flui	vice C id, fi	art, O to re resista	3000 ant,	psi (O to BMS 3-11.	21000	KPa),	with	
			(2)	Contair	ner - Oi	il Res	istant, 5	gall	on (commerc	ially	availa	ble).	
		С.	Consu	umable N	Material	s							
			(1)	D00153	Hydraul	lic Fl	uid, Fire	Resi	stant – BMS	3–11			
	FCTTV	TTV -											
76	7-300	AIRPL	ANES				FUNCTIONA	۹L	TAIL SKID	HYDRAU	JLIC FU	ISE	
			-				32-71-04	4−5A	32-041-01	P	AGE 1	0F 6	AUG 22/00



32-041	-01	
AIRLINE	CARD	NO.

	MECH INSP								
		D.	Access						
			(1) Loca <sup>.</sup>	tion Zones					
			-	311 Area Aft	of Pressure B	ulkhead (Left	:)		
			-	512 Area Att	OT Pressure B	ulknead (Rigr	17)		
			(2) Acce	ss Panel 312AR Stabil	izer/Trim Jack	screw Compart	tment Access	Door	
						·			
		Ε.	Prepare fo	or the Test					
			(1) Make gear	sure the downl (AMM 32-00-20/	ocks are insta 201).	lled on the r	nose and main	n landing	
			WARNING:	USE THE PROCED LOCKS. THE DO TO PERSONS OR	URE IN AMM 32- ORS OPEN AND C DAMAGE TO EQUI	00-15/201 TO LOSE QUICKLY PMENT.	INSTALL THE AND CAN CAU	DOOR SE INJURY	
			(2) Open (AMM	main landing g 32-00-15/201).	ear doors and	install the o	door locks		
			<u>WARNING</u> :	DO NOT MANUALL OF THE TAIL SK	Y OPERATE THE ID CAN CAUSE I	TAIL SKID CON NJURY TO PERS	NTROL VALVE. SONNEL.	EXTENSION	N
			(3) Remov rese	ve the pressure rvoir (AMM 29-1	from the cent 1-00/201).	er hydraulic	system and I	nydraulic	
		F.	Procedure						
			WARNING:	STAY OFF OF TH COULD CAUSE TH INJURY TO PERS	E ACCESS DOOR E SPRING-LOADE ONS WHEN THEY	312AR. THE N D LATCHES TO FALL THROUGH	VEIGHT OF A I RELEASE, ANI THE OPEN DO	PERSON D CAUSE DR.	
			(1) Open (AMM	the stabilizer 06-42-00/201).	/trim jackscre	w compartment	t access door	<b>`,</b> 312AR	
			(2) Disco Leavo	onnect the hydr e the hydraulic	aulic line fro line to the c	m the fuse to ontrol module	o the blockin e attached.	ng valve.	
	EFFECTIV	ІТҮ -			FUNCTIONAL	TAIL SKID H	DRAULIC FUS	E	
	767–300	AIRPL	ANES		32-71-04-5A	32-041-01	PAGE 2 0	- 6 AUG 22	2/00
- 1									



32-041-01



AIRLINE CARD NO.

MECH	INSP		
		<u>WARNI</u>	NG: MAKE SURE YOU INSTALL A METAL PLUG IN THE DISCONNECTED HYDRUALIC LINE. HYDRAULIC FLUID COULD FLOW OUT OF THE LINE IF THE LANDING GEAR CONTROL LEVER WAS MOVED TO THE DOWN POSITION WITH HYDRAULIC PRESSURE SUPPLIED. THIS COULD CAUSE INJURY TO PERSONS OR DAMAGE TO THE EQUIPMENT.
		(3)	Install a plug in the disconnected line.
		(4)     	Put a container at the fuse port to catch hydraulic fluid. Fluid will flow from the fuse port when the hydraulic system is pressurized.
		Ī	<u>NOTE</u> : You can attach a flexible hose to the fuse, then put the hose in the container.
		(5)	Put the control lever for the landing gear in the UP position.
		<u>WARNI</u>	NG: KEEP PERSONS CLEAR OF THE OPEN FUSE PORT WHILE THE HYDRAULIC LINE IS DISCONNECTED FROM THE PORT AND THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED. HIGH PRESSURE HYDRAULIC FLUID CAN CAUSE INJURY TO PERSONS.
		(6) ( 1	Supply 70 psi (482 KPa) to the center hydraulic system with a hydraulic ground cart (AMM 29–11–00/201).
		(7)	When the fuse closes, increase the applied pressure to 3000 psi (21000 KPa) and hold it for 5 minutes.
		(8) 	Make sure the leakage from the fuse port is not more then one drop per minute for the last 3 minutes.
		(9)	Remove the power from the center hydraulic system (AMM 29–11–00/201).
		(10)	Remove the plug from the hydraulic line.
		(11)	Reconnect the hydraulic line to the fuse.
		(12)	Reset the line fuse.
		G. Proce	dure to Make Sure the Tail Skid is Reset
EFF	ECTI	VITY	FUNCTIONAL TAIL SKID HYDRAULIC FUSE

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767-300 AIRPLANES



32-041-01

SAS 767 TASK CARD

AIRLINE CARD NO.

								-
MECH	INSP							
			<u>WARN</u>	<u>ING</u> :	MAKE SURE THAT LANDING GEAR B DOWNLOCKS, THE PERSONS AND DA	THE DOWNLOCKS EFORE YOU MOVE LANDING GEAR MAGE TO EQUIPM	ARE INSTALLED IN ALL OF THE THE CONTROL LEVER. WITHOUT THE CAN RETRACT AND CAUSE INJURIES TO ENT.	
			(1)	Make gear	sure the downlo (AMM 32-00-20/3	ocks are insta 201).	lled in the nose and main landing	
			<u>WARN</u>	<u>ING</u> :	OBEY THE INSTA OPEN AND CLOSE INJURIES TO PE	LLATION PROCED QUICKLY. THE RSONS AND DAMA	URE FOR THE DOOR LOCKS. THE DOORS MOVEMENT OF THE DOORS CAN CAUSE GE TO EQUIPMENT.	
			(2)	Open (AMM	the doors for 32-00-15/201).	the landing ge	ar and install the door locks	
			(3)	Supp   supp	y electrical po ied.	ower (AMM 24-2	2-00/201) if it is not already	
			(4)	Press (AMM	surize the cento 29-11-00/201).	er hydraulic s	ystem and hydraulic reservoir	
			<u>WARN</u>	<u>ING</u> :	MAKE SURE THAT SKID AND THE A COMPARTMENT. DAMAGE TO EQUI	PERSONS AND E REA INSIDE THE TAIL SKID MOVE PMENT.	QUPMENT ARE CLEARED FROM THE TAIL STABILIZER TRIM JACKSCREW MENT CAN CAUSE INJURY TO PERSONS OR	
			(5)	Move	the control le	ver for the la	nding gear to the OFF position.	
			(6)	Look light on th	to see that the c (on the P3 par ne upper display	e tail skid re nel) is on and y within 40 se	tracts. Make sure the TAIL SKID the TAILSKID EICAS message shows conds.	
			(7)	Move	the control le	ver to DN.		
			(8)	Look light not s	to see that the : (on the P3 par show on the upp	e tail skid ex nel) is off an er display wit	tends. Make sure the TAIL SKID d the TAILSKID EICAS message does hin 40 seconds.	
			(9)	Exami	ine the hydraul	ic fuse for hy	draulic leaks.	
		н.	Put	the Ai	irplane Back to	Its Usual Con	dition	
EFF	ECTI	VITY -				FUNCTIONAL		
76	7-30	O AIRPL	ANES			FUNCTIONAL	TATE SETE HIDRAULIC FUSE	

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3 3 8

		A.	RAFIN			32-041-01
		SAS C	767		_	AIRLINE CARD NO.
		UNU	TASK CARD			
MECH INSP						
	(1)	Clean un hydraulic	fluid from the	installation	area if n	ressarv
	(2)	Close the access do 312AR.	or for the sta	bilizer/trim ja	ackscrew (	ompartment,
	(3)	Make sure the fluid correct level. Fil	in the center l if it is nec	hydraulic reso essary (AMM 12·	ervoir is -12-01/301	at the ).
	WARN	<u>VING</u> : OBEY THE REMOV AND CLOSE QUIC INJURIES TO PE	AL PROCEDURE F KLY. THE MOVE RSONS AND DAMA	OR THE DOOR LOO MENT OF THE DOO GE TO EQUIPMEN	CKS. THE DRS CAN C/ T.	DOOR OPEN NUSE
	(4)	Remove the door loc	ks (AMM 32-00-	15/201).		
	(5)	Remove the power fr necessary (AMM 29-1	om the center 1–00/201).	hydraulic syst	em if it <sup>-</sup>	is not
	(6)	Remove electrical p	ower if it is	not necessary	(AMM 24-22	2-00/201).
FFFFCTIVITY	Y					<u></u>
767-300 A	IRPLANES		FUNCTIONAL	IAIL SKID HYD	RAULIC FUS	È
			32-71-04-5A	32-041-01	PAGE 5 (	)F 6 AUG 22/00



ST	TATION	]							BOE	ING CARD NO.	
TA	AIL NO.	<b>A BOEING</b>							32-041-51		
		SAS 767							AIRLINE CARD NO.		
	DATE		•		-	TASK CARD					
SKILL	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ELECT	CREW CA	BIN				20		12424	018	APR 22/03	
	ΑSK	тлті	SKID		TLE CVCTEM		STRUCTURAL ILLUSTRATI	ON REFERENCE	AF AIRPLAN	PLICABILITY	
									NOTE ALL		
ZONES				ACCESS PANELS							
212	511 512	_		SIZAR							
MECH INS	SP								1	1PD ITEM NUMBER	
				רע דעב	TATI SV		STEM		72_6	1_00_5P	
	OFERATIONALLI UNEUR THE TAIL SKID WARNING STSTEM. 32-01-00-38										
	AIRPLANE NOTE: TASK APPLICABLE TO AIRPLANES WITH TAILSKID										
	1. <u>767–300 AIRPLANES;</u>										
	Do an Operational Test of the Tail Skid Warning System										
	A Beferences										
		(1) AMM 06-41-00/201, Fuselage (Major Zones 100 and 200) Access Doors and Panels									
		(2) AMM 06-42-00/201, Empennage (Major Zone 300) Access Doors and Panels									
		(3) AMM 24-22-00/201, Electrical Power - Control									
	(4) AMM 29–11–00/201, Depressurize/Pressurize Main Hydraulic Syste								em		
		(5) AMM 32-00-20/201, Landing Gear Downlocks									
	B. Prepare for the Test										
	(1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).									nding	
		(2) Make sure the control lever for the landing gear on the P3 panel is in the DN position.									
		(3) Supply electrical power (AMM 24-22-00/201).									
	(4) Pressurize the center hydraulic system and reservoir (AMM 29–11–00/201).										
						OPERATIONAL	TAIL SKID WAR	RNING SYST	EM		
						32-61-00-5B	32-041-51	PAGE 1	0F 4	AUG 22/99	
BOEING	CARD	NO.									
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AIRLINE CARD NO.

MECH	I INSP			
			(5)	Make sure these circuit breakers on the overhead panel, P11, are closed:
				(a) 11C3O, LANDING GEAR POSITION AIR/GND SYS 1
				(b) 11U23, POSITION AIR/GND SYS 2
				(c) 11U26, TAIL SKID CONTROL
		С.	Proc	edure
			(1)	Make sure the TAIL SKID light on the P3 panel is not on and the EICAS message TAIL SKID is not shown on the upper display.
			(2)	Open this circuit breaker on the P11 panel and attach a DO-NOT-CLOSE tag:
				(a) 11U26, TAIL SKID CONT
			<u>WARN</u>	ING: STAY OFF OF THE ACCESS DOOR 312AR. THE WEIGHT OF A PERSON COULD CAUSE THE SPRING-LOADED LATCHES TO RELEASE, AND CAUSE INJURY TO PERSONS WHEN THEY FALL THROUGH THE OPEN DOOR.
			(3)	Open the access door for the stabilizer/trim jackscrew compartment, 312AR (AMM 06-42-00/201).
			(4)	Find the tail skid control module in the stabilizer/trim jackscrew compartment (Fig. 504).
			<u>WARN</u>	ING: MAKE SURE THE TAIL SKID AREA IS CLEAR OF PERSONS AND EQUIPMENT BEFORE YOU MOVE THE MANUAL OVERRIDE LEVER ON THE TAIL SKID CONTROL MODULE TO POSITION 1. WHEN YOU PUT THE MANUAL OVERRIDE LEVER IN POSITION 1 THE TAIL SKID WILL RETRACT AND THIS CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			(5)	Move the manual override lever on the tail skid control module to POSITION 1.
			(6)	Make sure the tail skid retracts.
			(7)	Make sure the TAIL SKID light comes on.
EF	FECTIV	T I Å –		OPERATIONAL TAIL SKID WARNING SYSTEM
				32-61-00-5B 32-041-51 PAGE 2 OF 4 APR 22/03

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SAS		DEING
	$\mathcal{V}^{-}$	767
	-	TASK CARD

AIRLINE CARD NO.

MECH	INSP	-					·		
			(8)	Move the EICAS comp sure the EICAS mess	uter select sw age TAIL SKID	itch to the L shows on the u	position and pper display	l make ′.	
			(9)	Move the EICAS comp sure the EICAS mess	uter select sw age TAIL SKID	itch to the R shows on the u	position and pper display	l make ′.	
			(10)	Remove the DO-NOT-C P11 panel:	LOSE tag and c	lose this circ	uit breaker	on the	
				(a) 11U26, TAIL SK	ID CONT				
			(11)	Make sure the TAIL SKID does not show	SKID light is when the tail	not on and the skid is fully	EICAS messa extended.	ige TAIL	
		D.	Put	the Airplane Back to	Its Usual Con	dition			
			(1)	Close the access do 312AR.	or for the sta	bilizer/trim j	ackscrew com	partmen	ıt,
			(2)	Remove the power fr (AMM 29-11-00/201),	om the center if it is not	hydraulic syst necessary.	em		
			(3)	Remove electrical p	ower if it is	not necessary	(AMM 24-22-0	0/201).	
EFF	ECTI	VITY			OPERATIONAL	TAIL SKID WAR	NING SYSTEM		
					32-61-00-5B	32-041-51	PAGE 3 OF	4 APR	22/03
1									



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	STAT	LION									BOE	ING CARD NO.			
	TAIL NO.						$\boldsymbol{\sigma}$	BOEI	VG		32-0	42-51			
	DA	ATE			AIRI	AIRLINE CARD NO.									
	0,														
SKII	LL	WOF	K AREA		REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION			
AIR		EMPE	NNAGE			1		10	STRUCTURAL ILLUSTRATION	11212 REFERENCE	007 AF	DEC 22/03			
0P	ERA	TIONA	L   1	AIL	SKID	WARNIN	IG PSEU E	SITE TEST			AIRPLAN	E ENGINE			
		ZONES							ACCESS PANELS		NOT	<u>e all</u>			
11	9 3	312				119AL	312AR								
											1	1PD ITEM NUMBER			
MECH	INSP	-													
		0PE PSE	RATIC U BIT	ONALL	LY CHE	ECK THE	TAIL SK	ID WARNING SY	STEM USING THE		32–6	1-00-5A			
		AIR	PLANE	E NOT	۲ :E: ۲	FASK AP SYSTEM.	PLICABLE	TO AIRPLANES	WITH TAILSKID						
		1.	<u>767–3</u>	<u>300 A</u>	<u>IRPL</u>	ANES;									
			Use t	:he F	PSEU E	BITE Te	<u>st to Do</u>	an Operation	al Test of the T	ail Skic	l Warn	inq			
			Syste	<u>em</u>											
			A. F	Refer	rences	6									
			(	(1)	AMM ( and F	06–41–0 Panels	0/201, F	uselage (Majo	r Zones 100 and	200) Acc	ess D	oors			
			(	(2)	AMM (	)6-42-0	0/201, E	mpennage (Maj	or Zone 300) Acc	ess Door	's and	Panels			
			(	(3)	AMM 2	24-22-0	0/201, E	lectrical Pow	trical Power – Control						
			(	(4)	AMM 2	29-11-0	0/201, D	epressurize/F	ressurize/Pressurize Main Hydraulic System						
			(	(5)	AMM 3	32-00-2	0/201, L	anding Gear D	ownlocks						
			B. F	Prepa	are fo	or the	Test								
			(1) Make sure the downlocks are installed on the nose and main land gear (AMM 32–00–20/201).								nding				
			(2) Make sure the control lever for the landing gear on the P3 panel i in the DN position.								nel is				
			(3) Supply electrical power (AMM 24-22-00/201).												
			(	(4)	Press (AMM	surize 29-11-	the cent 00/201).	er hydraulic	system and reser	voir					
EFF	ЕСТ	Ινιτγ										тгет			
	_ • • •							OPERATIONAL	IAIL SKID WARN	ING PSEU	I RI I E	151			
								32-61-00-54	32-042-51	PAGE 1	0F 5	AUG 22/99			

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AIRLINE CARD NO.

MECH	INSP			
			(5)	Make sure these circuit breakers on the overhead panel, P11, are closed:
				(a) 11C3O, LANDING GEAR POSITION AIR/GND SYS 1
				(b) 11U23, POSITION AIR/GND SYS 2
				(c) 11U26, TAIL SKID CONTROL
		с.	Proc	edure
			(1)	Open the access door for the main equipment center, 119AL (AMM 06-41-00/201) and find the PSEU on the E1 equipment rack.
			(2)	Make sure the control lever for the landing gear on the P3 panel is in the DN position.
			(3)	Make sure the tail skid is extended.
			(4)	Push the PRESS/TEST switch on the BITE controls of the PSEU.
				<u>NOTE</u> : A number 888 will show on the LED display. All the lights will be on until you release the switch.
			(5)	Use the SENSOR CHANNEL SELECT thumb switches on PSEU BITE control panel to put in the code 247 (for S247, tail skid extended).
			(6)	Push the TARGET TEST switch and hold for 1 second.
			(7)	Make sure the sensor code is on the LED display and that after 4 seconds, the TARGET NEAR light is on.
			(8)	Put in the code 248 (for S248, tail skid retracted) on the PSEU BITE control panel.
			(9)	Push the TARGET TEST switch and hold for 1 second.
			(10)	Make sure the sensor code is on the LED display and that after 4 seconds, the TARGET FAR light is on.
			(11)	Open this circuit breaker on the overhead panel, P11, and attach a DO-NOT-CLOSE tag:
				(a) 11U26, TAIL SKID CONT
EFF	ECTIV	ITY -		OPERATIONAL TAIL SKID WARNING PSEU BITE TEST
				32-61-00-5A 32-042-51 PAGE 2 OF 5 AUG 22/99

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AIRLINE CARD NO.

MECH	INSP												
		WARNI	<u>NG</u> : STA Cou Inj	Y OFF OF TH LD CAUSE TH URY TO PERS	E ACCESS DOOR E SPRING-LOADE ONS WHEN THEY	312AR. THE W D LATCHES TO FALL THROUGH	VEIGHT OF A PE RELEASE, AND THE OPEN DOOF	ERSON CAUSE ?.					
		(12)	Open the 312AR (A	access doc MM 06-42-00	or for the stab 0/201).	ilizer/trim j	ackscrew comp	partment,					
		(13) Find the tail skid control module in the stabilizer/trim jackscrew compartment (Fig. 504).											
		<u>WARNI</u>	<u>NG</u> : MAK Bef Con Lev Cau	E SURE THE ORE YOU MOV TROL MODULE ER IN POSIT SE INJURY T	TAIL SKID AREA /E THE MANUAL O : TO POSITION 1 TON 1 THE TAIL TO PERSONS.	IS CLEAR OF VERRIDE LEVER . WHEN YOU F SKID WILL RE	PERSONS AND E ON THE TAIL PUT THE MANUAL ETRACT AND TH	EQUIPMENT SKID OVERRIDE IS CAN					
		(14)	Move the POSITION	manual ove 1.	erride lever on	the tail ski	d control mod	dule to					
		(15)	Make sur	e the tail	skid is retrac	ted.							
		(16) Put in the code 247 (for S247, tail skid extended) on the PSEU BITE control panel.											
		(17) Push the TARGET TEST switch and hold for 1 second.											
		(18) Make sure the sensor code is on the LED display and that after 4 seconds, the TARGET FAR light is on.											
		(19) Put in the code 248 (for S248, tail skid retracted) on the PSEU BITE control panel.											
		(20) Push the TARGET TEST switch and hold for 1 second.											
		(21)	Make sur seconds,	e the sensc the TARGET	or code is on t NEAR light is	he LED displa on.	ay and that a	fter 4					
		WARNI	<u>NG</u> : MAK Bef TAI DAM	E SURE THE ORE YOU CLC L SKID WILL AGE TO EQUI	TAIL SKID AREA SE THE TAIL SK EXTEND AND TH PMENT.	IS CLEAR OF ID CONTROL CI IS CAN CAUSE	PERSONS AND E RCUIT BREAKEF INJURY TO PEF	EQUIPMENT R. THE RSONS OR					
EFF	ΕCTIVITY												
					OPERALIONAL	TAIL SKID WA	KNING PSEU BI						
					32-61-00-5A	32-042-51	PAGE 3 OF	5 DEC 22/03					

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		BOEING CARD NO.
	() BOEING	32-042-51
S	SAS 767	AIRLINE CARD NO.
	TASK CARD	
(22)	Remove the DO-NOT-CLOSE tag and close this circuit break P11 panel:	er on the
	(a) 11U26, TAIL SKID CONT	
(23)	Make sure the tail skid is extended.	
Put	the Airplane Back to Its Usual Condition	
(1)	Close the access door for the main equipment center, 119	AL.

TAIL SKID WARNING PSEU BITE TEST

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(2)	Close	the	access	door	for	the	<pre>stabilizer/trim</pre>	jackscrew	compartment,
	312AR.								

(3) Remove the power from the center hydraulic system (AMM 29-11-00/201), if it is not necessary.

D. Put the Airplane Back to Its Usual

(4) Remove electrical power if it is not necessary (AMM 24-22-00/201).

MECH INSP

32-042-51

OPERATIONAL

32-61-00-5A



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STAT	ION						BOE	ING CARD NO.	
TAIL	NO .	• •	. (	S BOEII	VG		32-0	43–01	
DA	TE	SA	SE	767			AIR	LINE CARD NO.	
				TASK CAR	TASK CARD				
SKILL	WORK AREA	RELATE	D TASK	INTERVA	-	PHASE	MPD REV	REVISION	
AIRPL	NOSE GEAR		TITLE	18000 CYC	NOTE STRUCTURAL ILLUSTRATION R	EFERENCE	012 AF	AUG 22/07	
RESTOR		SE LANDING	GEAR				AIRPLAN	IE ENGINE	
	ZONES				ACCESS PANELS		ALL	ALL	
711		1	1004						
MECH INSP	-						I	MPD ITEM NUMBER	
	EACH OPER GEAR ON C INITIAL T	ATOR MUST DNE AIRPLAN HRESHOLD J	PERFORM NE OF THE INTERVAL	A RESTORATION OF OPERATOR'S FLEET RANGE.	THE NOSE LANDING FWITHIN THE		32-2	1-01-A	
	INTERVAL NOTE: THE INITIAL THRESHOLD RANGE FOR THIS RESTORATION IS BETWEEN 12,000 AND 18,000 CYCLES OR 10 YEARS WHICHEVER OCCURS FIRST. THE INSPECTION RESULTS WILL BE USED TO ESTABLISH EACH OPERATOR'S REPEAT INTERVAL.								
	NOTE: SE OF RE SF	RVICE LETT A SURVEY STORATION PECIFIED IN	TER 767-S OF OPERA TASK. TH N SECTION	L-32-55 SUMMARIZE TORS PERFORMING T E STRUCTURAL SAFE 9 OF THE MPD.	ES THE RESULTS THE LANDING GEAR E LIFE LIMIT IS				
	ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES OPENING OF THE NOSE LANDING GEAR DOORS AND INSTALLING SAFETY LOCKS IN ACCORDANCE WITH MAINTENANCE MANUAL PROCEDURE 32-00-15.								
EFFECTI	VITY	BOEING PROPP	RIETARY - Codvr	RESTORE 32-21-01-A	NOSE LANDING GE 32-043-01 F	AR PAGE 1	0F 1	AUG 22/07	

STATION									BOE	ING CARD NO.	
TAIL NO.					$\mathcal{A}$	BOEIN	G		32-04	44–01	
DATE			S	AS	$\mathcal{V}^{\perp}$				AIRLINE CARD NO.		
DATE						TASK CARD					
SKILL	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
AIRPL NO	SE GE	AR			8	0000 CYC		916XX	008	APR 22/08	
REPLACE		NOSE	LANDI	ING GEAR	-				AIRPLANE	E ENGINE	
ZO	ONES						ACCESS PANELS		ALL	ALL	
211 711											
MECH INSP									м	PD ITEM NUMBER	
R ( 7) 1.	EPLAC CURRE 67-SL <u>Rem</u>	E THE NTLY -32-9 <u>ove t</u>	NOSE 80,000 2 FOR <u>he Nos</u>	LANDING ) CYCLES) A LIST O se Landin	GEAR A . REF F LAND <u>g Gear</u>	T MANUFACTURER ER TO BOEING S ING GEAR LIFE	'S LIFE LIMIT ERVICE LETTER LIMITED PARTS.		32–2′	1-01-4A	
	Α.	Equi	pment								
		(1)	Trunr	nion Pin	Puller	, NLG - A32011	-1				
		(2)	Inner	• Cylinde	r Rete	ntion Strap, M	ILG - A32028-6				
		(3)	Hoist	: Equipme	nt, NL	G – A32036–57					
		(4)	Sling	g - EE2-2 (1 in Work V-bas Lift- Landi	01–95 ch wid Load L ket hi All Co sville	inch or Equiva e 2 Ply nylon imit (WLL) at tch) mpany, Inc. , PA.	llent Web rated for 8000.0 Lbs ລ				
		(5)	Trans	sportatio	n Doll	y, NLG - A3203	8–1				
	В.	Refe	rences	5							
		(1)	07–11	-02/201,	Jacki	ng Airplane No	se				
		(2)	29–11	-00/201,	Press	urize/Depressu	ırize Main Hydrau	lic Sys	stem		
		(3)	32-00	)-20/201,	Landi	ng Gear Downlo	ocks				
	С.	Prepare to Remove the Nose Landing Gear									
		(1)	Make gear	sure the (Ref 32-	down l 00–20)	ocks are insta	lled on the nose	and ma	in la	nding	
EFFECTIVI	тү -					REPLACE	NOSE LANDING GE	AR			
						32-21-01-44	32-044-01 P	AGE 1	0F 25	DEC 22/05	
			BOEING P	ROPRIETARY - C	opyright ()	C) - Unpublished Work -	See title page for details	· ·			

32-044-01

SAS CARD

AIRLINE CARD NO.

MECH	INSP		
		(2)	Remove the pressure from the center hydraulic system and reservoir (Ref 29–11–00).
		(3)	Open this circuit breaker on the main power distribution panel, P6, and attach a DO-NOT-CLOSE tag:
			(a) 6G1, FIRE EXT APU 1
		(4)	Open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
			(a) 11B6, LIGHTS EMER CHARGER PORTABLE
			(b) 11B34, APU REMOTE FIRE IND
			(c) 11B35, APU ALTN CONT
			(d) 11C23, INTERPHONE CABIN SERVICE
			(e) 11C25, INTERPHONE DUAL PWR CAPT OBS FLT AMPL
			(f) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
			(g) 11C3O, LANDING GEAR POSITION AIR/GND SYS 1
			(h) 11G29, INTERPHONE DUAL PWR CAPT OBS FLT AMPL
			(i) 11G30, INTERPHONE DUAL PWR F/O SEC OBS
			(j) 11H32, GND CALL
			(k) 11N1, LIGHTING NOSE GEAR CONT
			(l) 11N3, LIGHTING LANDING NOSE GEAR L
			(m) 11N4, LIGHTING LANDING NOSE GEAR R
			(n) 11N8, LIGHTING TAXI
			(o) 11P35, EMER CHGR OFF WING ESC L
			(p) 11P36, EMER CHGR OFF WING ESC R
			(q) 11U15, AIR/GND SYS 1
EFF	ECTI	VITY	REPLACE NOSE LANDING GEAR
			32-21-01-4A 32-044-01 PAGE 2 OF 25 DEC 22/04

AIRLINE CARD NO.

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MECH	INSP		
			(r) MTH 275-276 POST-SB 32-85; MTH 277-999; SAS 050-149, 155-999;
			11U17, TIRE PRESS IND 1
			(s) 11U23 or 11U24, POSITION AIR/GND SYS 2
		(5)	Open this circuit breaker on the forward miscellaneous electrical equipment panel, P33, and attach a DO-NOT-CLOSE tag:
			(a) 33J4, LIGHTS NLG/WW SVCE
		(6)	MTH 275-276 POST-SB 32-85; MTH 277-999; SAS 050-149, 155-999;
			Open this circuit breaker on the APU external power panel, and attach a DO-NOT-CLOSE tag:
			(a) 34M11, TIRE PRESS IND 2
		(7)	To open the forward door of the nose landing gear, release the lock on ROD 2 of the operating mechanisms.
		(8)	Remove the bolts (1) to disconnect the operating mechanisms for the forward door from the shock strut of the nose landing gear (Fig. 401).
		(9)	Remove the bolts (4) to disconnect the operator struts for the aft door from the shock strut for the nose landing gear.
			<u>NOTE</u> : Do not change the length of the operating rods when you remove the nose landing gear.
		(10)	Use a rope to hold the doors out of the work area.
		(11)	Remove the bolts (8) to disconnect the pivot links for the nose wheel steering from the trunnion drum (View A-A, Fig. 402).
		(12)	Use a rope to hold the pivot links clear of the structure.
		(13)	Disconnect the electrical connectors from the junction box in the wheel well for the nose landing gear (Detail B, Fig. 403).
		(14)	Put a cap on the connectors.
EFF	ECTIV	VITY	REPLACE NOSE LANDING GEAR

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SAS 767 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(15)	Remove the screws (38) to disconnect the electrical adapter box from the bulkhead.
		(16)	Attach the electrical conduit to the top of the shock strut trunnion.
		(17)	Disconnect the hydraulic lines on the left swivel bracket of the trunnion.
		(18)	Put a plug on the hydraulic fittings.
		D. Remo	ove the Nose Landing Gear
		(1)	Remove the pressure from the shock strut.
			<u>WARNING</u> : MAKE SURE THE STRUT IS FULLY DEPRESSURIZED BEFORE JACKING. FAILURE TO DO THIS CAN LET THE STRUT MOVE UNDER PRESSURE AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
		(2)	Install the shock strut retention strap to lock the shock strut in the compressed position.
		(3)	Lift the nose of the airplane (Ref 07–11–02).
		(4)	Remove the lower pin (13) to disconnect the rod end of the retract actuator from the drag strut (View B–B, Fig. 402).
		(5)	Move the retract actuator forward and use a rope to hold it out of the work area.
		(6)	Hold the lock link assembly.
		(7)	Hold the upper drag strut.
		(8)	Remove the bolt (35) to disconnect the piston end of the steering spring cartridge from the drive crank (Detail C, Fig. 402).
		<u>CAUT</u>	<u>'ION</u> : APPLY A FORWARD FORCE TO THE AFT SIDE OF THE SHOCK STRUT. IF THE SHOCK STRUT MOVES AFT, IT CAN CAUSE DAMAGE TO THE PROXIMITY SENSORS.
		(9)	Remove the apex pin (19) to disconnect the lower drag strut from the forward lock link and the upper drag strut (View C–C, Fig. 402).
EFF	ECTIV	ТТҮ —	REPLACE NOSE LANDING GEAR

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SAS DEING 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
		(10)	Remo shoc	ove the universal pin (27) to disconnect the universal from the k strut (View D-D, Fig. 402).
		(11)	Remo	ove the lower drag strut (26) and the universal (33).
		(12)	Remo	ove the lock link assembly and the steering spring cartridge.
			(a)	Disconnect the electrical line connectors for the proximity sensor from the junction box.
			(b)	Remove the pin (43) to disconnect the rod end of the lock actuator from the aft lock link (View A–A, Fig. 403).
			(c)	Use a rope to hold the lock actuator out of the work area.
			(d)	Remove the lock pin (49) to disconnect the aft lock link from the support fitting (View B–B, Fig. 403).
			(e)	Remove the forward lock link (20).
			(f)	Remove the aft lock link (51).
			(g)	Remove the steering spring cartridge (34).
		<u>WARN</u>	<u>IING</u> :	FOLLOW THE SLING INSTALLATION EXACTLY AS SHOWN IN FIGURE 404. OTHERWISE THE STRAP WILL BE TOO SHORT. THIS CAN RESULT IN POSSIBLE OVERLOAD, FAILURE OF THE SLING, AND/OR INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(13)	Inst	all the hoist equipment on the nose landing gear (Fig. 404)
			(a)	Use the upper pin (59) to attach the post (60) to the upper drag strut.
				<u>NOTE</u> : The upper pin (59) is approximately 2.75 inches in diameter. The upper pin (59) goes through the hole in the upper drag strut that held the lower drag strut.
			(b)	Lift the upper drag strut until you can use the lower pin (62) to attach the post (60) to the support fitting (37A).
				<u>NOTE</u> : The lower pin (62) is approximately 1.5 inches in diameter.
EFF	ECTIVITY			REPLACE NOSE LANDING GEAR
				32-21-01-4A 32-044-01 PAGE 5 OF 25 APR 22/08

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			<u>A</u>	RAFIA		32-044-01
		<b>۲</b> ۵2				AIRLINE CARD NO.
		57,		TASK CARD		
MECH INSP						
		(c) At	tach the sp	reader (68) to	the upper drag strut	
		(d) Us (6)	e the middle D).	e pin (61) to a	attach the track (67)	to the post
		<u>NO</u>	<u>TE</u> : The mid	ddle pin (61) i	is approximately 1 in	ch in diameter.
		(e) Al the	ign the hold e hole in t	e in the bracke he middle of th	et on the end of the ne spreader (68).	track (67) with
		(f) In	stall the q	uick release pi	in (69) through the h	oles.
		(g) Pu	t the troll	ey (65) on the	track (67).	
		(h) In	stall the t	rolley stop pir	n (70).	
		<u>CAUTION</u>	: MAKE SUR SIDES OF DISTRIBU OCCUR.	E THAT THE TENS THE SLING. IF TED EVENLY ON 1	SION IN THE STRAP IS F THE WEIGHT OF THE G THE SLING, DAMAGE TO	EQUAL ON BOTH EAR IS NOT EQUIPMENT MAY
		(i) In	stall the s	ling (66) on th	ne shock strut (Detai	l A, Fig. 404).
		<u>NO</u>	<u>TE</u> : If you you loo the tru	use the 108–ir op the strap ar unnion (Detail	nch strap then make s round the lug on the B, Fig. 404).	ure that left side of
		(j) Li <sup>.</sup> no	ft the nose weight fro	landing gear w m the landing g	with the hoist (64) u gear on the trunnion	ntil there is pins (56).
	(14)	Do these nose la Fig. 403 pins.	e steps to n nding gear 3). Use the	remove the trur (53) from the w e trunnion pin	nnion pins (56) and d wheel well side walls puller if necessary	isconnect the (View C-C, to remove the
		(a) Ren the	move the lo e trunnion p	ckbolt (57), wa pin (56), (View	ashers (55 and 58) an v C-C, Fig. 403).	d nut (54) from
		(b) Ren pin	move the hy n (Detail B	draulic swivel , Fig. 403).	bracket (41) from th	e left trunnion
		(c) Ren	move the tr	unnion pins (56	5).	
EFFECTIVITY				REPLACE	NOSE LANDING GEAR	
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AIRLINE CARD NO.

					TASK CARD					
MECH	INSP	_								
			(15)	Move the nose landi	ng gear forwar	d in the whee	l well.			
			(16)	Turn the nose landi the supports.	ng gear approx	imately 90 deg	grees to be	clear of		
			(17)	Lower the nose land	ing gear on th	e transportat	ion dolly.			
			(18)	Attach the dolly reated tool.	straints. Use	the instruct	ions suppli	ed with the		
			(19)	Remove the sling.						
			(20)	Remove the nose land	ding gear.					
		2. <u>I</u>	<u>nstall</u>	the Nose Landing Gea	<u>r</u>					
		N	<u>OTE</u> : -	The wear limits for t	his component	are supplied <sup>.</sup>	in 32-21-01	/601.		
		A								
(2) Inner Cylinder Retention Strap, NLG – A32028–6										
			(3)	Dry Air or Nitrogen Available	Bottle, Charg	ed to 2000 ps <sup>.</sup>	i – Commerc	ially		
		(4) Hoist Equipment, NLG - A32036-57								
			(5)	Sling – EE2–201–95 (1 inch wide Work Load L V–basket hi Lift–All Con Landisville	inch or Equiva e 2 Ply nylon imit (WLL) at tch) mpany, Inc. , PA.	lent Web rated for 8000.0 Lbs ລ				
			(6)							
		В	. Cons	sumable Materials						
			(1)	DOO633 Grease - BMS	3-33 (Recomme	nded)				
		(2) DOOO13 Grease - MIL-G-23827 (Alternative)								
			(3)	DOO106 Fluid - MIL-	H-6083, Hydrau	lic				
EFF	ECTI	VITY			REPLACE	NOSE LANDING	GEAR			
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	1						
H INSP	_						
	A	MM			AIPC		
	FIG	ITEM	NOMI	ENCLATURE	SUBJECT	FIG	ITEM
	402	7 8 9	Washer Bolt Bearing		32-51-54	01	15 5 25
		10 11 12 13 14 15 16 17	Nut Retract Actua Alignment Was Lower Pin Alignment Was Tang Washer Nut Washer	tor Nut ner ner	32-21-01	01	20 115 100 90 95 110 80 75
		18 19 20 21 22 23 24 25 26 27 28 29 30 31	Lockbolt Apex Pin Forward Lock I Apex Nut Antirotation I Washer Nut Tang Washer Lower Drag Str Universal Pin Tang Washer Nut Nut Lockbolt	-ink Bolt rut	32-21-03	01	70 165 355 175 150 155 160 170 185 65 70 75 60 50
		32 33 34 35 36 77	Washer Universal Spring Cartrio Bolt Washer	dge	32-34-06	01	55 115 40 10 25

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AIRLINE CARD NO.

A	MM				AIPC		
FIG	ITEM	NOMENCLATURE		SUBJECT	FIG	ITEM	
403	38	Screw		32-61-61	01	890	
	39	Washer				895	
	40	Nut				900	
	41	Bracket	h	32-34-52		35	
	42	Alignment Was	ner	32-21-01		220	
	45	Pin   Alignment Vec	han		ł	200	
	44	Tong Woohon	ner			215	
	40					225	
	40			32_21_03	01	107	
	4/	Tang Washer		52-21-05		177	
	40	Lock Pin				130	
	50	Steering Arm				255	
	51	Aft Lock Link				445	
	52	Washer				198	
	53	Gear Assy.		32-21-01	01	285	
	54	Nut		32-21-02	01	475	
	55	Washer			1	470	
I	56	Trunnion Pin				480	
I	57	Lockbolt				460	
	58	Washer				465	
D .	Reference         (1)       07         (2)       12         (3)       12         (4)       12         (5)       26         (6)       29         (7)       32	es 11-02/201, Jacki 12-01/301, Hydra 15-02/301, Nose 21-12/301, Nose 15-00/501, APU F 11-00/201, Press 00-20/201, Landi	ng Airplane No ulic Systems Gear Shock Str Gear and Actua ire Detection urize/Depressu ng Gear Downlo	se ut ting Mechanisms rize Main Hydrauli cks	c Syste	m	
	(8) 32-0	09-08/201, Nose	Gear Not Compr	essed Sensor			

AIRLINE CARD NO.

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SAS	A BOEING
	767
	TASK CARD

MECH	INSP			
			(9)	32-21-01/601, Nose Gear
			(10)	32-21-09/401, Nose Gear Lock Spring
			(11)	32-34-00/501, Nose Gear Extension and Retraction
			(12)	MTH 275-276 POST-SB 32-85; SAS 050-149, 155-999;
				AMM 32-45-00/501, Wheels and Tires
			(13)	32-51-00/501, Nose Gear Steering System
			(14)	33-31-00/201, Service Lights
			(15)	33-42-00/501, Landing, Runway Turnoff and Taxi Lights
		Ε.	Prep	are to Install the Nose Landing Gear
			(1)	Make sure the inner cylinder retention strap is installed.
		F.	Inst	all the Nose Landing Gear
			(1)	Move the transportation dolly with the nose landing attached below the forward end of the hoist track.
			(2)	Install the sling.
			(3)	Tighten the hoist cable.
			(4)	Remove the restraints from the transportation dolly.
			(5)	Lift the nose landing gear into the wheel well.
				<u>NOTE</u> : The trunnion must be aligned forward and aft to move up into the wheel well.
			(6)	Remove the transportation dolly from the work area.
			(7)	Turn the nose landing gear such that it is pointed forwards, and move it aft until the trunnion is above the wheel well trunnion fittings.
			(8)	Adjust the hoist to align the holes of the trunnion pin.
EFF	ECTI	VITY		REPLACE NOSE LANDING GEAR

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MECH	INSP		
		<u>CAUT</u>	<u>ION</u> : APPLY A FORWARD FORCE TO THE AFT SIDE OF THE SHOCK STRUT. IF THE SHOCK STRUT MOVES AFT, IT CAN CAUSE DAMAGE TO THE PROXIMITY SENSORS.
		(9)	Apply grease to and install these parts to connect the nose landing gear (53) to the wheel well (View C–C, Fig. 403).
			<u>NOTE</u> : Install the hydraulic swivel bracket (41) on the left trunnion pin (Detail B, Fig. 403).
			(a) Trunnion pins (56)
			(b) Lock bolts (57)
			(c) Washers (55 and 58)
			(d) Nuts (54)
		(10)	Measure total axial gap (Detail C, Fig. 403).
			<u>NOTE</u> : If the axial gap is not in the limits, this will not cause any damage to the landing gear structure, but there may be a loud noise during landing gear extension/retraction.
		(11)	If the total axial gap is not in the limits of 0.008 to 0.040 inch then do these steps:
			(a) Remove the trunnion pins, lock bolts, washers and nuts.
			(b) Install a thrust ring (P/N 141T9946–(X)) or a combination of thrust rings to obtain the proper axial gap.
			(c) Install the trunnion pins, lock bolts, washers and nuts.
			(d) Make sure the total axial gap is in limit.
		(12)	Lower the hoist.
		(13)	Remove the sling.
		(14)	Remove the hoist equipment.
		(15)	Let the upper drag strut move down.
FFF		/TTY	
			REPLACE NOSE LANDING GEAR
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MECH	INSP						
		(16) To	install the lock	link assembly	, do the step	os that follow:	
		<u>NOT</u>	E: The steering steering arm	spring cartri (50).	dge is connec	ted to the	
		(a)	Apply grease t link (51) to t	o and install he steering ar	these parts t m (50) (View	co connect the aft B-B, Fig. 403):	lock
			<u>CAUTION</u> : INST (FIG PIN GEAR	ALL LOCK PIN ( . 403, VIEW B- WILL CAUSE DAM RETRACTION.	49) WITH HEAD B). IMPROPER AGE TO THE SP	ORIENTED AS SHOWN ORIENTATION OF THE RING CARTRIDGE DUR	E ING
			1) Lock pin (	49)			
			2) Washers (4	8 and 52)			
			3) Nut (47)				
			4) Cotter pin	(52A)			
		(b)	Apply grease t of the lock ac	o and install tuator to the	these parts t aft lock link	to connect the rod e (View A-A, Fig. 40	end 03):
			1) Pin (43)				
			2) Washers (4	2, 44 and 45)			
			3) Nut (46)				
			4) Cotter pin	(46A)			
		<u>CAUTION</u> :	WHEN YOU INSTA OF THE DRAG BR THE PIN IS NOT OUTER CYLINDER RETRACTS.	LL THE LOWER D ACE-TO-UNIVERS INSTALLED COR OF THE SHOCK	RAG STRUT, MA AL CONNECTING RECTLY, DAMAG STRUT WHEN TH	KE SURE THAT THE HE PIN IS FACING UP. E CAN OCCUR TO THE E NOSE LANDING GEAF	EAD IF R
		(17) App uni	ly grease to and versal (33) to t	install these he shock strut	parts to con (View D-D, F	nect the ig. 402):	
		(a)	Pin (27)				
EF	FECTIV						
				REFLACE	NUSE LANDING		
				I 32−21−01−4A	32-044-01	PAGE 13 OF 25 APF	R 22/08

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AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(b) Washers (28 and 32)
			(c) Nuts (29 and 30)
			<ol> <li>Tighten the nut to 60-80 pound-feet. Loosen to the nearest lock position to install the lockbolt.</li> </ol>
			(d) Lockbolt (31)
			(e) Cotter pin
		(18)	Apply grease to and install these parts to connect the lower drag strut (26) to the forward lock link and the upper drag strut (View C–C, Fig. 402):
			(a) Apex pin (19)
			(b) Washers (23 and 25)
			(c) Apex nut (21)
			<ol> <li>Tighten to a maximum of 100 pound-feet. Loosen to the nearest lock position to install the lockbolts.</li> </ol>
			(d) Nut (24)
			(e) Lockbolts
		(19)	Install these parts to connect the piston end of the spring cartridge to the drive crank (Detail C, Fig. 402):
			(a) Bolt (35)
			(b) Washer (36)
			(c) Nut (37)
		(20)	Apply grease to and install these parts to connect the rod end of the retract actuator to the upper drag strut (View B–B, Fig. 402):
			(a) Lower pin (13)
			(b) Washers (12, 14, 15, and 17)
			(c) Lockbolt (18)
			(d) Retract actuator nut (11)
		TTV	
EFF	ECIIV	TIX	REPLACE NOSE LANDING GEAR
			32-21-01-4A 32-044-01 PAGE 14 OF 25 APR 22/08

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	A BOEING	,
SAS	767	
	TASK CARD	

AIRLINE CARD NO.

			TASK CARD							
MECH	INSP			I						
			<ol> <li>Tighten to 60-80 pound-feet. Loosen to the position to install the lockbolt.</li> </ol>	nearest lock						
			(e) Nut (16)							
			(f) Cotter pin							
		(21)	Apply grease to and install these parts to connect t pivot links to the trunnion drum (View A–A, Fig. 402	he steering ):						
			<u>NOTE</u> : The movement of the bearing in the trunnion f the installation is normal and acceptable.	itting after						
			(a) Bolts (8)							
			(b) Bearings (9)							
			(c) Washers (7)							
			(d) Nuts (10)							
		(22) Install these parts to connect the electrical adapter bo bulkhead (Detail B, Fig. 403).								
			(a) Screws (38)							
			(b) Washers (39)							
			(c) Nuts (40)							
		(23)	Connect the electrical connectors to the junction bo well for the nose landing gear (Detail B, Fig. 403).	x in the wheel						
		(24)	Connect the hydraulic lines to the hydraulic swivel left trunnion pin.	bracket on the						
		(25)	Lubricate the nose landing gear at the grease fittin 12–21–12).	gs (Ref						
		(26)	Install these parts to connect the operator struts f to the nose landing gear (Fig. 401):	or the aft door						
			(a) Bolts (4)							
			(b) Washers (5)							
EFF	ECTIVIT	Y								
			REFERCE NOSE LANDING GEAR							
			32-21-01-4A 32-044-01 PAGE	TO OF 25 APR 22/08						

				( BOEING	32-044-01
				SAS 767	AIRLINE CARD NO
				TASK CARD	
MECH	INSP				
				(c) Nuts (6)	
				(d) Cotter pins	
				(e) Bolts (1)	
				(f) Bushing (2)	
				(a) Nuts (3)	
				<ol> <li>Tighten the nut to 50-80 pound-feet.</li> </ol>	
				(h) Cotter pins	
			(27)	Remove the shock strut retention strap.	
			(28)	Lat the shock strut extend	
			(20)	Let the shock struct extend.	
				<u>NOTE</u> : Make sure the shock strut is fully extended and th wheels do not touch the ground.	e
			(29)	Do this task "Adjustment of the Nose Wheel Steering Syste (AMM 32–51–00/501).	m''
		G.	Put	the Airplane Back to Its Usual Condition	
			(1)	Do the servicing for the hydraulic reservoir if it is nec 12–12–01).	essary (Ref
			(2)	Connect the strut inflation tool to the air valve.	
			(3)	Inflate the shock strut with dry air or nitrogen to 200 p	sig.
			(4)	Manually close the forward doors for the nose landing gea	r.
			(5)	Remove the DO-NOT-CLOSE tag and close this circuit breake main power distribution panel, P6:	r on the
				(a) 6G1, FIRE EXT APU 1	
			(6)	Remove the DO-NOT CLOSE tags and close these circuit brea overhead circuit breaker panel, P11:	kers on the
				(a) 11B6, LIGHTS EMER CHARGER PORTABLE	
				(b) 11B34, APU REMOTE FIRE IND	
EFF	ECTIVI	ΤY		REPLACE NOSE LANDING GEAR	

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AIRLINE CARD NO.

					TASK CARD							
MECH	INSP											
			(c)	11B35, APU ALT	N CONT							
			(d)	11C23, INTERPH	ONE CABIN SERV	ICE						
			(e)	11C25, INTERPH	ONE DUAL PWR C	APT OBS FLT A	MPL					
			(f)	AIRPLANES WITH CIRCUIT BREAKE 11C29, LANDING	THE "LANDING R INSTALLED AT GEAR POSITION	GEAR POSITION PANEL GRID L AIR/GND SYS	I AIR/GND SYS 2 ALT" OCATION 11C29; 2 ALT					
			(g)	11C3O, LANDING	GEAR POSITION	AIR/GND SYS	1					
			(h)	11G29, INTERPH	ONE DUAL PWR C	APT OBS FLT A	MPL					
			(i)	11G30, INTERPH	ONE DUAL PWR F	/O SEC OBS						
			(j)	11H32, GND CAL	L							
			(k)	11N1, LIGHTIN	G NOSE GEAR CO	NT						
			(1)	11N3, LIGHTIN	G LANDING NOSE	GEAR L						
			(m)	11N4, LIGHTIN	NG LANDING NOSE GEAR R							
			(n)	11N8, LIGHTIN	G TAXI							
			(o)	11P35, EMER CH	GR OFF WING ES	CL						
			(p)	11P36, EMER CH	GR OFF WING ES	CR						
			(q)	11U15, AIR/GND	SYS 1							
			(r)	MTH 275-276 PO MTH 277-999; SAS 050-149, 1	ST-SB 32-85; 55-999;							
				11U17, TIRE PR	ESS IND 1							
			(s)	11U23 or 11U24	11U23 or 11U24, POSITION AIR/GND SYS 2							
		(7)	MTH SAS	275-276 POST-SB 050-149, 155-99								
			Remo APU	ve the DO-NOT-C external power	LOSE tag and c panel, P34:	lose this cir	cuit breaker on the					
			(a)	34M11, TIRE PR	ESS IND 2							
EFF	ECTIVITY						CEAP					
					TO 04 04 /		DACE 47 OF 25 250 22/2/					
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SAS	<b>BOEING</b>
	767
	TASK CARD

AIRLINE CARD NO.

			TASK CARD								
MECH	INSP										
		(8)	Remove the DO-NOT-CLOSE tag and close this circuit breaker on the forward miscellaneous electrical equipment panel, P33:								
			(a) 33J4, LIGHTS NLG/WW SVCE								
		(9)	)o the operational test of APU fire detection system (Ref 26–15–00/501).								
		(10)	Do the test for the not compressed sensor of the nose landing gear (Ref 32–09–08/201).								
		(11)	Do the operational test of the nose gear wheel well lights (Ref 33–31–00/201).								
		(12)	Do the operational test of the landing lights and taxi lights (AMM 33–42–00/501).								
			<u>NOTE</u> : If you removed the landing light assembly when you overhauled the landing gear or you installed a new landing gear, then do this task: Nose Gear Landing Light/Light Beam Adjustment (AMM 33-42-01/201).								
		(13)	Remove the downlocks on the nose and main landing gear (Ref 32–00–20).								
		(14)	Pressurize the center hydraulic system (Ref 29–11–00).								
		WARN	ING: MAKE SURE THERE ARE NO PERSONS OR EQUIPMENT IN THE AREA WHERE THE NOSE AND MAIN LANDING GEAR AND DOORS OPERATE. THE LANDING GEAR MOVES AND THE DOOR OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.								
		(15)	Do a test for the operation of the nose landing gear (Ref 32–34–00).								
		(16)	Lower the nose of the airplane and remove the jacks (Ref 07–11–02).								
		(17)	MTH 275, 276 POST-SB 32-85; MTH 277-999; SAS 050-149, 155-999;								
		Do a test of the tire pressure indicating system (Ref 32-45-00).									
		(18)	Do the servicing of the shock strut for the nose landing gear (AMM 12–15–02).								
EFF	ECTIVI	ГҮ ———	REPLACE NOSE LANDING GEAR								
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1											

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AIRLINE CARD NO.

MECH	INSP														
			(10)	-				., .				(5.6	20.44		
			(19)	Remove	the	hydrauli	c power	11 1	t is	not	necessary	(Ref	29-17	1-00).	
EFFECTIVITY			REPLAC	E	N	OSE I	ANDING GE	AR							
							32-21	-01-4	A 3	2-044	4–01 P	AGE 1	9 OF 2	25 DEC 2	2/06
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 EFFECTIVITY
 REPLACE
 NOSE LANDING GEAR

 Image: Second state
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STATI	ON								BOE	ING CARD NO.
TAIL	N0.			(	$\Delta$	BOEIK	V <i>G</i>		32–0	44–51
DAT	F		AIRLINE CARD NO.							
	-									
SKILL	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
	MAIN GE	AR			1	8000 CYC		242XX	012	
RESTOR	E	MAIN	LANDI	NG GEAR	(LEFT	OR RIGHT)			AIRPLAN	
	ZONES						ACCESS PANELS			
731 7	41			1004						
MECH INSP									1	MPD ITEM NUMBER
	<ul> <li>EACH OPERATOR MUST PERFORM A RESTORATION OF EITHER THE LEFT OR RIGHT MAIN LANDING GEAR ON ONE AIRPLANE OF THE OPERATOR'S FLEET WITHIN THE INITIAL THRESHOLD INTERVAL RANGE.</li> <li>INTERVAL NOTE: THE INITIAL THRESHOLD RANGE FOR THIS RESTORATION IS BETWEEN 12,000 AND 18,000 CYCLES OR 10 YEARS, WHICHEVER OCCURS FIRST. THE INSPECTION RESULTS WILL BE USED TO ESTABLISH EACH OPERATOR'S REPEAT INTERVAL.</li> <li>NOTE: SERVICE LETTER 767-SL-32-55 SUMMARIZES THE RESULTS OF A SURVEY OF OPERATORS PERFORMING THE LANDING GEAR RESTORATION TASK (SL DOES NOT APPLY TO 767-400ER). THE STRUCTURAL SAFE LIFE LIMIT IS SPECIFIED IN SECTION 9 OF THE MPD.</li> <li>NOTE: MRB CATEGORY 0 APPLIES TO ALL MODELS EXCEPT 767-400ER. MRB CATEGORY 8 APPLIES TO 767-400ER.</li> <li>ACCESS NOTE: SPECIAL ACCESS 1004 REQUIRES OPENING OF THE MAIN LANDING GEAR DOORS AND INSTALLING SAFETY LOCKS IN ACCORDANCE WITH MAINTENANCE MANUAL PROCEDURE 32-00-15.</li> </ul>									1-01-A
EFFECTI	VITY -					RESTORE	MAIN LANDING	GEAR (LEF	T OR	RIGHT)
			BOEING PR	ROPRIETARY - Co	opyright (	32-11-01-A	32-044-51	PAGE 1	OF 1	AUG 22/07

	STAT	ION	7									BOE	ING CARD NO.		
	TAIL NO.		-			$\mathbf{A}$	RA	<b>E</b> IA	I <b>E</b>			32-0	45-01-1		
			SAS 767								AIRLINE CARD NO.				
DATE						-	TASK	CARD							
SKIL	.L	WORK A	REA	REL	ATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION		
AIR	PL	L MAIN	GEAR			7	'0000 CY	′C			814XX	018	DEC 22/08		
RF		F	IFFT	MATN		GFAR			STRUCTURAL	ILLUSTRATION	REFERENCE	AIRPLAN	PLICABILITY E ENGINE		
		70NES							ACCESS DAN	ELS		200	ALL		
21	17	731			551FT	551LT	551MT	551PT	551QB	551SB	551TB 5	551VB			
	[	1													
MECH	INSP											r	MPD ITEM NUMBER		
		REPLA	CE THE	LEFT	MAIN LA	NDING 0	EAR AT	MANUFAC	TURER'S	LIFE		32–1	1-01-4A		
			(CURR - 767	ENTLY	70,000	CYCLES)	•. REFE	R TO BO	EING SE GEAR I	RVICE TFF					
		LIMIT	ED PAR	TS.	JE TOR					11 -					
		1. Re	move t	he Mai	in Landi	ng Gear									
							-								
		Α.	Gene	ral											
			(1)	There	e are tw	o diffe	erent pr	ocedure	s given	to remo	nove the main landing				
				gear. gear	. One p	procedur	re uses rocedure	jacks f	for the removal of the main landing an overhead sling to remove the main						
				land	ing gear	•	obeduite				g to i ci				
		В.	Equi	pment											
			(1)	A3200	)6-77 ML	.G Retra	act Actu	uator Sl	ing						
			(2)	A3201	17-1 MLG Fus	i Forwar se Bolt	d Trunn Puller	nion Sup	port						
			(3)	A3202	26-60 ML Ec	.G Trunr quipment	nion Pin :	n Remova	ıl/Insta	llation					
			(4)	A3202	27-53 Re	etractio	on/Exter	ision La	nding G	ear Actu	ator Pun	np			
			(5)	A3202	28-6 Shc (2	ock Stru straps	it Reten are nec	tion St essary)	rap						
			(6)	A3203	31–5 MLG (Re	i Truck commenc	Positic led)	oner Tur	nbuckle						
		(7) A32031-4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32031-1													
	F 0						-								
EFF	ECTI	VITY					REPLAC	E	LEFT M	AIN LAND	ING GEAF	2			
							32–11	-01-4A	32-045	-01-1	PAGE 1	OF 41	DEC 22/05		
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AIRLINE CARD NO.

	-											
MECH	INSP											
			(8)	A32032-65 MLG Remov (A32032-39 Alternat	val/Installatic tive)	on Sling						
			(9)	A32O32–64 MLG Jacki (Upgraded –52 kit t new –68 tiny collar	132032–64 MLG Jacking Equipment Upgraded –52 kit that includes a new –68 tiny collar for IGW A/Ps)							
		C	(10)	A32095-1 Forward Tr	runnion Bearing	g Bolt Wrench						
		C	(11)	Fishpole Hoist (Com	nmercially avai	lable)						
		C	(12)	Automotive type axl capacity) – commerc	le jacks (2 to cially availabl	4 ton .e						
		С.	Refe	rences								
			(1)	AMM 06-44-00/201, W F	Vings (Major Zo Panels	ones 500 and 60	)O) Acces	s Doors	and			
			(2)	AMM 07-11-01/201, J	Jacking Airplan	ie						
			(3)	AMM 27-51-00/201, T	Trailing Edge F	lap System						
			(4)	AMM 27-81-00/201, L	Leading Edge Slat System							
			(5)	AMM 29-11-00/201, F	Pressurize/Depr	essurize Main	Hydrauli	c Syste	m			
			(6)	AMM 32-00-15/201, L	anding Gear Do	oor Locks						
			(7)	AMM 32-00-20/201, L	anding Gear Do	ownlocks						
			(8)	AMM 32-11-01/601, M	lain Gear							
			(9)	AMM 32-11-03/401, M	Main Gear Side	Brace						
		C	(10)	AMM 32-11-10/401, M	lain Gear Drag	Brace						
		(	(11)	AMM 32-12-06/401, S	Shock Strut Doc	or and Linkage						
		(	(12)	AMM 32-12-08/401, D	)rag Brace Door	and Linkage						
		(	(13)	AMM 32-12-11/401, T	Trunnion Door a	and Linkage						
		(	(14)	AMM 32-32-02/401, M	1ain Gear Lock	Actuators						
		(	(15)	AMM 32-32-05/401, M	Main Gear Jury	Strut Spring						
EF	FECTI	VITY -			REPLACE	LEFT MAIN LAN	IDING GEA	R				
					32-11-01-4A	32-045-01-1	PAGE 2	2 OF 41	APR 22/03			



32-045-01-1 AIRLINE CARD NO.

MECH	INSP							
		(16) AMM 32-32-18/401, Main Gear Truck Positioner						
		D. Prepare to Remove the Main Landing Gear	in Landing Gear					
		WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LAND GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RET AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT RIES TO PERSONS AND DAMAGE TO EQUIPMENT.					
		(1) Make sure the downlocks are installed on the nose and main langear (AMM 32–00–20/201).	nding					
		WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN C/ INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	DOORS AUSE					
		(2) Open the doors for the landing gear and install the door locks (AMM 32–00–15/201).	3					
		(3) Extend the trailing edge flaps to 20 units. Set the trailing flap system to off (AMM 27–51–00/201).	edge					
		(4) Set the leading edge slat system to off (AMM 27-81-00/201).	ge slat system to off (AMM 27-81-00/201).					
		(5) Remove the pressure from the right and the center hydraulic sy and reservoirs (AMM 29–11–00/201).	e from the right and the center hydraulic systems 1 29–11–00/201).					
		(6) Make sure that this circuit breaker on the main power distribu panel, P6, is closed:	ution					
		(a) 6F4, LANDING GEAR PARKING BRAKE VLV						
		(7) Push the brake pedals a minimum of seven times to remove the pressure from the brake lines.						
		(8) Remove power from the cooling packs, open these circuit break the overhead circuit breaker panel, P11, and attach D0-N0T-CL tags:	ers on SE					
		(a) 11N19, RIGHT PACK AUTO PWR						
		(b) 11N2O, RIGHT PACK AUTO CONT						
		(c) 11N10, LEFT PACK AUTO PWR						
EFF	ECTI	/ITY REPLACE LEFT MAIN LANDING GEAR						
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AIRLINE CARD NO.

MECH	INSP		
			(d) 11N11, LEFT PACK AUTO CONT
			(e) 11R21, CARGO HEAT OVERRIDE FWD
			(f) 11R22, CARGO HEAT OVERRIDE AFT
		(9)	Open these circuit breakers and attach DO-NOT-CLOSE tags for the removal of the left or right main landing gear:
			<ul> <li>(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT"</li> <li>CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29;</li> <li>11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT</li> </ul>
			(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(c) 11C31, LANDING GEAR ANTISKID 2-6
			(d) 11C32, LANDING GEAR ANTISKID 3-7
			(e) 11H15, FLT CONT SHUTOFF WING LEFT
			(f) 11H16, FLT CONT SHUTOFF WING CTR
			(g) 11H26, FLT CONT SHUTOFF WING RIGHT
			(h) 11R30, RIGHT IND LTS 3
			(i) 11U12, AUTOBRKS ANTISKID TEST/IND 1
			(j) 11U15, AIR/GND SYS 1
			(k) 11U16, BRAKE TEMP
			(l) SAS 050-149, 155-999;
			11U17, TIRE PRESS IND 1
			(m) 11U18, ANTISKID 1-5
			(n) 11U2O, LANDING GEAR LEVER LOCK
			(o) 11U21, AUTOBRKS ANTISKID TEST/IND 2
			(p) 767-200 AIRPLANES;
			11U23, POSITION AIR/GND SYS 2
EFF	ECTIV	ІТҮ ——	REPLACE LEFT MAIN LANDING GEAR

32-045-01-1

	( BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

					TASK CARD					
MECH	INSP									
			(q) 767-	-300 AIRPLA	NES;					
			1102	4, POSITION AIR/GND SYS 2						
			(r) 11U2	7, ANTISKI	D 4-8					
			(s) Oper P6,	this circ and attach	cuit breaker on a DO-NOT-CLOS	the main power distrib E tag:	oution panel,			
			1)	6J21, F/C	) SEAT					
		(10)	MTH 275-2	76 WITH SE	32-85 AND MTH	277-999, SAS 050-149,	155–999 <i>;</i>			
			Open this install a	s circuit b DO-NOT-CL	oreaker on the .OSE tag:	APU external power pane	el, P34, and			
			(a) 34M1	1, TIRE PR	RESS IND 2					
		WARN	<u>IING</u> : CLEA Stru Down	R THE AREA IT. IF YOU I AND CAUSE	E AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK IF YOU DEFLATE ONE SHOCK STRUT THE WING TIP CAN MOVE CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.					
		(11)	Deflate t	he shock s	strut of the ma	in landing gear.				
			(a) Remo stru	ove the cap it (21).	o for the air v	alve (14) from the top	of the shock			
			<u>WARNING</u> :	LOOSEN TH CAN BLOW	IE OUTER NUT A THE VALVE OUT	MAXIMUM OF TWO TURNS. AND CAUSE INJURY TO PEF	AIR PRESSURE SSONS.			
			(b) Loos	en the out	er nut (16) a	maximum of two turns.				
		(12)	Remove th the brack	e bolts (3 ets.	30) to disconne	ct the upper junction b	oox (6) from			
		(13)	Disconnec of the up	t the two per juncti	electrical con on box (6).	nectors (26) from the f	forward side			
(14) AIRPLANES WITH GROUND STRAP; Disconnect the ground strap (27) at the junction							) <u>-</u>			
		(15)	Attach th trunnion	e wire har (Fig. 402)	rness (31) for	the upper junction box	to the			
EFF	ECTI	/ITY			REPLACE	LEFT MAIN LANDING GEAR	ł			

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AIRLINE CARD NO.

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MECH	INSP										
		(	(16)	Disconnect the 6 hydraulic lines from the outboard side of the upper shock strut.							
				(a) Put a cap on the hydraulic ports.							
				(b) Put a plug on the lines.							
				(c) Put a tag on the lines to make installation easier.							
				(d) Hold the lines out of the work area.							
		(	(17)	Remove the truck positioner (AMM 32-32-18/401).							
		(	(18)	Install the turnbuckle (118) for the truck positioner (Fig. 404).							
				(a) Put one of the rod ends of the turnbuckle (118) into a bracket for the truck positioner (121).							
				(b) Install the retaining pin (119) for the turnbuckle.							
				(c) Adjust the turnbuckle (118) until the other rod end attaches into the other bracket for the truck positioner (121).							
				(d) Install the other retaining pin for the turnbuckle (119).							
		(	(19)	Disconnect the drag brace door (5) from the drag brace (AMM 32-12-08/401).							
		(	(20)	Hold the door (5) out of the work area (Fig. 401).							
		(	(21)	Remove the shock strut door (4) and the linkage (AMM 32–12–06/401).							
		(	(22)	Remove the trunnion door (3) and the linkage from the shock strut (21) (AMM 32–12–11/401).							
		(	(23)	Remove the applicable access panels (Table 401) (AMM 06-44-00/201):							
	CUII	VTII		REPLACE LEFT MAIN LANDING GEAR							
				32-11-01-4A 32-045-01-1 PAGE 6 OF 41 DEC 22/06							





AIRLINE CARD NO.

32-045-01-1

MECH	INSP								
								·····	
					TABLE 401				
		WHEN YC	U REMOVE	THE LEFT GE	AR WH	EN YOU REMOVE	THE RIGHT GEA	NR .	
			551FT			651F	T		
			551MT			651M	T		
			551QB			6510	B		
			551PT			651P	- T		
			551SB			651S	В		
			551TB			651T	В		
		(24) (25)	Remove t	he bolts (8 he screws (	3, 12, and 22) (17) to disconn	to disconnect ect the seal	the chord (24 (20).	.).	
		(26)	Remove t	he seal (20	)).				
		(27)	If you u (Fig. 40	se the jack 4):	assembly (131	) do the step	s that follow		
			<u>NOTE</u> : T	he jack ass emoval/inst	embly is part allation equip	of the main l ment.	anding gear		
			WARNING:	MAKE SURE FAILURE 1 AND CAUSE	E THE STRUT IS TO DO THIS CAN E INJURY TO PER	FULLY DEPRESS LET THE STRUT SONS AND DAMA	URIZED BEFORE MOVE UNDER PR GE TO EQUIPMEN	JACKING. RESSURE IT.	
			(a) Ins whe	tall the ja els are abo	ack equipment a ove the ground	nd lift the a 6.0 inches (A	irplane until MM 07–11–01/20	the )1).	
			(b) Ins mai	tall the ax n landing g	dle jacks under gear.	the truck as	sembly (120) f	or the	
		(c) Lift the truck assembly (120) until you can put the ca assembly under the truck wheels.							
			(d) Put jacl	the cart a ks.	assembly under	the truck whe	els and remove	e the	
FEG	FCTT				<b>1</b>				
	CUIV	<b>T</b> 11			REPLACE	LEFT MAIN LA	NDING GEAR		
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MECH	INSP									
			(e)	Insta shock	ll the ja strut (1	ck assembly (1 28) (Fig. 404)	31) on the to •	rsion lin	k for the	
			(f)	Disco link	nnect and to the sh	remove the bo ock strut.	lt which hold	s the upp	er torsion	
				1) A a s	lign the ssembly ( trut (21)	holes in the u 131) and the o •	pper scissor uter cylinder	of the ja of the s	ck hock	
				2) I	nstall th	e upper retent	ion bolt (129	).		
				3) D l	isconnect ink to th	and remove th e shock strut.	e bolt which	hold the	lower torsion	
				4) A a s	lign the ssembly ( trut (130	holes in the l 131) and the i ).	ower scissor nner cylinder	of the ja of the s	ck hock	
				5) I	nstall th	e lower retent	ion bolt (132	).		
			(g)	Lift	the airpl	ane 20 inches	more.			
			(h)	Use t assem	he jack a bly.	jack assembly (131) to keep the wheels on the cart /.				
			(i)	Do no	t let the	shock strut f	ully extend.			
			(j)	Lift the w	the outer eight fro	cylinder (21) m the forward	with the jac and aft trunn	k assembl ion beari	y to remove ngs (1, 2).	
		(28)	If y	ou use	the slin	g (138), do th	e steps that	follow:		
			<u>NOTE</u>	: The rem	sling is oval/inst	part of the m allation equip	ain landing g ment.	ear		
			(a)	Insta the s	ll the tw hock stru	o retention st t (128) (Fig.	raps (116) on 404).	the tors	ion link of	
				1) M u s	ake a loo pper and trap on e	p with the ret lower hinges o ach side of th	ention straps f the torsion e torsion lin	(116) th link (12 k.	rough the 8). Use one	
				2) M b	ove the e uckle sha	nd of each str ft (117).	ap (116) thro	ugh the s	lot in the	
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			3)	Operate the buckle until the strap (116) is tight.
				<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.
		(b)	Lif ass	t the airplane until the wheels are 24 inches above the cart embly (AMM 07–11–01/201).
		(c)	Mak	e sure the retention straps (116) do not move.
		(d)	Ins	tall the sling (138) (Fig. 405).
			1)	Put the sling (138) around the outer cylinder (21).
				a) Put the sling around the upper inboard area of the strut.
				b) Move the two ends of the sling outboard of the trunnion to the hoist point.
			2)	Install the bolt to hold both ends of the sling (138) to the hoist point.
			3)	Attach the sling (138) and the hoist point to the overhead hoist.
	(29)	Disc main	onne lan	ct the retract actuator (97) from the trunnion arm of the ding gear (96) (Fig. 401, View A-A).
		(a)	Ins ret	tall the sling equipment for the retract actuator on the ract actuator (97) (Fig. 405, Detail A).
			1)	Put the support structure (139) on the wing structure.
			2)	Put the actuator clamp (134) on the retract actuator (97).
		(b)	Tig tig	hten the clamp nut (136) until the actuator clamp (134) is ht against the retract actuator (97).
			1)	Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).
			2)	Tighten the cable (137).
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			(c) Do the steps that follow to disconnect the rod end of the retract actuator (97) from the trunnion arm (96).
			1) Remove the antirotation bolt (93).
			2) Remove the nut (94) and the spline washer (95).
			3) Remove the bolt (98).
			4) Use the sling equipment for the retract actuator to lift the retract actuator (97) away from the trunnion arm (96).
		(30)	Remove the lock actuators for the drag brace and the side brace (AMM 32–32–02/401).
		(31)	Remove the lock springs for the side brace (AMM 32–32–03/401).
		(32)	Remove the jury strut springs (AMM 32-32-05/401).
		WARN	ING: BE CAREFUL WHEN YOU PUSH UP ON THE JURY STRUT. THE JURY STRUT WILL MOVE SUDDENLY WHEN RELEASED AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(33)	Push up on the jury strut to release it from the overcenter position.
		(34)	Disconnect the side brace and the lock link from the shock strut (AMM 32–11–03/401).
		(35)	Disconnect the drag brace and the jury strut from the shock strut (AMM 32-11-10/401).
		(36)	Remove the bolts (30) to disconnect the upper junction box (6) from the support bracket for the upper junction box (45) (Fig. 402).
		(37)	Remove the bolts (34 and 40) to disconnect the support bracket for the upper junction box (45) from the lower strap (33) (Fig. 402).
		(38)	Remove the bolts (51, 56, 61) to disconnect the lower strap (33) (Fig. 402, Detail A).
		E. Remo	ve the Main Landing Gear
		(1)	Lift the main landing gear until there is no weight on the forward and aft trunnion bearings (1, 2).
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			(2)	Remove the lockbolts (86) from the clamp nut (84) (Fig. 403, Detail A).
			(3)	Remove the clamp nut (84), the splined washer (83), the lock ring (88), and the adjusting collar (87).
			(4)	Remove the crossbolt (75) from the aft trunnion (90).
			(5)	Do the steps that follow to remove the trunnion pin (85).
				(a) Install the removal and installation equipment for the trunnion pin on the trunnion pin (85).
				<u>NOTE</u> : If you do not install the stop assembly for the trunnion pin, the pin can go too far into the trunnion.
				(b) Install the slide hammer on the puller assembly.
				(c) Use the slide hammer to move the trunnion pin (85) out of the trunnion bearing (2) and into the trunnion (90). The end of the trunnion pin (85) must be aligned with the aft trunnion (90).
				(d) Disconnect the slide hammer and the puller assembly from the trunnion pin (85).
			(6)	Move the aft end of the trunnion (90) approximately 15 degrees inboard.
			(7)	Remove the 2 retaining pins (107) from each of the 4 fuse pins (110).
			(8)	Use the bearing-fuse-bolt (pin) puller (123) to remove the fuse pins (110) from the housing assembly (66) and the supports (114, 115).
				(a) Recommended procedure
				<ol> <li>Put the puller assembly (123) over the outer end of the fuse pin (110). The bolt will come out through the fuse pin (110).</li> </ol>
				2) Install the stop on the bolt of the puller assembly (123).
				<ol><li>Install the spring pin into the stop to lock the stop into position on the bolt.</li></ol>
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				4) Put the	wr	ench on the nu	it of the pulle	er assembl	у.	
				5) Turn th removed	e n I.	ut on the fuse	e bolt until th	ne bolt (1	10) is	
			(b)	Optional pr	oce	dure.				
				1) Use thi with th	s p e i	procedure if the hydraulic lines cause a problem installation of the puller assembly.				
				2) Put the fuse bo	wr lt	enching surfac (110) last.	e of the jack	screw (12	7) thru the	
				3) Turn th suffici screw.	e p ent	lug (125) on t clearance to	he jack screw install the pa	(127) unt ad (126) o	il there is n the jack	
				4) Install	th	e pad (126).				
	5) Use a wre screw (12 bolt (110					ch at the wren ) counterclock out of the be	ching surface wise. This w earing housing.	to turn t ill push t	he jack he fuse	
		6) Remove the				jack screw as	sembly.			
	(9) Do these steps if you use jack equipment:									
			(a)	Lower the s compressed.	hoc	k strut until	the shock stru	ut is full	У	
			(b)	The housing out of the	as rea	sembly (66) ar r spar support	d the plates ( s as the shock	(111, 113) < strut is	will move lowered.	
				<u>NOTE</u> : Keep inst	thall	e shims (112) ation easier.	to make the ne	ew main la	nding gear	
			(c)	Remove the	axl	e jacks and th	e adapters.			
			(d)	Remove the 130).	jac	king equipment	: (131) from th	ne shock s	trut (21,	
	(e) Install the retention straps (116) or							shock str	ut (21).	
	1) Make a loop with the retention straps (116) through the upper and lower hinges of the torsion link (128). Use on strap on each side of the torsion link.								ough the ). Use one	
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			<ol> <li>Move the end of each strap through the slot in the buckle shaft (117).</li> </ol>
			3) Operate the buckle until the strap (116) is tight.
			<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.
		(10)	If you use the sling (138), do the steps that follow:
			(a) Lower the shock strut (21) with the sling (138) on the wheel carts. The housing assembly (66) and the plates (111, 113) will move out of the rear spar supports when the main landing gear is lowered.
			<u>NOTE</u> : Keep the shims (112) to make the main landing gear installation easier.
			(b) Remove the sling (138).
		(11)	Remove the assembly for the forward trunnion bearing (1) from the main landing gear (Fig. 402, View B–B).
			(a) Remove the bolts (72).
			(b) Remove the retaining bolt (73).
			(c) Move the assembly for the forward trunnion bearing (1) off of the forward trunnion (32).
			(d) Examine the forward trunnion bearing (AMM 32-11-01/601).
			(e) If you replace the forward trunnion bearings, do the steps that follow:
			1) Remove the nut (67).
			<ol> <li>Remove the inner and outer races (69, 70) with the housing (68) from the housing assembly (66).</li> </ol>
			3) Move the bearings (69, 70) out of the housing (68).
			4) Keep these parts for installation on the new main landing gear.
FCC	 :ECTIVI	ту —	
		. 1 1	REPLACE LEFT MAIN LANDING GEAR
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		(12)	Examine the aft trunnion bearings (AMM 32-11-01/601).	
		(13)	If you replace the aft trunnion bearings (2), do the ste follow (Fig. 403, View A-A):	ps that
			(a) Remove the bolts (81) to disconnect the lock tab (8 lockplate (79).	O) from the
			(b) Remove the nut (89) from the housing for the aft be	aring.
			(c) Move the bearing inner and outer races (77, 78) for the support structure.	ward, out of
		(14)	Put the main landing gear on wheel carts and move away f area.	rom the work
2.	Ins	tall	the Main Landing Gear (Fig. 401, Fig. 402, Fig. 403)	
	<u>NOT</u>	<u>e</u> : W A	lear Limits for the main landing gear trunnions are suppli MM 32–11–01/601.	ed in
	Α.	Gene	ral	
		(1)	There are two different procedures given to install the gear. One procedure uses jacks to install the main land The other procedure uses an overhead sling to install th landing gear.	main landing ling gear. e main
	В.	Equi	pment	
		(1)	A32006-77 MLG Retract Actuator Sling	
		(2)	A32026–60 MLG Trunnion Pin Removal/Installation	

- Equipment
- (3) A32027-53 MLG Retraction/Extension Actuator Pump
- (4) A32028-6 Shock Strut Retention Strap (2 straps are necessary)
- (5) A32031-5 MLG Truck Positioner Turnbuckle (Recommended)
- (6) A32031-4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32031-1

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			(7)	A320 (A32	032–65 MLG Removal/Installation Sling 2032–39 Alternative)	3				
		(8) A320 (Upg new			132–64 MLG Jacking Equipment µraded –52 kit that includes a –68 tiny collar for IGW A/Ps)					
			(9)	A320	)45-12, -34 Spanner Wrench					
			(10)	A320	95–1 Forward Trunnion Bearing Bolt W	Irench				
			(11)	Fish	pole Hoist (Commercially available)					
			(12)	Auto capa	omotive type axle jacks (2 to 4 ton acity) – commercially available					
		C.	Cons	umabl	e Materials					
		(1) AOO			247 Sealant, Chromate - BMS 5-95					
			(2)	D006	33 Grease - BMS 3-33 (Recommended)					
			(3)	D000	13 Grease – MIL-G-23827 (Alternative	e)				
			(4)	G501	36 Corrosion Inhibiting Compound - E	3MS 3-38				
		D.	Part	S						
		АММ				A	[PC			
		FIG ITEM		EM	NOMENCLATURE	SUBJECT	FIG			

FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401 Thru 403	1A 2A	Main Landing Gear Wing Structure	32-00-00 57-00-00	01 01	1 1

## E. References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
- (2) AMM 07-11-01/201, Jacking Airplane
- (3) AMM 12-15-01/301, Main Gear Shock Strut

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		(4)	AMM 12-21-14/301, Main Gear and Actuating Mechanisms
		(5)	AMM 20-10-23/401, Standard Practices, Lockwire
		(6)	AMM 27-51-00/201, Trailing Edge Flap System
		(7)	AMM 27-62-00/501, Auto-Speedbrake Control System
		(8)	AMM 27-81-00/201, Leading Edge Slat System
		(9)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
		(10)	AMM 32-00-15/201, Landing Gear Door Locks
		(11)	AMM 32-00-20/201, Landing Gear Downlocks
		(12)	AMM 32–09–07/201, Main Gear Tilt Sensors
		(13)	AMM 32-11-01/601, Main Gear
		(14)	AMM 32-11-03/401, Main Gear Side Brace
		(15)	AMM 32-12-00/501, Main Landing Gear Doors
		(16)	AMM 32-12-06/401, Shock Strut Door and Linkage
		(17)	AMM 32-12-08/401, Drag Brace Door and Linkage
		(18)	AMM 32-12-11/401, Trunnion Door and Linkage
		(19)	AMM 32-32-00/501, Main Gear Extension and Retraction
		(20)	AMM 32-32-02/401, Main Gear Lock Actuators
		(21)	AMM 32-32-03/401, Main Gear Side Brace Lock Spring
		(22)	AMM 32-32-18/401, Main Gear Truck Positioner
		(23)	AMM 32-41-00/201, Hydraulic Brake System
		(24)	AMM 32-42-00/501, Antiskid/Autobrake System
		(25)	MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
		(26)	AMM 32-46-00/501, Brake Temperature Monitoring System
		(27)	AMM 32-61-02/201, Main Gear Proximity Sensor
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Inst	all t	he Main Landing Gear						
(1)	Make sure the turnbuckle (118) for the truck positioner is installed on the replacement main landing gear (Fig. 404).							
(2)	Inst gear	all the forward trunnion bearing (1) on the new mair (Fig. 402, View B–B).	landing					
	(a)	Apply grease to the outer race (69). Butter lubric bushing faces and the inside diameter of the inner with grease. Apply a thin layer of corrosion inhib compound to the full length of the inside diameter housing (68). Make sure you fill all gaps and fill the housing. Apply a thin layer of compound on the bolt (73) to cover the threads and the outside diam the flange, to include the adjacent fillet radius a flange face. Fill all gaps and fillet radius. Wip	ate the race (70) oiting of the et radius on retaining meter below and the pe off excess					

If you install new inner and outer races (69, 70) do the steps (b) that follow:

grease and compound after installation of the parts.

- 1) Move the inner and outer races (69, 70) into the housing (68).
- 2) Put the inner (70) and outer races (69, 70) with the housing (68) into the housing assembly (66).

NOTE: The grease fittings on the housing (68) must be on the inboard side of the trunnion (32).

- 3) Use the spanner wrench to install the nut (67).
  - Tighten the nut (67) to 95-120 pound-feet. a)
- Install a lockwire on the nut. 4)
- (3) FORWARD TRUNNION WITHOUT SHEAR PIN; To install the housing assembly (66) on the forward trunnion (32), Do the steps that follow (Fig. 402, View B-B):
  - (a) Apply a thin layer of compound on the inside diameter and the end part of the outside diameter of the trunnion (32). Make sure you apply it to the threads and thread reliefs.

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			(b) Put the forward trunnion bearing (1) on the forward trunnion. Use a grease pencil to put a mark on the forward trunnion (32) at the flange of the housing (68), to show if the bearing moves off the trunnion during installation.
			(c) Apply a thin layer of compound to all the surfaces of the retaining ring (65). Include the four notches and the inside diameter of the six bolt holes.
			<u>CAUTION</u> : MAKE SURE THE RETAINING RING TEETH ENGAGE WITH THE SLOTS OF THE HOUSING ASSEMBLY. IF THE RETAINING RING (65) IS NOT ENGAGED WITH THE HOUSING THE RETAINING BOLT WILL TURN AND BACK OUT OF THE FORWARD TRUNNION THREADS.
			(d) Install the retaining ring (65).
			(e) Install the retaining bolt (73).
			<u>CAUTION</u> : MAKE SURE THE FORWARD BEARING HAS NOT MOVED OFF THE TRUNNION DURING INSTALLATION. IF THE BEARING HOUSING HAS MOVED DURING INSTALLATION, THIS CAN CAUSE DAMAGE TO THE HOUSING AND STRUCTURE WHEN THE LANDING GEAR IS RETRACTED.
			(f) Use the bolt wrench for the forward trunnion bearing to tighten the retaining bolt (73) to 15–20 pound-feet. Loosen to align the lockbolts.
			(g) Measure inner race/housing bushing gaps "A" and "B".
			(h) If the sum of gap "A" and gap "B" is greater then 0.250 inch, then do the steps to install the retaining ring again.
			<u>NOTE</u> : The retaining ring is not fully seated with the housing if the gap is greater then 0.250 inch.
			(i) Apply a thin layer of compound to the bolts (72) and the washers (71).
			(j) Install the bolts (72) and washers (71). Wipe off the excess compound after installation.
			(k) Safety wire the bolts (72).
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				( ROFING	32-045-01-1
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	(4)	FORWAR	D TRI	UNNION WITH SHEAR PIN;	
		To ins Do the	tall step	the housing assembly (66) on the forward tr ps that follow (Fig. 402, View B–B):	unnion (32),
		(a) A t a W	pply hread ssemb asher	a thin layer of compound (BMS 3–38) to the d reliefs, bushing surfaces and fay surfaces bly (73A), splined washer (65), retaining nu r (71) bolt (72) and the bushing of the hous	threads, of the pin t (73), ing (68).
		N	<u>OTE</u> :	Make sure that you apply sufficient compou the gaps between the assembled parts.	nd to fill
		(b) A O b	pply .50 <sup>.</sup> ushir	a layer of compound (MIL–C–11796 Class3) on inch of the inner circumference of the forwa ng.	the last rd trunnion
		<u>N</u>	<u>OTE</u> :	Make sure that you apply sufficient compou the compound forms a fillet seal when the (73A) is installed.	nd so that pin assembly
		(c) P	ut tł	he pin assembly (73A) in the forward trunnio	n (32).
		(d) A t	pply he sł	a thin layer of compound (BMS 3–38) to all hear pin (68A).	surfaces of
		(e) I p	nsta in as	ll the shear pin (68A) in the forward trunnissembly (73A).	on (32) and
		(f) F ( t	ill 1 BMS 3 he fo	the inner diameter of the shear pin (68A) wi 3–38) until the compound is faired to the ou orward trunnion (32).	th compound ter surface of
		(g) I	nsta	ll the splined washer (65) on the housing (6	8).
		(h) T	ighte	en the splined washer (65) to 10–20 pound-fe	et.
		(i) M o t	ove t n the he tr	the housing assembly (66) and housing (68) i e forward trunnion (32) on the inboard or bo runnion.	nto position ttom side of
		(j) I	nsta	ll the retaining nut (73).	
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			(k)	Tighten the re	taining nut (7	'3) to 10-20 pc	ound-feet.		
				<u>NOTE</u> : Loosen holes o	the nut, if ne f the splined	cessary, to al washer (65).	lign with	the	
			(L)	Install the wa	shers (71) and	bolts (72).			
			(m)	Safety wire th	e bolts (72).				
			(n)	Remove the exc end of the hou	ess compound a sing (68).	round the circ	cumference	of the aft	
			(0)	Apply a contin seal between t trunnion (32).	uous bead of s he aft end of	ealant (BMS 5- the housing (6	-95) to ma 68) and th	ke a fillet e forward	
		(5)	To i foll	nstall the new ow (Fig. 403, V	aft trunnion b iew A-A):	earings (2), d	do the ste	ps that	
			(a)	Put the inner structure.	and outer race	s (77, 78) int	to the sup	port	
			(b)	If it is not i bolts, bushing	nstalled, inst s, nuts, and w	all the lockp ashers.	late (79)	with the	
			(c)	Use the spanne 100–130 pound–	r wrench to ti feet.	ghten the nut	(89) to		
			(d)	Loosen the nut	(89) to insta	ll the lock ta	ab (80).		
			(e)	Install the bo tab (80) to th	lts (81) and t e lockplate (7	he washers (82 9).	2) to conn	ect the loc	k
			(f)	Install a lock	wire.				
		(6)	Move appr	the main landi oximate positio	ng gear into t n.	he wheel well	and put i	n the	
		(7)	If y foll	ou use the jack ow:	assembly (131	) (Fig. 404),	do the st	eps that	
			(a)	Remove the ret	ention straps	(116) from the	e shock st	rut.	
			(b)	Install the ja	ck assembly (1	31) on the tor	rsion link	(128).	
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MECH	INSP								
					1)	Remove the shock stru	bolt that hol t.	ds the torsion link (12	8) to the
					2)	Align the H assembly (*	bolt hole of t 131) with the	he scissor for the jack bolt hole for the shock	strut (21).
					3)	Install the	e bolt (129).		
					4)	Tighten the	e bolt.		
					5)	Disconnect torsion li	and remove th nk (128) to th	e bolt which holds the e shock strut (130).	lower
					6)	Align the I assembly (′ (130).	bolt hole for 131) with the	the lower jack scissor bolt hole for the shock	strut
					7)	Install the	e bolt (132).		
					8)	Tighten the	e bolt.		
				(c)	Put axl	two automo <sup>.</sup> es.	tive type jack	s with adapters under t	he truck
				(d)	Lif	t the truck	until the whe	els are above the groun	d.
				(e)	Put	the wheel	carts under th	e wheels.	
				(f)	Low	er the trucl	k and remove t	he axle jacks and adapt	ers.
			(8)	If yo rete	ou u ntio	se the over n straps (1'	head sling (13 16) are instal	8), make sure the shock led.	strut
				(a)	Put out	the sling board side.	(138) around t	he shock strut (21) fro	m the
				(b)	Con (Fi	nect both e g. 405).	nds of the sli	ng to the overhead hois	t
				(c)	Ins hoi	tall the bo st point.	lt to hold bot	h ends of the sling (13	8) to the
				(d)	Att	ach the sli	ng (138) hoist	point to the overhead	hoist.
			(9)	Turn clea	the ranc	aft end of e for the ma	the trunnion ain landing ge	15 degrees inboard to p ar from the airplane st	ermit ructure.
EFF	ECTI	νιτγ -					REPLACE	LEFT MAIN LANDING GEAR	

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AIRLINE CARD NO.

MECH	INSP		
		(10)	Apply sealant between the bearing plates (111 and 113) and the supports (114, 115).
		(11)	Apply grease between the shims (112) and the inboard support (114) (Fig. 402, View A–A).
			<u>NOTE</u> : You can use the shims from the removed main landing gear to make it easier to get the correct clearance (View A–A).
		(12)	Lift the outer cylinder (21) while you put the housing assembly (66), the plates (111 and 113), and the shims (112) into the support for the rear spar (Fig. 402, View A–A).
		WARN	IING: INSTALL THE CORRECT FUSE PINS ONLY. MAKE SURE THAT YOU INSTALL THE SAME TYPE OF FUSE PIN THAT YOU REMOVED. THE INCORRECT FUSE PIN CAN CAUSE DANGEROUS CONDITIONS.
		(13)	Apply grease to the fuse pins (110).
		(14)	Install these parts to connect the housing assembly (66) to the inboard and outboard supports (114, 115) (Fig. 402, View A-A):
			(a) Fuse pins (110).
			(b) Retaining pins (107).
			(c) Washers (108)
		(15)	Install the lockwire to the retaining pins (107) (Fig. 402).
			NOTE: Lockwire installtion can be found: AMM 20-10-23/401.
		(16)	Turn the aft end of the trunnion outboard to align the trunnion with the aft bearing (2).
ELL			
	CUIV	T I I	REPLACE LEFT MAIN LANDING GEAR
			32-11-01-4A 32-045-01-1 PAGE 22 OF 41 DEC 22/08

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SAS CECEING 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD		
MECH	INSP					
		(17)	Apply a thin laye outside diameter approximately 8.5	r of BMS 3-38 Co of the trunnion inches from the	prrosion Inhibiting Comp pin (85). Make sure in large (forward) end of	oound to the t covers f the pin.
			<u>NOTE</u> : If the com trunnion p on the tru to lubrica	pound makes it c in, you can appl nnion pin. Afte te the pin with	lifficult for you to ins y a thin layer of greas r installation you will compound.	stall the se (BMS 3–33) L then need
		(18)	Use the trunnion trunnion (90) thr	pin equipment to ough the aft bea	pull the trunnion pin ring (2) (Fig. 403).	(85) from
		(19)	Apply a thin laye shank, threads an bushing faces and	r of BMS 3–38 Co d thread relief faces of the wa	prrosion Inhibiting Comp of the cross bolt (75), shers (74 and 92).	oound to the , and to the
		(20)	Install the cross 92), and the nut	bolt (75) for th (91). Torque th	e trunnion pin, the was e nut (91) to 90-120 po	shers (74 and bund-feet.
		(21)	Install the cotte	r pin (91A).		
		(22)	If you used greas trunnion pin with (AMM 12-21-14/301	e on the trunnic compound (BMS 3 ).	on pin (85) then lubrica —38) at the lube fittir	ate the aft ng
	(23) Remove the excess Corrosion Inhibiting Compound from the aft trunnion area.			e aft		
		(24)	Adjust the aft be	aring.		
			(a) Measure the trunnion pin dimension fo	dimension A betw and the face of r later use.	een the shoulder (85) of the bearing (78). Wr <sup>4</sup>	of the ite down the
			(b) Turn the adj the collar (	usting collar (8 87) touches the	37) on the trunnion pin shoulder (85) of the tr	(85) until runnion pin.
			<u>NOTE</u> : You c	an use a strap w	rench if necessary.	
			(c) Measure the the adjustin is greater t correctly in adjusting co	dimension B betw g collar. If th han 2.75 inches, stalled. Repeat llar (87).	ween the bearing face ar ne dimension A plus the the adjusting collar ( the step above to inst	nd the end of dimension B (87) is not tall the
EFF	ECTI	VITY		REPLACE	LEFT MAIN LANDING GEAF	2

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SAS **BOEING** 767 TASK CARD

32-045-01-1 AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
				<ol> <li>If you cannot install the adjusting collar (87) correctly, remove the dry lubricant and use the procedure in SB 32-38.</li> </ol>
			(d)	Move the lock ring (88) over the splines on the adjusting collar (87). Make sure the lugs in the lock ring (88) engage the slots in the bearing (78).
				<u>NOTE</u> : It is recommended that the grease fitting on the lock ring (88) point outboard to permit the easiest access for lubrication.
			(e)	Install the washer (83) and the clamp nut (84).
			(f)	Tighten the nut (84) to 10–20 pound-feet. Loosen the nut to align the locking holes. Get a clearance of 0.003–0.010 inches.
			(g)	Fill all holes with grease.
				NOTE: The clearance between the washer (83) and the lockring (88) is for the adjustment (Fig. 403, View A-A). After the main landing gear is operated and/or the jacks are removed a clearance of 0.00–0.05 inches is permitted.
			(h)	Install the lockbolts (86).
			(i)	Install the lockwires on the the lockbolts (86).
		(25)	Inst stra	tall these parts to connect the outboard end of the lower ap (33) to the housing assembly (Fig. 402, Detail A):
			(a)	Bolts (61)
			(b)	Bushings (62)
			(c)	Washers (63)
			(d)	Nuts (64)
		(26)	Inst and	tall these parts to connect the rod fitting, the lower strap (33) the support bracket (45) to the housing assembly (66):
			(a)	Bolts (34, 40)
EFF	ECIIVITY			REPLACE LEFT MAIN LANDING GEAR
				32-11-01-4A 32-045-01-1 PAGE 24 OF 41 DEC 22/07

AIRLINE CARD NO.



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		TASK CARD				
MECH INSP						
		(b) Washers (35, 38, 41, 43)				
		(c) Bushings (37, 42)				
		(d) Nuts (39, 44)				
	(27)	Do these steps to connect the upper junction box (6) to the brackets:				
		(a) Clean the faying surfaces.				
		(b) Install the bolts (30) to connect the upper junction box (6) to the brackets.				
		(c) Bond, and apply a fillet seal between the junction box (6) and the brackets (SWPM 20-20-00).				
		(d) Measure the resistance to make sure that the resistance across the interface is a maximum of 0.010 ohms.				
	(28)	AIRPLANES WITH GROUND STRAP; Do these steps to connect the ground strap (27) to the junction box (6):				
		<ul><li>(a) Connect the ground strap to the grounding stud on the junction box (6) (SWPM 20-20-00).</li></ul>				
		(b) Measure the resistance to make sure that the maximum resistance between ground studs is 0.005 ohm.				
	(29)	Connect the electrical connectors to the upper junction box (6).				
	(30)	Connect the six hydraulic lines to the upper shock strut on the outboard side of the shock strut.				
	(31)	Install these parts to connect the door seal (20) and the retainer (19) of the shock strut to the support beam (Fig. 401):				
		(a) Screws (17)				
		(b) Washers (18)				
	(32)	Install the parts to connect the chord (24) to the outboard structure (Fig. 401, Detail B):				
		(a) Bolts (22)				
EFFECTIVIT	-ү —	REPLACE LEFT MAIN LANDING GEAR				
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SAS	767				
	TASK CARD				

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AIRLINE	CARD	NO.

			TASK CARD
MECH INSP	_		
			(b) Nuts (23)
		(33)	Install these parts to connect the chord (24) to the inboard bracket:
			(a) Clip (11)
			(b) Splice Strap (7)
			(c) Bolts (8, 12)
			(d) Collars (9, 13)
		(34)	If you use the jack equipment, do these steps:
			(a) Lower the truck until the wheels touch the ground.
			(b) Remove the automotive type jacks and the adapters from below the truck axles.
		(35)	Use the jack equipment (131) to lower the outer cylinder (21).
		(36)	Remove the jacking equipment (131) from the shock strut (21, 130) (Fig. 404).
			(a) Remove the bolts (129, 132) which hold the jack assembly (131) to the shock strut (21, 130).
			(b) Install the bolts to hold the torsion link (128) to the shock strut (21, 130) and tighten.
		(37)	If you use the overhead sling (138), do these steps:
			(a) Remove the overhead sling (138).
			(b) Remove the shock strut retention straps (116).
	G.	Put	the Airplane Back to Its Usual Condition (Fig. 401)
		(1)	Do the servicing of the shock strut for the main landing gear (AMM 12–15–01/301).
		(2)	Lift the airplane to extend the shock strut fully (AMM 07–11–01/201).
EFFECT	ΙVΙΤΥ		REPLACE LEFT MAIN LANDING GEAR
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AIRLINE CARD NO.

MECH INSP		
	(3)	Connect the drag brace and the jury strut to the shock strut (AMM 32–11–10/401).
	(4)	Connect the side brace and the lock link to the shock strut (AMM 32–11–03/401).
	(5)	Install the jury strut springs (AMM 32–32–05/401) and the side brace springs (AMM 32–32–03/401).
	(6)	Connect the rod end of the retract actuator to the main landing gear trunnion (Fig. 401, View A–A).
		(a) Install the actuator sling equipment for the retract actuator on the retract actuator (97) (Fig. 405, Detail A).
		1) Put the support structure (139) on the wing structure.
		2) Put the actuator clamp (134) on the retract actuator (97).
		(b) Tighten the clamp nut (136) until the actuator clamp (134) is tight against the retract actuator (97).
		<ol> <li>Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).</li> </ol>
		2) Tighten the cable (137).
		(c) Apply grease to the bolt (98), the nut (94), and the antirotation bolt (93) before installation.
		(d) Install the new packings (100) on the lube retainer (99).
		(e) Use the actuator sling equipment to lower the actuator to align the rod end with the lugs on the trunnion.
		<u>NOTE</u> : Put the rod end of the actuator in position so the lube fittings are above the center line of the actuator. This will make sure you can get access to the fittings easily.
		(f) Install the bolt (98) and the lube retainer (99) through these components in the sequnce below:
		1) The actuator ring (101)
		2) The antirotation washers (102, 103)
EFFECTIVITY		
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SAS	767
	TASK CARD

MECH	INSP		
			3) The retract actuator (97)
			4) The spline washer (95)
			5) And the nut (94).
			(g) Tighten the nut (94) to 70–90 pound-feet. Loosen the nut to the subsequent lock position (Fig 401, View A-A).
			(h) Install the antirotation bolt (93), the washer (105), the nut (104), and the cotter pin.
			(i) Remove the tool (133, 134) and the support frame (139) from the area (Fig. 405).
		(7)	Install the lock actuators for the drag and side brace (AMM 32–32–02/401).
		(8)	Make sure the pressure is removed from the hydraulic systems (AMM 29–11–00/201).
		(9)	Connect the hydraulic lines to the actuators.
		(10)	Connect the door for the drag brace (5) to the drag brace (AMM 32-12-08/401).
		(11)	Install the door (4) and linkage for the shock strut (AMM 32–12–06/401).
		(12)	Install the door (3) and linkage for the trunnion (AMM 32–12–11/401).
		(13)	Remove the turnbuckle (118) for the truck positioner.
		(14)	Install the truck positioner (AMM 32-32-18/401).
		(15)	Close these circuit breakers on the overhead circuit breaker panel P11:
			(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
			(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(c) 11C31, LANDING GEAR ANTISKID 2-6
EFF	ECTIVITY		REPLACE LEFT MAIN LANDING GEAR

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AIRLINE CARD NO.



MECH	INSP		
			(d) 11C32, LANDING GEAR ANTISKID 3-7
			(e) 11H15, FLT CONT SHUTOFF WING LEFT
			(f) 11H16, FLT CONT SHUTOFF WING CTR
			(g) 11H26, FLT CONT SHUTOFF WING RIGHT
			(h) 11R30, RIGHT IND LTS 3
			(i) 11U12, AUTOBRKS ANTISKID TEST/IND 1
			(j) 11U15, AIR/GND SYS 1
			(k) 11U16, BRAKE TEMP
			(l) SAS 275-276 POST SB 32-85; SAS 277-281, 050-149, 155-167;
			11U17, TIRE PRESS IND 1
			(m) 11U18, ANTISKID 1-5
			(n) 11U2O, LANDING GEAR LEVER LOCK
			(o) 11U21, AUTOBRKS ANTISKID TEST/IND 2
			(p) 767-200 AIRPLANES;
			11U23, POSITION AIR/GND SYS 2
			(q) 767-300 AIRPLANES;
			11U24, POSITION AIR/GND SYS 2
			(r) 11U27, ANTISKID 4-8
		(16)	SAS 281;
			Close this circuit breaker on the main power distribution panel, P6:
			(a) 6J21, F/O SEAT
		(17)	SAS 275-276 WITH SB 32-85 AND SAS 277-281, SAS 050-149, 155-167;
			Remove the DO-NOT-CLOSE identifier and close this circuit breaker on the APU external power panel, P34:
FFF	FCTT		
			REPLACE   LEFT MAIN LANDING GEAR

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SAS 767 TASK CARD

32-045-01-1 AIRLINE CARD NO.

MECH	INSP	-						
			(a) 34M11, TIRE PRESS	S IND 2				
		(18)	Put the WING FLIGHT CO panel to OFF position.	NTROL	SHUTO	FF switches L, C, and R	on the P61	
		(19) Lubricate the gear at the grease fittings (AMM 12-21-14/301).					301).	
(20) Do an adjustment check of the main landing gear doo (AMM 32–12–00/501).						n landing gear doors		
		(21)	Do an adjustment check tilt sensors (AMM 32–0	c of th )9-07/2	e clea 01).	arance for the main lan	ding gear	
		(22)	(22) Do a test of the tilt sensors for the main landing gear truck (AMM 32–09–07/201).					
		(23)	For the right main lan failure test for the a	nding g auto-sp	ear oi eedbra	nly, do the gear truck ake system (AMM 27–62–0	tilt sensor 0/501).	
		(24)	SAS 275-276 WITH SB 32	2-85 AN	D SAS	277-281, SAS 050-149,	155–167 <b>;</b>	
Do a test of the tire pressure indicating system (AMM 32-4 (25) Do a test of the brake temperature monitoring system (AMM 32-46-00/501).					dicating system (AMM 32	-45-00/501).		
		(26)	Do the extension and retraction test for the main landing gear (AMM 32–32–00/501).					
		(27) Install the applicable access panels (Table 402) (AMM 06-44-00/201):						
		TABLE 402						
		WHEN YOU	INSTALL THE LEFT GEAR	EN YOU INSTALL THE RIGH	T GEAR			
			551FT		651FT			
			551MT					
			55100			65100		
			551PT			651PT		
			551SB			651SB		
			551TB		651TB			
		I		Ì				
EFF	EFFECTIVITY REPLACE LEFT MAIN LANDING GEAR							

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AIRLINE CARD NO.

MECH INSP		
	(28)	Put the trailing edge flap system back to its usual condition (AMM 27–51–00/201).
	(29)	Put the leading edge slat system back to its usual condition (AMM 27–81–00/201).
	(30)	Lower the airplane (AMM 07–11–01/201).
	(31)	Do the procedure to bleed the brakes (AMM 32–41–00/201).
	(32)	Do a test of the proximity sensors for the main landing gear (AMM 32–61–02/201).
	(33)	Do the steps in the Antiskid System Test – Brake Release (AMM 32–42–00/501).
	WARN	<u>IING</u> : OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
	(34)	Remove the door locks and close the doors (AMM 32–00–15/201).
EFFECTIV	ТТҮ —	REPLACE LEFT MAIN LANDING GEAR
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	STAT	ION							BOE	ING CARD NO.	
TAIL NO.				$\langle \! \! \Delta \! \! \rangle$	BOEIN	ſG		32–0	45-01-2		
			SAS 767							AIRLINE CARD NO.	
	DA	IE				TASK CARD					
SKI	LL	WORK ARE	A	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
AIR	PL	R MAIN	GEAR			70000 CYC		814XX	018	DEC 22/08	
	TASK		DIOU	T. MATH.   AND			STRUCTURAL ILLUSTRATION R	EFERENCE	AP AIRPLAN	PLICABILITY E ENGINE	
RE	PLAC	,Ε	RIGH	I MAIN LAND	ING GEAR				200	ALL	
		ZONES			- <b>/ - /</b>	/ <b>-</b> /	ACCESS PANELS				
21	1 7	′41		651F	f 651LT	651MT 651PT	651QB 651SB 6	551TB 6	51VB		
MECH	INSP								4	MPD ITEM NUMBER	
		REPLAC LIMIT LETTER LIMITE	E THE (CURR 767- D PAR	RIGHT MAIN ENTLY 70,000 SL-32-92 FO TS.	LANDING D CYCLES R A LIST	GEAR AT MANUFA ). REFER TO BO OF 767 LANDING	CTURER'S LIFE DEING SERVICE G GEAR LIFE		32–1	1-01-4A	
		1. <u>Rem</u>	ove t	<u>he Main Lan</u>	ding Gea	<u>r</u>					
		Α.	Gene	ral							
			(1)	There are gear. One gear. The landing ge	two diffo procedur other pr ar.	erent procedure re uses jacks f rocedure uses a	es given to remover for the removal of an overhead sling	ve the m of the m g to rem	ain l ain l ove t	anding anding he main	
		в.	Equi	pment							
			(1)	A32006-77	MLG Retra	act Actuator S	ing				
			(2)	A32017-1 M F	_G Forwa use Bolt	rd Trunnion Sup Puller	port				
			(3)	A32026-60	MLG Trun Equipmen	nion Pin Remova t	l/Installation				
			(4)	A32027-53	Retractio	on/Extension La	nding Gear Actua	ator Pum	ıp		
			(5)	A32028–6 SI	nock Stru 2 straps	ut Retention St are necessary)	rap				
			(6) A32O31–5 MLG Truck Positioner Turnbuckle (Recommended)								
			(7) A32O31–4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32O31–1								
EFF	ECTI	VITY				REPLACE	RIGHT MAIN LAND	DING GEA	R		
						32-11-01-4A	32-045-01-2 F	PAGE 1	OF 41	DEC 22/05	



AIRLINE CARD NO.

32-045-01-2

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MECH	INSP	_	
		(8)	A32O32–65 MLG Removal/Installation Sling (A32O32–39 Alternative)
		(9)	A32O32–64 MLG Jacking Equipment (Upgraded –52 kit that includes a new –68 tiny collar for IGW A/Ps)
		(10)	A32095–1 Forward Trunnion Bearing Bolt Wrench
		(11)	Fishpole Hoist (Commercially available)
		(12)	Automotive type axle jacks (2 to 4 ton capacity) – commercially available
		C. Refe	rences
		(1)	AMM 06–44–00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
		(2)	AMM 07-11-01/201, Jacking Airplane
		(3)	AMM 27-51-00/201, Trailing Edge Flap System
		(4)	AMM 27-81-00/201, Leading Edge Slat System
		(5)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
		(6)	AMM 32-00-15/201, Landing Gear Door Locks
		(7)	AMM 32-00-20/201, Landing Gear Downlocks
		(8)	AMM 32-11-01/601, Main Gear
		(9)	AMM 32-11-03/401, Main Gear Side Brace
		(10)	AMM 32-11-10/401, Main Gear Drag Brace
		(11)	AMM 32-12-06/401, Shock Strut Door and Linkage
		(12)	AMM 32-12-08/401, Drag Brace Door and Linkage
		(13)	AMM 32-12-11/401, Trunnion Door and Linkage
		(14)	AMM 32-32-02/401, Main Gear Lock Actuators
		(15)	AMM 32-32-05/401, Main Gear Jury Strut Spring
	 := ^		
	CUI	111	REPLACE RIGHT MAIN LANDING GEAR
			32-11-01-4A 32-045-01-2 PAGE 2 OF 41 APR 22/03

AIRLINE CARD NO.

	BUEING CAR
() BOEING	32-045-0
SAS	AIRLINE CA
TASK CARD	
(16) AMM 32-32-18/401, Main Gear Truck Positioner	
D. Prepare to Remove the Main Landing Gear	
WARNING: MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE	LANDING
AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPME	NT.

- (1) Make sure the downlocks are installed on the nose and main landing gear (AMM 32-00-20/201).
- OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS WARNING: OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
- (2) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
- (3) Extend the trailing edge flaps to 20 units. Set the trailing edge flap system to off (AMM 27-51-00/201).
- (4) Set the leading edge slat system to off (AMM 27-81-00/201).
- (5) Remove the pressure from the right and the center hydraulic systems and reservoirs (AMM 29-11-00/201).
- (6) Make sure that this circuit breaker on the main power distribution panel, P6, is closed:
  - (a) 6F4, LANDING GEAR PARKING BRAKE VLV
- (7) Push the brake pedals a minimum of seven times to remove the pressure from the brake lines.
- (8) Remove power from the cooling packs, open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
  - (a) 11N19, RIGHT PACK AUTO PWR
  - (b) 11N2O, RIGHT PACK AUTO CONT
  - (c) 11N10, LEFT PACK AUTO PWR

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MECH INSP

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AIRLINE CARD NO.

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					TASK CARD				
MECH	INSP								
			(d)	11N11, LEFT PAG	CK AUTO CONT				
			(e)	11R21, CARGO HI	EAT OVERRIDE F	WD			
			(f)	11R22, CARGO HI	EAT OVERRIDE A	FT			
		(9)	Open remo	these circuit val of the left	oreakers and a or right main	ttach DO-NOT-C landing gear:	LOSE tags	s for the	
			(a)	AIRPLANES WITH CIRCUIT BREAKER 11C29, LANDING	THE "LANDING R INSTALLED AT GEAR POSITION	GEAR POSITION PANEL GRID LO AIR/GND SYS 2	AIR/GND S CATION 11 ALT	SYS 2 ALT" 1C29;	
			(b)	11c30, LANDING	GEAR POSITION	AIR/GND SYS 1			
			(c)	11C31, LANDING	GEAR ANTISKID	2-6			
			(d)	11C32, LANDING	GEAR ANTISKID	3–7			
			(e)	11H15, FLT CON	T SHUTOFF WING	LEFT			
			(f)	11H16, FLT CON	NT SHUTOFF WING CTR				
			(g)	11H26, FLT CON	T SHUTOFF WING	RIGHT			
			(h)	11R3O, RIGHT I	ND LTS 3				
			(i)	11U12, AUTOBRKS	(S ANTISKID TEST/IND 1				
			(j)	11U15, AIR/GND	SYS 1				
			(k)	11U16, BRAKE TI	EMP				
			(1)	SAS 050-149, 15	55-999 <b>;</b>				
				11U17, TIRE PRI	ESS IND 1				
			(m)	11U18, ANTISKII	0 1-5				
			(n)	11U2O, LANDING	GEAR LEVER LO	СК			
			(o)	11U21, AUTOBRKS	S ANTISKID TES	T/IND 2			
			(p)	767-200 AIRPLAN	NES;				
				11U23, POSITIO	N AIR/GND SYS	2			
EFF	ECTI	VITY			REPLACE	RIGHT MAIN LA	NDING GE/	AR	
					32-11-01-4A	32-045-01-2	PAGE 4	OF 41 APR 22/06	

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	( BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

			TASK CARD					
MECH	INSP							
			(q) 767-300 AIRPLANES;					
			11U24, POSITION AIR/GND SYS 2					
			(r) 11U27, ANTISKID 4-8					
			<ul> <li>Open this circuit breaker on the main power distribution panel,</li> <li>P6, and attach a DO-NOT-CLOSE tag:</li> </ul>					
			1) 6J21, F/O SEAT					
		(10)	MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;					
			Open this circuit breaker on the APU external power panel, P34, and install a DO-NOT-CLOSE tag:					
			(a) 34M11, TIRE PRESS IND 2					
		WARN	ING: CLEAR THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. IF YOU DEFLATE ONE SHOCK STRUT THE WING TIP CAN MOVE DOWN AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.					
		(11)	Deflate the shock strut of the main landing gear.					
			(a) Remove the cap for the air valve (14) from the top of the shock strut (21).					
			WARNING: LOOSEN THE OUTER NUT A MAXIMUM OF TWO TURNS. AIR PRESSURE CAN BLOW THE VALVE OUT AND CAUSE INJURY TO PERSONS.					
			(b) Loosen the outer nut (16) a maximum of two turns.					
		(12)	Remove the bolts (30) to disconnect the upper junction box (6) from the brackets.					
		(13)	Disconnect the two electrical connectors (26) from the forward side of the upper junction box (6).					
	<pre>(14) AIRPLANES WITH GROUND STRAP; Disconnect the ground strap (27) at the junction box (6).</pre>							
	(15) Attach the wire harness (31) for the upper junction box to the trunnion (Fig. 402).							
EFF	ECTIVITY		REPLACE RIGHT MAIN LANDING GEAR					

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AIRLINE CARD NO.

MECI	I INSP		
		(16)	Disconnect the 6 hydraulic lines from the outboard side of the upper shock strut.
			(a) Put a cap on the hydraulic ports.
			(b) Put a plug on the lines.
			(c) Put a tag on the lines to make installation easier.
			(d) Hold the lines out of the work area.
		(17)	Remove the truck positioner (AMM 32-32-18/401).
		(18)	Install the turnbuckle (118) for the truck positioner (Fig. 404).
			(a) Put one of the rod ends of the turnbuckle (118) into a bracket for the truck positioner (121).
			(b) Install the retaining pin (119) for the turnbuckle.
			(c) Adjust the turnbuckle (118) until the other rod end attaches into the other bracket for the truck positioner (121).
			(d) Install the other retaining pin for the turnbuckle (119).
		(19)	Disconnect the drag brace door (5) from the drag brace (AMM 32-12-08/401).
		(20)	Hold the door (5) out of the work area (Fig. 401).
		(21)	Remove the shock strut door (4) and the linkage (AMM 32-12-06/401).
		(22)	Remove the trunnion door (3) and the linkage from the shock strut (21) (AMM 32–12–11/401).
		(23)	Remove the applicable access panels (Table 401) (AMM 06-44-00/201):
		/ITY	
	reci1\	ντιτ	REPLACE RIGHT MAIN LANDING GEAR
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AIRLINE CARD NO.

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		TABLE 401				
	WHEN YOU REMOVE THE LEFT G	GEAR WH	HEN YOU REMOVE THE RIGHT GEAR			
	551FT 551LT 551MT	651FT 651LT				
	551QB		651QB			
	551PT		651PT			
	551SB		651SB			
	551TB		651TB			
	(24) Remove the bolts (	(8, 12, and 22)	to disconnect the chord (24).			
	(25) Remove the screws	s (17) to disconnect the seal (20).				
	(26) Remove the seal (2	20).				
	(27) If you use the jac (Fig. 404):	k assembly (131	) do the steps that follow			
	<u>NOTE</u> : The jack as removal/ins	ssembly is part stallation equip	of the main landing gear oment.			
	<u>WARNING</u> : MAKE SUF FAILURE AND CAUS	RE THE STRUT IS TO DO THIS CAN SE INJURY TO PER	FULLY DEPRESSURIZED BEFORE JACKING. LET THE STRUT MOVE UNDER PRESSURE RSONS AND DAMAGE TO EQUIPMENT.			
	(a) Install the j wheels are ab	jack equipment a bove the ground	and lift the airplane until the 6.0 inches (AMM 07–11–01/201).			
	(b) Install the a main landing	axle jacks under the truck assembly (120) for the g gear. uck assembly (120) until you can put the cart der the truck wheels.				
	(c) Lift the truc assembly unde					
	(d) Put the cart jacks.	assembly under	the truck wheels and remove the			
FECTIVITY		REPLACE	RIGHT MAIN LANDING GEAR			
		1				

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AIRLINE CARD NO.

MECH	INSP								
			(e)	Install the j shock strut (	jack assembly (1 (128) (Fig. 404)	31) on the to	rsion link	for the	
			(f)	Disconnect ar link to the s	t and remove the bolt which holds the upper torsion the shock strut.				
				1) Align the assembly strut (21	e holes in the u (131) and the c  ).	ıpper scissor outer cylinder	of the jac of the sh	:k lock	
				2) Install t	the upper retent	ion bolt (129	).		
				3) Disconnec link to t	ct and remove th the shock strut.	ne bolt which	hold the l	ower torsion	
				4) Align the assembly strut (13	e holes in the l (131) and the i 30).	ower scissor nner cylinder	of the jac of the sh	:k lock	
				5) Install t	the lower retent	ion bolt (132	).		
			(g)	) Lift the airplane 20 inches more.					
			(h)	Use the jack assembly.	assembly (131)	to keep the w	heels on t	he cart	
			(i)	Do not let th	ne shock strut f	ully extend.			
			(j)	Lift the oute the weight fr	er cylinder (21) rom the forward	with the jac and aft trunn	k assembly ion bearin	y to remove ngs (1, 2).	
		(28)	If y	ou use the sli	ing (138), do th	e steps that	follow:		
			<u>NOTE</u> : The sling is part of the main landing gear removal/installation equipment.						
			(a)	) Install the two retention straps (116) on the torsion link of the shock strut (128) (Fig. 404).					
	1) Make a l upper an strap on			oop with the retention straps (116) through the d lower hinges of the torsion link (128). Use one each side of the torsion link.					
				2) Move the buckle sh	<ol> <li>Move the end of each strap (116) through the slot in the buckle shaft (117).</li> </ol>				
EFF	ECTIVITY				REPLACE	RIGHT MAIN L	ANDING GEA	IR	
					32-11-01-4A	32-045-01-2	PAGE 8	OF 41 DEC 22/06	



AIRLINE CARD NO.

					TASK CARD			
MECH	INSP							
				3)	Operate the buckle until the strap (116) is tight.			
					<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.			
			(b)	Lif ass	t the airplane until the wheels are 24 inches above the cart embly (AMM 07–11–01/201).			
			(c)	Mak	e sure the retention straps (116) do not move.			
			(d)	Ins	tall the sling (138) (Fig. 405).			
				1)	Put the sling (138) around the outer cylinder (21).			
					a) Put the sling around the upper inboard area of the strut.			
					b) Move the two ends of the sling outboard of the trunnion to the hoist point.			
				2)	Install the bolt to hold both ends of the sling (138) to the hoist point.			
				3)	Attach the sling (138) and the hoist point to the overhead hoist.			
		(29)	Disc main	sconnect the retract actuator (97) from the trunnion arm of the in landing gear (96) (Fig. 401, View A–A).				
			(a)	Ins ret	tall the sling equipment for the retract actuator on the ract actuator (97) (Fig. 405, Detail A).			
				1)	Put the support structure (139) on the wing structure.			
				2)	Put the actuator clamp (134) on the retract actuator (97).			
			(b)	) Tighten the clamp nut (136) until the actuator clamp (134) i tight against the retract actuator (97).				
				<ol> <li>Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).</li> </ol>				
				2)	Tighten the cable (137).			
EFF	ECTIVI	ТҮ			REPLACE RIGHT MAIN LANDING GEAR			
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SAS CARD

AIRLINE CARD NO.

			TASK CARD						
MECH	INSP								
			(c) Do the steps that follow to disconnect the rod end of the retract actuator (97) from the trunnion arm (96).						
			1) Remove the antirotation bolt (93).						
			2) Remove the nut (94) and the spline washer (95).						
			3) Remove the bolt (98).						
			<ol> <li>Use the sling equipment for the retract actuator to lift the retract actuator (97) away from the trunnion arm (96).</li> </ol>						
		(30)	Remove the lock actuators for the drag brace and the side brace (AMM 32–32–02/401).						
		(31)	Remove the lock springs for the side brace (AMM 32–32–03/401).						
		(32)	Remove the jury strut springs (AMM 32-32-05/401).						
		WARNING: BE CAREFUL WHEN YOU PUSH UP ON THE JURY STRUT. THE JURY STRUT WILL MOVE SUDDENLY WHEN RELEASED AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.							
		(33) Push up on the jury strut to release it from the overcenter position.							
		(34)	Disconnect the side brace and the lock link from the shock strut (AMM 32–11–03/401).						
		(35) Disconnect the drag brace and the jury strut from the shock (AMM 32-11-10/401).							
		(36)	Remove the bolts (30) to disconnect the upper junction box (6) from the support bracket for the upper junction box (45) (Fig. 402).						
		(37)	Remove the bolts (34 and 40) to disconnect the support bracket for the upper junction box (45) from the lower strap (33) (Fig. 402).						
		(38) Remove the bolts (51, 56, 61) to disconnect the lower strap (33) (Fig. 402, Detail A).							
		E. Remove the Main Landing Gear							
		(1)	Lift the main landing gear until there is no weight on the forward and aft trunnion bearings (1, 2).						
EFF	ECTI	VITY	REPLACE RIGHT MAIN LANDING GEAR						
			32-11-01-4A 32-043-01-2 PAGE 10 0F 41 DEC 22/06						



AIRLINE CARD NO.

MECH	INSP							
		(2)	Remove Detail	the lockbolt A).	s (86) from th	e clamp nut (84) (Fig. 40	)3,	
		(3)	Remove (88), a	the clamp nu nd the adjus	t (84), the sp ting collar (8	lined washer (83), the lo 7).	ock ring	
		(4)	Remove	the crossbol	t (75) from th	e aft trunnion (90).		
		(5)	Do the	steps that f	ollow to remov	e the trunnion pin (85).		
			(a) In pi	stall the re n on the tru	moval and inst nnion pin (85)	allation equipment for th •	ne trunnion	
			<u>NO</u>	<u>TE</u> : If you pin, th	do not install e pin can go t	the stop assembly for th oo far into the trunnion.	ne trunnion	
			(b) In	stall the sl	ide hammer on	the puller assembly.		
			(c) Us tr th (9	e the slide unnion beari e trunnion p 0).	hammer to move ng (2) and int in (85) must b	the trunnion pin (85) ou o the trunnion (90). The e aligned with the aft tr	ut of the e end of runnion	
			(d) Di tr	sconnect the unnion pin (	slide hammer 85).	and the puller assembly f	from the	
		(6)	Move the aft end of the trunnion (90) approximately 15 degrees inboard.					
		(7)	Remove (110).	the 2 retain	ing pins (107)	from each of the 4 fuse	pins	
		(8)	Use the pins (1 115).	bearing-fus 10) from the	e-bolt (pin) p housing assem	uller (123) to remove the bly (66) and the supports	e fuse s (114,	
			(a) Re	commended pr	ocedure			
			<ol> <li>Put the puller assembly (123) over the outer end of the fuse pin (110). The bolt will come out through the fuse pin (110).</li> <li>Install the stop on the bolt of the puller assembly (123).</li> </ol>					
			3)	Install th position o	e spring pin i n the bolt.	nto the stop to lock the	stop into	
EFF	ECTI				REPLACE	RIGHT MAIN LANDING GFAR		
					32-11-01-44	32-045-01-2 PAGE 11 OF	5 41 DEC 22/06	

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SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

_						TASK CARD			
MECH	INSP								
				4)	Put the wr	ench on the nu	t of the pulle	r assembl	у.
				5)	Turn the n removed.	ut on the fuse	bolt until th	e bolt (1	10) is
			(b)	0pt	ional proce	dure.			
				1)	Use this p with the i	rocedure if th nstallation of	e hydraulic li the puller as	nes cause sembly.	a problem
				2)	Put the wr fuse bolt	enching surfac (110) last.	e of the jack	screw (12	7) thru the
				3)	Turn the p sufficient screw.	lug (125) on t clearance to	he jack screw install the pa	(127) unt d (126) o	il there is n the jack
				4)	Install th	e pad (126).			
				5)	Use a wren screw (127 bolt (110)	ch at the wren ) counterclock out of the be	ching surface wise. This wi aring housing.	to turn t ll push t	he jack he fuse
				6)	Remove the	jack screw as	sembly.		
		(9)	Do t	hese	steps if y	ou use jack eq	uipment:		
			(a)	Low	er the shoc pressed.	k strut until	the shock stru	t is full	у
			(b)	The out	housing as of the rea	sembly (66) an r spar support	d the plates ( s as the shock	111, 113) strut is	will move lowered.
				<u>NOT</u>	<u>E</u> : Keep the install	e shims (112) ation easier.	to make the ne	w main la	nding gear
			(c)	Rem	ove the axl	e jacks and th	e adapters.		
			(d)	Rem 130	ove the jac ).	king equipment	(131) from th	e shock s	trut (21,
			(e)	Ins	tall the re	tention straps	(116) on the	shock str	ut (21).
				1)	Make a loo upper and strap on e	p with the ret lower hinges o ach side of th	ention straps f the torsion e torsion link	(116) thr link (128	ough the ). Use one
EFF	ECTIV	/ITY —				REPLACE	RIGHT MAIN LA	NDING GEA	R
						72_11_01 /	72_0/5_01_2		OF /1 NEC 33/0/
						J2-11-01-4A	52-045-01-2	FAUE 12	VI 41 DEC 22/00

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AIRLINE CARD NO.

SAS DEING 767 TASK CARD

				TASK CARD	
MECH	INSP	_		· · · · · · · · · · · · · · · · · · ·	
			2)	Move the end of each strap through the slot in the shaft (117).	buckle
			3)	Operate the buckle until the strap (116) is tight.	
				<u>NOTE</u> : Make sure each strap has a minimum of two l around the shaft of the buckle before you a load.	oops pply a
		(10)	If you u	use the sling (138), do the steps that follow:	
			(a) Low car wil gea	wer the shock strut (21) with the sling (138) on the rts. The housing assembly (66) and the plates (111, ll move out of the rear spar supports when the main ar is lowered.	wheel 113) landing
			<u>N01</u>	<u>TE</u> : Keep the shims (112) to make the main landing g installation easier.	ear
			(b) Ren	nove the sling (138).	
		(11)	Remove t main lar	the assembly for the forward trunnion bearing (1) fr nding gear (Fig. 402, View B-B).	om the
			(a) Rem	nove the bolts (72).	
			(b) Rem	nove the retaining bolt (73).	
			(c) Mov the	ve the assembly for the forward trunnion bearing (1) e forward trunnion (32).	off of
			(d) Exa	amine the forward trunnion bearing (AMM 32–11–01/601	).
			(e) If fol	you replace the forward trunnion bearings, do the s llow:	teps that
			1)	Remove the nut (67).	
			2)	Remove the inner and outer races (69, 70) with the housing (68) from the housing assembly (66).	
			3)	Move the bearings (69, 70) out of the housing (68)	-
			4)	Keep these parts for installation on the new main gear.	landing
EFF	ECTT				

3	EFFECTIVITY		REPLACE	RIGHT MAIN	LANDING	GEAR			
4									
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		BOEING CARD NO.
	(A BOEING	32-045-01-2
	SAS 767	AIRLINE CARD NO.
	TASK CARD	
(12)	Examine the aft trunnion bearings (AMM 32-11-01/601).	
(13)	If you replace the aft trunnion bearings (2), do the ste follow (Fig. 403, View A-A):	ps that
	(a) Remove the bolts (81) to disconnect the lock tab (8 lockplate (79).	O) from the

- (b) Remove the nut (89) from the housing for the aft bearing.
- (c) Move the bearing inner and outer races (77, 78) forward, out of the support structure.
- (14) Put the main landing gear on wheel carts and move away from the work area.
- 2. Install the Main Landing Gear (Fig. 401, Fig. 402, Fig. 403)

<u>NOTE</u>: Wear Limits for the main landing gear trunnions are supplied in AMM 32-11-01/601.

A. General

MECH INSP

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- (1) There are two different procedures given to install the main landing gear. One procedure uses jacks to install the main landing gear. The other procedure uses an overhead sling to install the main landing gear.
- B. Equipment
  - (1) A32006-77 MLG Retract Actuator Sling
  - (2) A32026-60 MLG Trunnion Pin Removal/Installation Equipment
  - (3) A32027-53 MLG Retraction/Extension Actuator Pump
  - (4) A32028-6 Shock Strut Retention Strap (2 straps are necessary)
  - (5) A32031-5 MLG Truck Positioner Turnbuckle (Recommended)
  - (6) A32031-4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32031-1

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MECH	INSP			
			(7)	A32O32–65 MLG Removal/Installation Sling (A32O32–39 Alternative)
			(8)	A32O32–64 MLG Jacking Equipment (Upgraded –52 kit that includes a new –68 tiny collar for IGW A/Ps)
			(9)	A32O45-12, -34 Spanner Wrench
		(	(10)	A32095–1 Forward Trunnion Bearing Bolt Wrench
		(	(11)	Fishpole Hoist (Commercially available)
		(	(12)	Automotive type axle jacks (2 to 4 ton capacity) – commercially available
		С.	Consu	umable Materials
			(1)	AOO247 Sealant, Chromate – BMS 5–95
			(2)	DOO633 Grease - BMS 3-33 (Recommended)
			(3)	DOOO13 Grease – MIL-G-23827 (Alternative)
			(4)	G50136 Corrosion Inhibiting Compound - BMS 3-38
		D.	Parts	

АММ			A	[PC	I
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401 Thru 403	1A 2A	Main Landing Gear Wing Structure	32-00-00 57-00-00	01 01	1 1

## E. References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
- (2) AMM 07-11-01/201, Jacking Airplane
- (3) AMM 12-15-01/301, Main Gear Shock Strut

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			TASK CARD
MECH	INSP	-	
		(4)	AMM 12-21-14/301, Main Gear and Actuating Mechanisms
		(5)	AMM 20-10-23/401, Standard Practices, Lockwire
		(6)	AMM 27-51-00/201, Trailing Edge Flap System
		(7)	AMM 27-62-00/501, Auto-Speedbrake Control System
		(8)	AMM 27-81-00/201, Leading Edge Slat System
		(9)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
		(10)	AMM 32-00-15/201, Landing Gear Door Locks
		(11)	AMM 32-00-20/201, Landing Gear Downlocks
		(12)	AMM 32-09-07/201, Main Gear Tilt Sensors
		(13)	AMM 32-11-01/601, Main Gear
		(14)	AMM 32-11-03/401, Main Gear Side Brace
		(15)	AMM 32-12-00/501, Main Landing Gear Doors
		(16)	AMM 32-12-06/401, Shock Strut Door and Linkage
		(17)	AMM 32-12-08/401, Drag Brace Door and Linkage
		(18)	AMM 32-12-11/401, Trunnion Door and Linkage
		(19)	AMM 32-32-00/501, Main Gear Extension and Retraction
		(20)	AMM 32-32-02/401, Main Gear Lock Actuators
		(21)	AMM 32-32-03/401, Main Gear Side Brace Lock Spring
		(22)	AMM 32-32-18/401, Main Gear Truck Positioner
		(23)	AMM 32-41-00/201, Hydraulic Brake System
		(24)	AMM 32-42-00/501, Antiskid/Autobrake System
		(25)	MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
		(26)	AMM 32-46-00/501, Brake Temperature Monitoring System
		(27)	AMM 32-61-02/201, Main Gear Proximity Sensor
EFF	ECTI	VIIY	REPLACE RIGHT MAIN LANDING GEAR

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AIRLINE CARD NO.



The grease fittings on the housing (68) must be on NOTE: the inboard side of the trunnion (32).

3) Use the spanner wrench to install the nut (67).

Tighten the nut (67) to 95-120 pound-feet. a)

Install a lockwire on the nut. 4)

(3) FORWARD TRUNNION WITHOUT SHEAR PIN; To install the housing assembly (66) on the forward trunnion (32), Do the steps that follow (Fig. 402, View B-B):

(a) Apply a thin layer of compound on the inside diameter and the end part of the outside diameter of the trunnion (32). Make sure you apply it to the threads and thread reliefs.

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		(b) Put the forward trunnion bearing (1) on the forward trunnion. Use a grease pencil to put a mark on the forward trunnion (32) at the flange of the housing (68), to show if the bearing moves off the trunnion during installation.
		(c) Apply a thin layer of compound to all the surfaces of the retaining ring (65). Include the four notches and the inside diameter of the six bolt holes.
		<u>CAUTION</u> : MAKE SURE THE RETAINING RING TEETH ENGAGE WITH THE SLOTS OF THE HOUSING ASSEMBLY. IF THE RETAINING RING (65) IS NOT ENGAGED WITH THE HOUSING THE RETAINING BOLT WILL TURN AND BACK OUT OF THE FORWARD TRUNNION THREADS.
		(d) Install the retaining ring (65).
		(e) Install the retaining bolt (73).
		<u>CAUTION</u> : MAKE SURE THE FORWARD BEARING HAS NOT MOVED OFF THE TRUNNION DURING INSTALLATION. IF THE BEARING HOUSING HAS MOVED DURING INSTALLATION, THIS CAN CAUSE DAMAGE TO THE HOUSING AND STRUCTURE WHEN THE LANDING GEAR IS RETRACTED.
		(f) Use the bolt wrench for the forward trunnion bearing to tighten the retaining bolt (73) to 15–20 pound-feet. Loosen to align the lockbolts.
		(g) Measure inner race/housing bushing gaps "A" and "B".
		(h) If the sum of gap "A" and gap "B" is greater then 0.250 inch, then do the steps to install the retaining ring again.
		<u>NOTE</u> : The retaining ring is not fully seated with the housing if the gap is greater then 0.250 inch.
		(i) Apply a thin layer of compound to the bolts (72) and the washers (71).
		(j) Install the bolts (72) and washers (71). Wipe off the excess compound after installation.
		(k) Safety wire the bolts (72).
EFF	ECTI	VITY REPLACE RIGHT MAIN LANDING GEAR
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			Ŕ	BAEIN		32-045-01-2
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	(4)	FORWARD T To instal Do the st	RUNNION W L the hou eps that	ITH SHEAR PIN; sing assembly ( follow (Fig. 40	66) on the forward tr 2, View B-B):	unnion (32),
		(a) Appl thre asse wash	/ a thin ad relief nbly (73A er (71) bo	layer of compou s, bushing surf ), splined wash olt (72) and th	nd (BMS 3-38) to the aces and fay surfaces er (65), retaining nu e bushing of the hous	threads, of the pin t (73), ing (68).
		<u>NOTE</u>	: Make s the ga	ure that you ap ps between the	ply sufficient compou assembled parts.	nd to fill
		(b) Appl 0.50 bush	/ a layer inch of ing.	of compound (M the inner circu	IL-C-11796 Class3) on mference of the forwa	the last rd trunnion
		<u>NOTE</u>	: Make s the co (73A)	ure that you ap mpound forms a is installed.	ply sufficient compou fillet seal when the	nd so that pin assembly
		(c) Put	the pin a	ssembly (73A) i	n the forward trunnio	n (32).
		(d) Appl the	⁄a thin shear pin	layer of compou (68A).	nd (BMS 3–38) to all	surfaces of
		(e) Inst pin	all the s assembly	hear pin (68A) (73A).	in the forward trunni	on(32)and
		(f) Fill (BMS the	the inne 3–38) un forward t	r diameter of t til the compoun runnion (32).	he shear pin (68A) wi d is faired to the ou	th compound ter surface of
		(g) Inst	all the s	plined washer (	65) on the housing (6	8).
		(h) Tigh	ten the s	plined washer (	65) to 10-20 pound-fe	et.
		(i) Move on t the	the hous ne forwar trunnion.	ing assembly (6 d trunnion (32)	6) and housing (68) i on the inboard or bo	nto position ttom side of
		(j) Inst	all the r	etaining nut (7	3).	
EFFECIIVITY				REPLACE	RIGHT MAIN LANDING G	EAR
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			(k) Tighten the retaining nut (73) to 10-20 pound-feet.
			<u>NOTE</u> : Loosen the nut, if necessary, to align with the holes of the splined washer (65).
			(l) Install the washers (71) and bolts (72).
			(m) Safety wire the bolts (72).
			<ul><li>(n) Remove the excess compound around the circumference of the aft end of the housing (68).</li></ul>
			(o) Apply a continuous bead of sealant (BMS 5–95) to make a fillet seal between the aft end of the housing (68) and the forward trunnion (32).
		(5)	To install the new aft trunnion bearings (2), do the steps that follow (Fig. 403, View A–A):
			(a) Put the inner and outer races (77, 78) into the support structure.
			(b) If it is not installed, install the lockplate (79) with the bolts, bushings, nuts, and washers.
			(c) Use the spanner wrench to tighten the nut (89) to 100–130 pound-feet.
			(d) Loosen the nut (89) to install the lock tab (80).
			(e) Install the bolts (81) and the washers (82) to connect the lock tab (80) to the lockplate (79).
			(f) Install a lockwire.
		(6)	Move the main landing gear into the wheel well and put in the approximate position.
		(7)	If you use the jack assembly (131) (Fig. 404), do the steps that follow:
			(a) Remove the retention straps (116) from the shock strut.
			(b) Install the jack assembly (131) on the torsion link (128).
EFF	ECTI	VITY	REPLACE RIGHT MAIN LANDING GEAR
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				1)	Remove the bolt that holds the torsion link (128) to the shock strut.
				2)	Align the bolt hole of the scissor for the jack assembly (131) with the bolt hole for the shock strut (21).
				3)	Install the bolt (129).
				4)	Tighten the bolt.
				5)	Disconnect and remove the bolt which holds the lower torsion link (128) to the shock strut (130).
				6)	Align the bolt hole for the lower jack scissor assembly (131) with the bolt hole for the shock strut (130).
				7)	Install the bolt (132).
				8)	Tighten the bolt.
			(c)	Put axl	two automotive type jacks with adapters under the truck es.
			(d)	Lif	t the truck until the wheels are above the ground.
			(e)	Put	the wheel carts under the wheels.
			(f)	Low	er the truck and remove the axle jacks and adapters.
		(8)	) If y rete	ou u ntio	se the overhead sling (138), make sure the shock strut n straps (116) are installed.
			(a)	Put out	the sling (138) around the shock strut (21) from the board side.
			(b)	Con (Fi	nect both ends of the sling to the overhead hoist g. 405).
			(c)	Ins hoi	tall the bolt to hold both ends of the sling (138) to the st point.
			(d)	Att	ach the sling (138) hoist point to the overhead hoist.
		(9)	) Turn clea	the ranc	aft end of the trunnion 15 degrees inboard to permit e for the main landing gear from the airplane structure.
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	CUI	VIII			REPLACE RIGHT MAIN LANDING GEAR
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MECH	INSP		
		(10)	Apply sealant between the bearing plates (111 and 113) and the supports (114, 115).
		(11)	Apply grease between the shims (112) and the inboard support (114) (Fig. 402, View A–A).
			<u>NOTE</u> : You can use the shims from the removed main landing gear to make it easier to get the correct clearance (View A–A).
		(12)	Lift the outer cylinder (21) while you put the housing assembly (66), the plates (111 and 113), and the shims (112) into the support for the rear spar (Fig. 402, View A–A).
		WAR	NING: INSTALL THE CORRECT FUSE PINS ONLY. MAKE SURE THAT YOU INSTALL THE SAME TYPE OF FUSE PIN THAT YOU REMOVED. THE INCORRECT FUSE PIN CAN CAUSE DANGEROUS CONDITIONS.
		(13)	Apply grease to the fuse pins (110).
		(14)	Install these parts to connect the housing assembly (66) to the inboard and outboard supports (114, 115) (Fig. 402, View A–A):
			(a) Fuse pins (110).
			(b) Retaining pins (107).
			(c) Washers (108)
		(15)	Install the lockwire to the retaining pins (107) (Fig. 402).
			<u>NOTE</u> : Lockwire installtion can be found: AMM 20–10–23/401.
		(16)	Turn the aft end of the trunnion outboard to align the trunnion with the aft bearing (2).
FFF	FCTIV	тту <u>—</u>	
			KEPLACE KIGHI MAIN LANDING GEAR
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MECH	INSP								
		(17	(17) Apply a thin layer of BMS 3–38 Corrosion Inhibiting Compound to outside diameter of the trunnion pin (85). Make sure it cover approximately 8.5 inches from the large (forward) end of the p						
			<u>NOTE</u>	: If the compo trunnion pin on the trunn to lubricate	und makes it d , you can appl ion pin. Afte the pin with	ifficult for you to ins y a thin layer of greas r installation you will compound.	stall the se (BMS 3–33) . then need		
		(18	3) Use <sup>.</sup> truni	the trunnion pi nion (90) throu	n equipment to gh the aft bea	pull the trunnion pin ring (2) (Fig. 403).	(85) from		
		(19	9) Apply shan bush	y a thin layer <, threads and ing faces and f	of BMS 3–38 Co thread relief aces of the wa	rrosion Inhibiting Comp of the cross bolt (75), shers (74 and 92).	oound to the , and to the		
(20) Install the cros 92), and the nut				all the crossbo and the nut (9	bolt (75) for the trunnion pin, the washers (74 and (91). Torque the nut (91) to 90–120 pound-feet.				
		(21	) Insta	all the cotter	er pin (91A).				
	(22) If tr (A			If you used grease on the trunnion pin (85) then lubricate the aft trunnion pin with compound (BMS 3–38) at the lube fitting (AMM 12–21–14/301).					
		(23	3) Remov truni	ve the excess C nion area.	the excess Corrosion Inhibiting Compound from the aft n area.				
		(24	) Adju	st the aft bear	ing.				
			(a)	(a) Measure the dimension A between the shoulder (85) of the trunnion pin and the face of the bearing (78). Write down the dimension for later use.					
			(b)	Turn the adjus the collar (87	ting collar (8 ) touches the	7) on the trunnion pin shoulder (85) of the tr	(85) until runnion pin.		
	NOTE:			<u>NOTE</u> : You can	You can use a strap wrench if necessary.				
			(c)	Measure the di the adjusting is greater tha correctly inst adjusting coll	mension B betw collar. If th n 2.75 inches, alled. Repeat ar (87).	een the bearing face ar e dimension A plus the the adjusting collar ( the step above to inst	nd the end of dimension B (87) is not call the		
EFF	ECTI	YT1V			REPLACE	RIGHT MAIN LANDING GEA	NR		

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						TASK CARD				
MECH	INSP									
				1) I r	f you can emove the	not install th dry lubricant	e adjusting co and use the p	llar (87) procedure	correc in SB 3	tly, 32-38.
			(d)	Move colla the s	the lock r (87). lots in t	ring (88) over Make sure the he bearing (78	the splines o lugs in the lo ).	n the adj ock ring (	usting 88) eng	jage
				<u>NOTE</u> :	It is r ring (8 for lub	ecommended tha 8) point outbo rication.	t the grease f ard to permit	itting on the easie	the lo st acce	ock ₂ss
			(e)	Insta	ll the wa	sher (83) and	the clamp nut	(84).		
			(f)	Tight align inche	en the nu the lock s.	t (84) to 10–2 ing holes. Ge	O pound-feet. t a clearance	Loosen t of 0.003-	he nut 0.010	to
	(g) Fill all hole				all holes	with grease.				
	<u>NOTE</u> : The clo lockrin A-A). the ja permit				The cle lockrin A-A). the jac permitt	earance between the washer (83) and the ng (88) is for the adjustment (Fig. 403, View After the main landing gear is operated and/or cks are removed a clearance of 0.00–0.05 inches is ted.				
			(h)	Insta	ll the lo	lockbolts (86).				
			(i)	Insta	ll the lo	ockwires on the	the lockbolts	(86).		
		(25)	Inst stra	all th p (33)	ese parts to the h	to connect th ousing assembl	e outboard end y (Fig. 402, D	l of the l etail A):	.ower	
			(a)	Bolts	(61)					
			(b)	Bushi	ngs (62)					
			(c)	Washe	rs (63)					
		(d) Nuts (64)								
	(26) Install these parts to connect the rod fitting, the lower str and the support bracket (45) to the housing assembly (66):						er strap ):	(33)		
			(a)	Bolts	(34, 40)					
						•				
EFF	ECIIVIIY					REPLACE	RIGHT MAIN LA	NDING GEA	R	
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	TASK CARD

	(b)	Washers (35, 38, 41, 43)					
	(c)	Bushings (37, 42)					
	(d)	Nuts (39, 44)					
(27)	Do th brack	nese steps to connect the upper junction box (6) to the kets:					
	(a)	Clean the faying surfaces.					
	(b)	Install the bolts (30) to connect the upper junction box (6) to the brackets.					
	(c)	Bond, and apply a fillet seal between the junction box (6) and the brackets (SWPM 20–20–00).					
	(d)	Measure the resistance to make sure that the resistance across the interface is a maximum of 0.010 ohms.					
(28)	AIRPLANES WITH GROUND STRAP; Do these steps to connect the ground strap (27) to the junction box (6):						
	(a)	Connect the ground strap to the grounding stud on the junction box (6) (SWPM 20-20-00).					
	(b)	Measure the resistance to make sure that the maximum resistance between ground studs is 0.005 ohm.					
(29)	Conne	ect the electrical connectors to the upper junction box (6).					
(30)	Connect the six hydraulic lines to the upper shock strut on the outboard side of the shock strut.						
(31)	Install these parts to connect the door seal (20) and the retainer (19) of the shock strut to the support beam (Fig. 401):						
	(a)	Screws (17)					

- (b) Washers (18)
- (32) Install the parts to connect the chord (24) to the outboard structure (Fig. 401, Detail B):

REPLACE

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(a) Bolts (22)

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	TASK CARD

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ME	ECH	INSP			
					(b) Nuts (23)
				(33)	Install these parts to connect the chord (24) to the inboard bracket:
					(a) Clip (11)
					(b) Splice Strap (7)
					(c) Bolts (8, 12)
					(d) Collars (9, 13)
				(34)	If you use the jack equipment, do these steps:
					(a) Lower the truck until the wheels touch the ground.
					(b) Remove the automotive type jacks and the adapters from below the truck axles.
				(35)	Use the jack equipment (131) to lower the outer cylinder (21).
(36) Remove the jacking (Fig. 404).				(36)	Remove the jacking equipment (131) from the shock strut (21, 130) (Fig. 404).
	(a) Remove the bo to the shock				(a) Remove the bolts (129, 132) which hold the jack assembly (131) to the shock strut (21, 130).
(b) Install the bo strut (21, 130					(b) Install the bolts to hold the torsion link (128) to the shock strut (21, 130) and tighten.
				(37)	If you use the overhead sling (138), do these steps:
(a) Remove the over (b) Remove the sho G. Put the Airplane Back to					(a) Remove the overhead sling (138).
					(b) Remove the shock strut retention straps (116).
				Put	the Airplane Back to Its Usual Condition (Fig. 401)
<ul> <li>(1) Do the servicing of (AMM 12-15-01/301).</li> <li>(2) Lift the airplane t (AMM 07-11-01/201).</li> </ul>					Do the servicing of the shock strut for the main landing gear (AMM 12–15–01/301).
					Lift the airplane to extend the shock strut fully (AMM 07–11–01/201).
E	FF	ECTI	VITY		REPLACE RIGHT MAIN LANDING GEAR
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		(3)	Conn (AMM	ect the drag brace and the jury strut to the shock strut 32-11-10/401).
		(4)	Conn (AMM	ect the side brace and the lock link to the shock strut 32–11–03/401).
		(5)	Insta spri	all the jury strut springs (AMM 32–32–05/401) and the side brace ngs (AMM 32–32–03/401).
		(6)	Conne truni	ect the rod end of the retract actuator to the main landing gear nion (Fig. 401, View A–A).
			(a)	Install the actuator sling equipment for the retract actuator on the retract actuator (97) (Fig. 405, Detail A).
				1) Put the support structure (139) on the wing structure.
				2) Put the actuator clamp (134) on the retract actuator (97).
			(b)	Tighten the clamp nut (136) until the actuator clamp (134) is tight against the retract actuator (97).
				<ol> <li>Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).</li> </ol>
				2) Tighten the cable (137).
			(c)	Apply grease to the bolt (98), the nut (94), and the antirotation bolt (93) before installation.
			(d)	Install the new packings (100) on the lube retainer (99).
			(e)	Use the actuator sling equipment to lower the actuator to align the rod end with the lugs on the trunnion.
				<u>NOTE</u> : Put the rod end of the actuator in position so the lube fittings are above the center line of the actuator. This will make sure you can get access to the fittings easily.
			(f)	Install the bolt (98) and the lube retainer (99) through these components in the sequnce below:
	1) The a			1) The actuator ring (101)
				2) The antirotation washers (102, 103)
EFF	ECTI	/ITY ——		
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	3) The retract actuator (97)
	4) The spline washer (95)
	5) And the nut (94).
	(g) Tighten the nut (94) to 70–90 pound-feet. Loosen the nut to the subsequent lock position (Fig 401, View A-A).
	(h) Install the antirotation bolt (93), the washer (105), the nut (104), and the cotter pin.
	(i) Remove the tool (133, 134) and the support frame (139) from the area (Fig. 405).
(7)	Install the lock actuators for the drag and side brace (AMM 32–32–02/401).
(8)	Make sure the pressure is removed from the hydraulic systems (AMM 29–11–00/201).
(9)	Connect the hydraulic lines to the actuators.
(10)	Connect the door for the drag brace (5) to the drag brace (AMM 32-12-08/401).
(11)	Install the door (4) and linkage for the shock strut (AMM 32–12–06/401).
(12)	Install the door (3) and linkage for the trunnion (AMM 32–12–11/401).
(13)	Remove the turnbuckle (118) for the truck positioner.
(14)	Install the truck positioner (AMM 32–32–18/401).
(15)	Close these circuit breakers on the overhead circuit breaker panel P11:
	(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
	(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
	(c) 11C31, LANDING GEAR ANTISKID 2-6

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MECH INSP

RIGHT MAIN LANDING GEAR

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MECH	INSP								
			(d)	11C32, LANDING	GEAR ANTISKID	3-7			
			(e)	11H15, FLT CON	T SHUTOFF WING	i LEFT			
			(f)	11H16, FLT CON	T SHUTOFF WING	i CTR			
			(g)	11H26, FLT CON	T SHUTOFF WING	RIGHT			
			(h)	11R3O, RIGHT I	ND LTS 3				
			(i)	11U12, AUTOBRK	S ANTISKID TES	ST/IND 1			
			(j)	11U15, AIR/GND	SYS 1				
			(k)	11U16, BRAKE T	EMP				
			(1)	SAS 275-276 PO SAS 277-281, O	ST SB 32-85; 50-149, 155-16	o7;			
				11U17, TIRE PR	ESS IND 1				
			(m)	11U18, ANTISKI	D 1-5				
			(n)	11U2O, LANDING	GEAR LEVER LC	OCK			
			(o)	11U21, AUTOBRK	S ANTISKID TES	T/IND 2			
			(p)	767-200 AIRPLA	NES;				
				11U23, POSITIO	N AIR/GND SYS	2			
			(q)	767-300 AIRPLA	NES;				
				11U24, POSITIO	N AIR/GND SYS	2			
			(r)	11U27, ANTISKI	D 4-8				
	(16) SAS 281;								
		Close this circuit breaker on the main power distribution panel, P6							
(a) 6J21, F/O SE			AT						
	(17) SAS 275-276 WITH SB 32-85 AND SAS 277-281, SAS 050-149, 155					155–167 <b>;</b>			
	Remove the DO-NOT-CLOSE identifier and close this circuit breake the APU external power panel, P34:					t breaker on	I		
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			TAOK CARD						
INSP									
	(a) 34M11, TIRE PRESS IND 2								
	(18)	Put the WING FLIGHT panel to OFF positio	HT CONTROL SHUTOFF switches L, C, and R on the P61 tion. r at the grease fittings (AMM 12-21-14/301).						
	(19)	Lubricate the gear a							
	(20) Do an adjustment check of the main landing gear doors (AMM 32–12–00/501).								
(21) Do an adjustment check of the clearance for the main landing tilt sensors (AMM 32–09–07/201).									
(22) Do a test of the tilt sensors for the main landing gear truc (AMM 32-09-07/201).									
	(23)	For the right main failure test for the	only, do the gear truck rake system (AMM 27–62–	do the gear truck tilt sensor ystem (AMM 27–62–00/501).					
	5 277-281, SAS 050-149,	155–167 <b>;</b>							
	Do a test of the tire pressure indicating system (AMM 32-45-00/50 (25) Do a test of the brake temperature monitoring system (AMM 32-46-00/501).								
	(26)	Do the extension and (AMM 32-32-00/501).	extension and retraction test for the main landing gear 2–32–00/501).						
	(27) Install the applicable access panels (Table 402) (AMM 06-44-00/201):								
F	TABLE 402								
	WHEN YOU	INSTALL THE LEFT GE	AR WH	WHEN YOU INSTALL THE RIGHT GEAR					
		55157		4E1 ET					
551LT 551MT			651FT						
				651MT					
		551QB		6510B					
		551PT		651pt					
		551SB	651SB						
		551TB	651TB						
ECTIV	ІТҮ ——		REPLACE	RIGHT MAIN LANDING GE	AR				
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		(28)	Put the trailing edge flap system back to its usual condition (AMM 27–51–00/201).
		(29)	Put the leading edge slat system back to its usual condition (AMM 27–81–00/201).
		(30)	Lower the airplane (AMM 07–11–01/201).
		(31)	Do the procedure to bleed the brakes (AMM 32-41-00/201).
		(32)	Do a test of the proximity sensors for the main landing gear (AMM 32–61–02/201).
		(33)	Do the steps in the Antiskid System Test – Brake Release (AMM 32–42–00/501).
		<u>WARN</u>	<u>ING</u> : OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(34)	Remove the door locks and close the doors (AMM 32–00–15/201).
EFF	ECTIVITY		REPLACE RIGHT MAIN LANDING GEAR
			32-11-01-4A 32-045-01-2 PAGE 31 OF 41 AUG 22/08




















	STAT	ION										BOE	ING CARD NO.
	TAIL	NO.	_			$\mathcal{A}$	RA	<b>E</b> IA	IÆ			32–0	45-02-1
				S	SAS	X		<b></b> 767				AIRL	LINE CARD NO.
	DA	TE				•	TASK	CARD					
SKILL	-	WORK	AREA	RE	ELATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIRF	۲L	L MAI	N GEAR			5	50000 CY	′C			610XX	018	DEC 22/08
DEC		· C							STRUCTURAL	ILLUSTRATION	REFERENCE	AP AIRPLAN	PLICABILITY E ENGINE
KEF	LAU	<i>,</i> <b>C</b>		I MAIN		GEAR						300	ALL
211	. 7	ZONES			55157	551I T	EE1MT	EE1DT	ACCESS PAN		551TD 5	51VD	
211	I (	51			55171	JULI	וויוככ	55161	JUR	22128	כ מווככ		
MECH	INSP											Ν	MPD ITEM NUMBER
		REPL LIMI LETT LIMI	ACE TH T (CUR ER 767 TED PA	E LEFT RENTLY -SL-32 RTS.	MAIN LA 50,000 -92 FOR	NDING G CYCLES) A LIST	GEAR AT ). REFE OF 767	MANUFAC R TO BC LANDING	TURER'S EING SE GEAR L	LIFE RVICE IFE		32–1	1-01-4A
		1. <u>R</u>	emove	the Ma	<u>in Landi</u>	ing Gear	<u>`</u>						
		A	. Gen	eral									
			(1)	Ther gear gear land	e are tw . One p . The c ing gear	no diffe procedur other pr `-	erent pr re uses rocedure	ocedure jacks 1 uses a	es given For the In overh	to remov removal o ead sling	ve the m of the m g to rem	nain l nain l nove t	anding anding he main
		В	. Equ	ipment									
			(1)	A320	06-77 ML	.G Retra	act Actu	ator Sl	ing				
			(2)	A320	17–1 MLG Fus	6 Forwar Se Bolt	rd Trunn Puller	nion Sup	port				
			(3)	A320	26-60 ML Ec	.G Trunr quipment	nion Pin	n Remova	ıl/Insta	llation			
			(4)	A320	27-53 Re	etractio	on/Exter	ision La	nding G	ear Actu	ator Pum	ıp	
			(5)	A320	28-6 Shc (2	ock Stru straps	ut Reten are nec	tion St essary)	rap				
			(6)	A320	31–5 MLG (Re	G Truck commenc	Positic led)	oner Tur	nbuckle				
			(7)	A320	31-4 MLG (Al	6 Truck ternati	Positic ive) Mak	oner Tur ce from	nbuckle A32031–	1			
EFFE	ECTI	VITY					REPLAC	E	LEFT M	AIN LAND	ING GEAR	1	
							32–11	-01-4A	32-045	-02-1	PAGE 1	OF 41	DEC 22/05



AIRLINE CARD NO.

32-045-02-1

-								
MECH	INSP							
		(8)	A32032–65 MLG Remov (A32032–39 Alternat	val/Installatio ive)	n Sling			
		(9)	A32O32–64 MLG Jacki (Upgraded –52 kit t new –68 tiny collar	ng Equipment hat includes a for IGW A/Ps)	1			
		(10)	A32095–1 Forward Tr	unnion Bearing	Bolt Wrench			
		(11)	Fishpole Hoist (Com	mercially avai	lable)			
		(12)	Automotive type axl capacity) – commerc	e jacks (2 to ially availabl	4 ton e			
		C. Refe	rences					
		(1)	AMM 06-44-00/201, W P	lings (Major Zo Panels	nes 500 and 60	)O) Access Do	oors and	
		(2)	AMM 07-11-01/201, J	acking Airplan	e			
		(3)	AMM 27-51-00/201, T	railing Edge F	lap System			
		(4)	AMM 27-81-00/201, L	eading Edge Sl.	at System			
		(5)	AMM 29-11-00/201, P	Pressurize/Depr	essurize Main	Hydraulic Sy	ystem	
		(6)	AMM 32-00-15/201, L	anding Gear Do.	or Locks			
		(7)	AMM 32-00-20/201, L	anding Gear Do.	wnlocks			
		(8)	AMM 32-11-01/601, M	lain Gear				
		(9)	AMM 32-11-03/401, M	lain Gear Side	Brace			
		(10)	AMM 32-11-10/401, M	lain Gear Drag	Brace			
		(11)	AMM 32-12-06/401, S	hock Strut Doo	or and Linkage			
		(12)	AMM 32-12-08/401, D	orag Brace Door	and Linkage			
		(13)	AMM 32-12-11/401, T	runnion Door a	nd Linkage			
		(14)	AMM 32-32-02/401, M	lain Gear Lock	Actuators			
		(15)	AMM 32-32-05/401, M	lain Gear Jury	Strut Spring			
EFF	ECTIV	/ITY		REPLACE	LEFT MAIN LAN	NDING GEAR		
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SAS BOEING

BOEING CARD NO.

32-045-02-1

AIRLINE CARD NO.

					TASK CARD			
MECH	INSP							
			(16) AMM	32-32-18/401, M	ain Gear Truck	Positioner		
		D.	Prepare t	o Remove the Ma	in Landing Gea	r		
			WARNING:	MAKE SURE THE GEAR. WITHOUT AND CAUSE INJU	DOWNLOCKS ARE THE DOWNLOCKS RIES TO PERSON	INSTALLED IN AL , THE LANDING G S AND DAMAGE TO	L OF THE LAN EAR COULD RE EQUIPMENT.	DING TRACT
			(1) Make gear	sure the downl (AMM 32-00-20/	ocks are insta 201).	lled on the nos	e and main l	anding
			<u>WARNING</u> :	OBEY THE INSTA OPEN AND CLOSE INJURIES TO PE	LLATION PROCED QUICKLY. THE RSONS AND DAMA	URE FOR THE DOO MOVEMENT OF TH GE TO EQUIPMENT	DR LOCKS. TH IE DOORS CAN	E DOORS CAUSE
			(2) Open (AMM	the doors for 32-00-15/201).	the landing ge	ar and install	the door loc	ks
			(3) Exte flap	nd the trailing system to off	edge flaps to (AMM 27–51–00/	20 units. Set 201).	the trailin	g edge
			(4) Set	the leading edg	e slat system	to off (AMM 27-	-81-00/201).	
			(5) Remo and	ve the pressure reservoirs (AMM	from the righ 29-11-00/201)	t and the cente -	er hydraulic	systems
			(6) Make pane	sure that this l, P6, is close	circuit break d:	er on the main	power distri	bution
			(a)	6F4, LANDING	GEAR PARKING	BRAKE VLV		
			(7) Push pres	the brake peda sure from the b	ls a minimum o rake lines.	of seven times t	o remove the	
			(8) Remo the tags	ve power from t overhead circui :	he cooling pac t breaker pane	ks, open these l, P11, and att	circuit brea ach DO-NOT-C	kers on LOSE
			(a)	11N19, RIGHT P	ACK AUTO PWR			
			(b)	11N2O, RIGHT P	ACK AUTO CONT			
			(c)	11N10, LEFT PA	CK AUTO PWR			
EFF	ECTIV	/ITY -			REPLACE	LEFT MAIN LAND	ING GEAR	
					32-11-01-4A	32-045-02-1	PAGE 3 OF 4	1 APR 22/06



AIRLINE CARD NO.

32-045-02-1

			IASK LARD
MECH	INSP		
			(d) 11N11, LEFT PACK AUTO CONT
			(e) 11R21, CARGO HEAT OVERRIDE FWD
			(f) 11R22, CARGO HEAT OVERRIDE AFT
		(9)	Open these circuit breakers and attach DO-NOT-CLOSE tags for the removal of the left or right main landing gear:
			(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
			(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(c) 11C31, LANDING GEAR ANTISKID 2-6
			(d) 11C32, LANDING GEAR ANTISKID 3-7
			(e) 11H15, FLT CONT SHUTOFF WING LEFT
			(f) 11H16, FLT CONT SHUTOFF WING CTR
			(g) 11H26, FLT CONT SHUTOFF WING RIGHT
			(h) 11R30, RIGHT IND LTS 3
			(i) 11U12, AUTOBRKS ANTISKID TEST/IND 1
			(j) 11U15, AIR/GND SYS 1
			(k) 11U16, BRAKE TEMP
			(l) SAS 050-149, 155-999;
			11U17, TIRE PRESS IND 1
			(m) 11U18, ANTISKID 1-5
			(n) 11U20, LANDING GEAR LEVER LOCK
			(o) 11U21, AUTOBRKS ANTISKID TEST/IND 2
			(p) 767-200 AIRPLANES;
			11U23, POSITION AIR/GND SYS 2
EFF	ECTIV	/ITY	
			32-11-01-44 32-045-02-1 PAGE 4 OF 41 APR 22/06
1			



AIRLINE CARD NO.

32-045-02-1

MECH INSP		
		(q) 767-300 AIRPLANES;
		11U24, POSITION AIR/GND SYS 2
		(r) 11U27, ANTISKID 4-8
		(s) Open this circuit breaker on the main power distribution panel, P6, and attach a DO-NOT-CLOSE tag:
		1) 6J21, F/O SEAT
	(10)	1TH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
		)pen this circuit breaker on the APU external power panel, P34, and install a DO-NOT-CLOSE tag:
		(a) 34M11, TIRE PRESS IND 2
	WARN	<u>NG</u> : CLEAR THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. IF YOU DEFLATE ONE SHOCK STRUT THE WING TIP CAN MOVE DOWN AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
	(11)	Deflate the shock strut of the main landing gear.
		(a) Remove the cap for the air valve (14) from the top of the shock strut (21).
		<u>VARNING</u> : LOOSEN THE OUTER NUT A MAXIMUM OF TWO TURNS. AIR PRESSURE CAN BLOW THE VALVE OUT AND CAUSE INJURY TO PERSONS.
		(b) Loosen the outer nut (16) a maximum of two turns.
	(12)	Remove the bolts (30) to disconnect the upper junction box (6) from the brackets.
	(13)	)isconnect the two electrical connectors (26) from the forward side of the upper junction box (6).
	(14)	AIRPLANES WITH GROUND STRAP; Disconnect the ground strap (27) at the junction box (6).
	(15)	Attach the wire harness (31) for the upper junction box to the trunnion (Fig. 402).
EFFECIIVIIY		REPLACE LEFT MAIN LANDING GEAR

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AIRLINE CARD NO.

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MECH INSP		
	(16)	Disconnect the 6 hydraulic lines from the outboard side of the upper shock strut.
		(a) Put a cap on the hydraulic ports.
		(b) Put a plug on the lines.
		(c) Put a tag on the lines to make installation easier.
		(d) Hold the lines out of the work area.
	(17)	Remove the truck positioner (AMM 32-32-18/401).
	(18)	Install the turnbuckle (118) for the truck positioner (Fig. 404).
		(a) Put one of the rod ends of the turnbuckle (118) into a bracket for the truck positioner (121).
		(b) Install the retaining pin (119) for the turnbuckle.
		(c) Adjust the turnbuckle (118) until the other rod end attaches into the other bracket for the truck positioner (121).
		(d) Install the other retaining pin for the turnbuckle (119).
	(19)	Disconnect the drag brace door (5) from the drag brace (AMM 32–12–08/401).
	(20)	Hold the door (5) out of the work area (Fig. 401).
	(21)	Remove the shock strut door (4) and the linkage (AMM 32-12-06/401).
	(22)	Remove the trunnion door (3) and the linkage from the shock strut (21) (AMM 32–12–11/401).
	(23)	Remove the applicable access panels (Table 401) (AMM 06-44-00/201):
EFFECTIVITY		REPLACE LEFT MAIN LANDING GEAR
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AIRLINE CARD NO.

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MECH	INSP				
			TABLE 401		
		WHEN YOU REMOVE THE LEFT	GEAR WI	IEN YOU REMOVE T	HE RIGHT GEAR
		551FT 551LT 551MT 551QB 551PT 551SB		651FT 651LT 651MT 651QB 651PT 651SB	
		551TB		651TB	
		<ul><li>(24) Remove the bolts</li><li>(25) Remove the screws</li><li>(26) Remove the seal (</li></ul>	(8, 12, and 22) (17) to disconr 20)	to disconnect t nect the seal (2	he chord (24). 20).
		(27) If you use the ja (Fig. 404):	ck assembly (13′	) do the steps	that follow
		<u>NOTE</u> : The jack a removal/in	ssembly is part stallation equip	of the main lar oment.	ding gear
		<u>WARNING</u> : MAKE SU FAILURE AND CAU	RE THE STRUT IS TO DO THIS CAN SE INJURY TO PEF	FULLY DEPRESSUR LET THE STRUT M SSONS AND DAMAGE	TZED BEFORE JACKING. NOVE UNDER PRESSURE TO EQUIPMENT.
		(a) Install the wheels are a	jack equipment a bove the ground	and lift the air 6.0 inches (AMM	plane until the 1 07–11–01/201).
		(b) Install the main landing	axle jacks unden gear.	the truck asse	mbly (120) for the
		(c) Lift the tru assembly und	ck assembly (120 er the truck whe	)) until you car eels.	put the cart
		(d) Put the cart jacks.	assembly under	the truck wheel	s and remove the
EFF	 FECTIV	ITY	REPLACE	LEFT MAIN LAND	ING GEAR
			32_11_01_/	32_0/5_02_1	
			J2-11-01-4A	52-045-02-1	TAGE I UF 41 DEC 22

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AIRLINE CARD NO.

MECH	INSP							
			(e)	Install the shock strut	jack assembly (1 (128) (Fig. 404)	31) on the to	rsion link 1	for the
			(f)	Disconnect a link to the	and remove the bo shock strut.	olt which hold	s the upper	torsion
				1) Align th assembly strut (2	ne holes in the u v (131) and the o 21).	upper scissor Duter cylinder	of the jack of the show	:k
				2) Install	the upper retent	ion bolt (129	).	
				3) Disconne link to	ect and remove th the shock strut.	ne bolt which	hold the low	ver torsion
				4) Align th assembly strut (1	ne holes in the l v (131) and the i 130).	lower scissor inner cylinder	of the jack of the show	:k
				5) Install	the lower retent	ion bolt (132	).	
			(g)	Lift the air	rplane 20 inches	more.		
			(h)	Use the jack assembly.	c assembly (131)	to keep the w	heels on the	e cart
			(i)	Do not let 1	the shock strut f	fully extend.		
			(j)	Lift the out the weight t	ter cylinder (21) from the forward	) with the jac and aft trunn	k assembly t ion bearings	to remove s (1, 2).
		(28)	Ify	ou use the s	ling (138), do th	ne steps that	follow:	
			<u>NOTE</u>	: The sling removal/ir	is part of the m nstallation equip	nain landing g oment.	ear	
			(a)	Install the the shock s1	two retention s1 trut (128) (Fig.	traps (116) on 404).	the torsior	n link of
				1) Make a l upper ar strap or	loop with the ret nd lower hinges o n each side of th	cention straps of the torsion ne torsion lin	(116) throu link (128). k.	ugh the . Use one
				2) Move the buckle s	e end of each str shaft (117).	rap (116) thro	ugh the slot	t in the
EFF	ECTIVITY				REPLACE	LEFT MAIN LA	NDING GEAR	
					32-11-01-44	32-045-02-1		- 41 DFC 22/04
1							17.32 0 01	

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AIRLINE CARD NO.

					TASK CARD
MECH	INSP				
				3)	Operate the buckle until the strap (116) is tight.
					<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.
			(b)	Lif ass	t the airplane until the wheels are 24 inches above the cart embly (AMM 07–11–01/201).
			(c)	Mak	e sure the retention straps (116) do not move.
			(d)	Ins	stall the sling (138) (Fig. 405).
				1)	Put the sling (138) around the outer cylinder (21).
					a) Put the sling around the upper inboard area of the strut.
					b) Move the two ends of the sling outboard of the trunnion to the hoist point.
				2)	Install the bolt to hold both ends of the sling (138) to the hoist point.
				3)	Attach the sling (138) and the hoist point to the overhead hoist.
		(29)	Disc main	onne I lan	ect the retract actuator (97) from the trunnion arm of the ading gear (96) (Fig. 401, View A-A).
			(a)	Ins ret	tall the sling equipment for the retract actuator on the ract actuator (97) (Fig. 405, Detail A).
				1)	Put the support structure (139) on the wing structure.
				2)	Put the actuator clamp (134) on the retract actuator (97).
			(b)	Tig tig	hten the clamp nut (136) until the actuator clamp (134) is ht against the retract actuator (97).
				1)	Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).
				2)	Tighten the cable (137).
EFF	ECTI	VITY			REPLACE LEFT MAIN LANDING GEAR
					32-11-01-4A 32-045-02-1 PAGE 9 OF 41 DEC 22/06

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AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			(c) Do the steps that follow to disconnect the rod end of the retract actuator (97) from the trunnion arm (96).
			1) Remove the antirotation bolt (93).
			2) Remove the nut (94) and the spline washer (95).
			3) Remove the bolt (98).
			<ol> <li>Use the sling equipment for the retract actuator to lift the retract actuator (97) away from the trunnion arm (96).</li> </ol>
		(30)	Remove the lock actuators for the drag brace and the side brace (AMM 32–32–02/401).
		(31)	Remove the lock springs for the side brace (AMM 32–32–03/401).
		(32)	Remove the jury strut springs (AMM 32-32-05/401).
		WARN	ING: BE CAREFUL WHEN YOU PUSH UP ON THE JURY STRUT. THE JURY STRUT WILL MOVE SUDDENLY WHEN RELEASED AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(33)	Push up on the jury strut to release it from the overcenter position.
		(34)	Disconnect the side brace and the lock link from the shock strut (AMM 32–11–03/401).
		(35)	Disconnect the drag brace and the jury strut from the shock strut (AMM 32–11–10/401).
		(36)	Remove the bolts (30) to disconnect the upper junction box (6) from the support bracket for the upper junction box (45) (Fig. 402).
		(37)	Remove the bolts (34 and 40) to disconnect the support bracket for the upper junction box (45) from the lower strap (33) (Fig. 402).
		(38)	Remove the bolts (51, 56, 61) to disconnect the lower strap (33) (Fig. 402, Detail A).
		E. Remo	ove the Main Landing Gear
		(1)	Lift the main landing gear until there is no weight on the forward and aft trunnion bearings (1, 2).
EFF	ECTIV	VITY	REPLACE LEFT MAIN LANDING GEAR
			32-11-01-4A 32-045-02-1 PAGE 10 OF 41 DFC 22/06

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MECH	INSP		
		(2)	Remove the lockbolts (86) from the clamp nut (84) (Fig. 403, Detail A).
		(3)	Remove the clamp nut (84), the splined washer (83), the lock ring (88), and the adjusting collar (87).
		(4)	Remove the crossbolt (75) from the aft trunnion (90).
		(5)	Do the steps that follow to remove the trunnion pin (85).
			(a) Install the removal and installation equipment for the trunnion pin on the trunnion pin (85).
			<u>NOTE</u> : If you do not install the stop assembly for the trunnion pin, the pin can go too far into the trunnion.
			(b) Install the slide hammer on the puller assembly.
			(c) Use the slide hammer to move the trunnion pin (85) out of the trunnion bearing (2) and into the trunnion (90). The end of the trunnion pin (85) must be aligned with the aft trunnion (90).
			(d) Disconnect the slide hammer and the puller assembly from the trunnion pin (85).
		(6)	Move the aft end of the trunnion (90) approximately 15 degrees inboard.
		(7)	Remove the 2 retaining pins (107) from each of the 4 fuse pins (110).
		(8)	Use the bearing-fuse-bolt (pin) puller (123) to remove the fuse pins (110) from the housing assembly (66) and the supports (114, 115).
			(a) Recommended procedure
			<ol> <li>Put the puller assembly (123) over the outer end of the fuse pin (110). The bolt will come out through the fuse pin (110).</li> </ol>
			2) Install the stop on the bolt of the puller assembly (123).
			<ol> <li>Install the spring pin into the stop to lock the stop into position on the bolt.</li> </ol>
	 == C T T		
		VTII	REPLACE LEFT MAIN LANDING GEAR
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SAS DEING 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
				4) Put the wrench on the nut of the puller assembly.
				5) Turn the nut on the fuse bolt until the bolt (110) is removed.
			(b)	Optional procedure.
				<ol> <li>Use this procedure if the hydraulic lines cause a problem with the installation of the puller assembly.</li> </ol>
				<ol> <li>Put the wrenching surface of the jack screw (127) thru the fuse bolt (110) last.</li> </ol>
				3) Turn the plug (125) on the jack screw (127) until there is sufficient clearance to install the pad (126) on the jack screw.
				4) Install the pad (126).
				5) Use a wrench at the wrenching surface to turn the jack screw (127) counterclockwise. This will push the fuse bolt (110) out of the bearing housing.
				6) Remove the jack screw assembly.
		(9)	Do t	hese steps if you use jack equipment:
			(a)	Lower the shock strut until the shock strut is fully compressed.
			(b)	The housing assembly (66) and the plates (111, 113) will move out of the rear spar supports as the shock strut is lowered.
				<u>NOTE</u> : Keep the shims (112) to make the new main landing gear installation easier.
			(c)	Remove the axle jacks and the adapters.
			(d)	Remove the jacking equipment (131) from the shock strut (21, 130).
			(e)	Install the retention straps (116) on the shock strut (21).
				<ol> <li>Make a loop with the retention straps (116) through the upper and lower hinges of the torsion link (128). Use one strap on each side of the torsion link.</li> </ol>
EFF	ECTI	VITY		REPLACE LEFT MAIN LANDING GEAR
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SAS 767 TASK CARD

32-045-02-1 AIRLINE CARD NO.

MECH	INSP									
			<ol> <li>Move the end of each strap through the slot in the buckle shaft (117).</li> </ol>							
			3) Operate the buckle until the strap (116) is tight.							
			<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.							
		(10)	If you use the sling (138), do the steps that follow:							
			(a) Lower the shock strut (21) with the sling (138) on the wheel carts. The housing assembly (66) and the plates (111, 113) will move out of the rear spar supports when the main landing gear is lowered.							
			<u>NOTE</u> : Keep the shims (112) to make the main landing gear installation easier.							
			(b) Remove the sling (138).							
		(11)	Remove the assembly for the forward trunnion bearing (1) from the main landing gear (Fig. 402, View B–B).							
			(a) Remove the bolts (72).							
			(b) Remove the retaining bolt (73).							
			(c) Move the assembly for the forward trunnion bearing (1) off of the forward trunnion (32).							
			(d) Examine the forward trunnion bearing (AMM 32-11-01/601).							
			(e) If you replace the forward trunnion bearings, do the steps that follow:							
			1) Remove the nut (67).							
			<ol> <li>Remove the inner and outer races (69, 70) with the housing (68) from the housing assembly (66).</li> </ol>							
		3) Move the bearings (69, 70) out of the housing (68).								
		4) Keep these parts for installation on the new main landing gear.								
	CUII	ντιτ	REPLACE LEFT MAIN LANDING GEAR							
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			( BAFING	32-045-02-1
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			TASK CARD	
		(12)	Examine the aft trunnion bearings (AMM 32-11-01/601).	
		(13)	If you replace the aft trunnion bearings (2), do the ste follow (Fig. 403, View A-A):	eps that
			(a) Remove the bolts (81) to disconnect the lock tab (8 lockplate (79).	80) from the
			(b) Remove the nut (89) from the housing for the aft be	earing.
			(c) Move the bearing inner and outer races (77, 78) for the support structure.	ward, out of
		(14)	Put the main landing gear on wheel carts and move away farea.	from the work
2.	Ins	tall	the Main Landing Gear (Fig. 401, Fig. 402, Fig. 403)	
	<u>NOT</u>	<u>E</u> : W A	ear Limits for the main landing gear trunnions are suppli MM 32–11–01/601.	ied in
	Α.	Gene	ral	
		(1)	There are two different procedures given to install the gear. One procedure uses jacks to install the main land The other procedure uses an overhead sling to install the landing gear.	main landing ding gear. ne main
	в.	Equi	oment	
		(1)	A32006-77 MLG Retract Actuator Sling	
		(2)	A32026–60 MLG Trunnion Pin Removal/Installation Equipment	
		(3)	A32027-53 MLG Retraction/Extension Actuator Pump	

(4) A32028-6 Shock Strut Retention Strap (2 straps are necessary)

MECH INSP

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- (5) A32031-5 MLG Truck Positioner Turnbuckle (Recommended)
- (6) A32031-4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32031-1

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MECH	INSP											
		(7)	A32O32–65 MLG Removal/Installation Sling (A32O32–39 Alternative)	I								
		(8)	A32O32–64 MLG Jacking Equipment (Upgraded –52 kit that includes a new –68 tiny collar for IGW A/Ps)									
		(9)	A32045-12, -34 Spanner Wrench									
		(10)	A32095–1 Forward Trunnion Bearing Bolt W	Irench								
		(11)	(11) Fishpole Hoist (Commercially available)									
		(12)	<pre>(12) Automotive type axle jacks (2 to 4 ton capacity) - commercially available</pre>									
		C. Cons	umable Materials									
		(1)	AOO247 Sealant, Chromate – BMS 5–95									
		(2)	DOO633 Grease - BMS 3-33 (Recommended)									
		(3)	DOOO13 Grease - MIL-G-23827 (Alternative	•)								
		(4) G50136 Corrosion Inhibiting Compound - BMS 3-38										
		D. Parts										
		АММ		AIPC								

·····							
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM		
401 Thru 403	1A 2A	Main Landing Gear Wing Structure	32-00-00 57-00-00	01 01	1 1		

## E. References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
- (2) AMM 07-11-01/201, Jacking Airplane
- (3) AMM 12-15-01/301, Main Gear Shock Strut

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	(4)	AMM 12-21-14/301, Main Gear and Actuating Mechanisms
	(5)	AMM 20-10-23/401, Standard Practices, Lockwire
	(6)	AMM 27-51-00/201, Trailing Edge Flap System
	(7)	AMM 27-62-00/501, Auto-Speedbrake Control System
	(8)	AMM 27-81-00/201, Leading Edge Slat System
	(9)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
	(10)	AMM 32-00-15/201, Landing Gear Door Locks
	(11)	AMM 32-00-20/201, Landing Gear Downlocks
	(12)	AMM 32-09-07/201, Main Gear Tilt Sensors
	(13)	AMM 32-11-01/601, Main Gear
	(14)	AMM 32-11-03/401, Main Gear Side Brace
	(15)	AMM 32-12-00/501, Main Landing Gear Doors
	(16)	AMM 32-12-06/401, Shock Strut Door and Linkage
	(17)	AMM 32-12-08/401, Drag Brace Door and Linkage
	(18)	AMM 32-12-11/401, Trunnion Door and Linkage
	(19)	AMM 32-32-00/501, Main Gear Extension and Retraction
	(20)	AMM 32-32-02/401, Main Gear Lock Actuators
	(21)	AMM 32-32-03/401, Main Gear Side Brace Lock Spring
	(22)	AMM 32-32-18/401, Main Gear Truck Positioner
	(23)	AMM 32-41-00/201, Hydraulic Brake System
	(24)	AMM 32-42-00/501, Antiskid/Autobrake System
	(25)	MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
	(26)	AMM 32-46-00/501, Brake Temperature Monitoring System
	(27)	AMM 32-61-02/201, Main Gear Proximity Sensor
	/	
	1	IREPLACE   LEFT MAIN LANDING GEAR

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						G	X	R	<b>A</b> F	-//A		?				32-	-045-02-1
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				U				Т	ASK (	CARD							
MECH	INSP																
		F.	Inst	all t	he M	ain Lan	nding	g Gea	r								
			(1)	Make on tl	sur he r	e the t eplacem	urnl Ient	buckl main	e (11) Land	8) fo ing g	or th Jear	e tru (Fig	uck   . 404	oosi 4).	tione	er is i	installed
			(2)	Insta gear	all (Fi	the for g. 402,	waro Vio	d tru ew B-	nnion B).	bear	ing	(1)	on tl	ne ne	ew ma	in la	nding
				(a)	App bus wit com hou the bol the fla gre	ly grea hing fa h greas pound t sing (6 housin t (73) flange nge fac ase and	ise ices ico th is8). ig. to ( e, to ice. i con	to th and Appl he fu Mak Appl cover o inc Fill mpoun	e out the i y a t ill le e sur y a t the lude all d aft	er ra nside hin l ngth e you hin l threa the a gaps er in	dia ayer of t ayer ds a djac and stal	69). meter of he in l al of nd th ent fillo latio	Burn of correct nside l gap compe ne ou fille et ra	tter the osion e dia os an ound utsio et ra adius f the	lubr inne n inh amete nd fi on t de di adius s. W e par	icate r rac ibiti r of llet ameter ameter and ipe o ts.	the e (70) ng the radius on taining r below the ff excess
				(b)	If tha	you ins t follc	stal w:	l new	inne	r and	l out	er ra	aces	(69	, 70)	do ti	he steps
					1)	Move t (68).	he '	inner	and	outer	rac	es (	69 <b>,</b> 1	70) <sup>.</sup>	into	the h	ousing
					2)	Put th housin	ne in ng (d	nner 68) i	(70) nto t	and o he ho	uter Susin	race g as:	es (d semb	69, 7 Ly (0	70) w 66).	ith t	he
						<u>NOTE</u> :	The the	e gre e inb	ase f oard	ittin side	igs o of t	n the he ti	e hoi runn	using ion	g (68 (32).	) mus	t be on
					3)	Use th	ie sj	panne	r wre	nch t	o in	stal	l the	e nut	t (67	') <b>.</b>	
						a) Ti	ght	en th	e nut	(67)	to	95–12	20 po	ound-	-feet	-	
					4)	Instal	l a	lock	wire	on th	e nu	t.					
			(3)	FORW/ To i Do tl	ARD nsta he s	TRUNNIC ll the teps th	N W hous nat	ITHOU sing follo	T SHE assem w (Fi	AR PI bly ( g. 40	N; 66) 2, V	on tl iew l	ne fo 3-B)	orwai :	rd tr	unnio	n (32),
				(a)	App end sur	ly a th part c e you a	in of tl apply	layer he ou y it	of c tside to th	ompou diam e thr	ind o leter eads	n the of and	e in: the <sup>-</sup> thre	side trunn ead n	diam nion relie	eter : (32). fs.	and the Make

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REPLACE

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		TASK CARD							
MECH	INSP								
		(b) Put the forward trunnion bearing (1) on the forward trunnion. Use a grease pencil to put a mark on the forward trunnion (32) at the flange of the housing (68), to show if the bearing moves off the trunnion during installation.							
		(c) Apply a thin layer of compound to all the surfaces of the retaining ring (65). Include the four notches and the inside diameter of the six bolt holes.							
		<u>CAUTION</u> : MAKE SURE THE RETAINING RING TEETH ENGAGE WITH THE SLOTS OF THE HOUSING ASSEMBLY. IF THE RETAINING RING (65) IS NOT ENGAGED WITH THE HOUSING THE RETAINING BOLT WILL TURN AND BACK OUT OF THE FORWARD TRUNNION THREADS.							
		(d) Install the retaining ring (65).							
		(e) Install the retaining bolt (73).							
		<u>CAUTION</u> : MAKE SURE THE FORWARD BEARING HAS NOT MOVED OFF THE TRUNNION DURING INSTALLATION. IF THE BEARING HOUSING HAS MOVED DURING INSTALLATION, THIS CAN CAUSE DAMAGE TO THE HOUSING AND STRUCTURE WHEN THE LANDING GEAR IS RETRACTED.							
		(f) Use the bolt wrench for the forward trunnion bearing to tighten the retaining bolt (73) to 15–20 pound-feet. Loosen to align the lockbolts.							
		(g) Measure inner race/housing bushing gaps "A" and "B".							
		(h) If the sum of gap "A" and gap "B" is greater then 0.250 inch, then do the steps to install the retaining ring again.							
		<u>NOTE</u> : The retaining ring is not fully seated with the housing if the gap is greater then 0.250 inch.							
		(i) Apply a thin layer of compound to the bolts (72) and the washers (71).							
	(j) Install the bolts (72) and washers (71). Wipe off the exces compound after installation.								
		(k) Safety wire the bolts (72).							
EFF	ECTI	VITY REPLACE   LEFT MAIN LANDING GEAR							
1		32-11-01-44   32-043-02-1 PAGE 18 0F 41 DEC 22/08							

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			5	Δς	$\mathcal{V}$			`	_			AIRLINE CARD NO.
			57	ЛЈ	•	т	101 NGK CAI	חח				
						1	ASK CA	RD				
MECH	INSP											
		(4)	FORWAR	RD TRU	NNION	WITH S	SHEAR PI	N;				
			To ins	stall	the ho	ousing	assembly	y (6	66) on tl	he forwa	rd trun	nion (32),
			Do the	e step	s that	foll	ow (Fig.	402	2, View B	B-B):		
			(a) /	Apply a	a thin	layei	r of com	poun	nd (BMS 3	3-38) to	the th	reads,
			1	thread	relie	efs, bu	ushing su	urfa	aces and	fay sur	faces o	of the pin
			á	assemb	ly (73	SA), sp	olined wa	ashe	er (65),	retaini	ng nut	(73),
			N	washer	(71)	bolt	(72) and	the	e bushing	g of the	housin	ng (68).
			1	NOTE:	Make	sure	that you	app	oly suff	icient c	ompound	l to fill
			-		the g	japs be	etween tl	he a	assemble	d parts.	•	
			(b) /	Apply a	a laye	er of o	compound	(MI	L-C-1179	96 Class	3) on t	he last
			(	0.50 i	nch of	the '	inner ci	rcum	nference	of the	forward	l trunnion
			k	bushing	g.							
					Maka		that you			iciant c		l aa that
			<u>r</u>	NOTE:	make	sure	chat you	app	SLY SUTT	icient c	ompound	n so that
					(73A)	is ir	nstalled	aı		eat when	the pi	IT assembly
					(I JA)	13 11	13 ta t t t t	-				
			(c) F	Put the	e pin	assem	oly (73A)	) in	n the fo	rward tr	unnion	(32).
			(d)	Apply	a thir	lave	r of com	noun	d (BMS 7	3-38) to	all su	infaces of
			1	the she	ear pi	n (68/	4) <b>.</b>	poun		5 507 00	utt 50	
					•							
			(e) ]	Instal	l the	shear	pin (68/	A) i	in the fo	orward t	runnion	n (32) and
			k	pin as:	sembly	(73A)	).					
			(f) I	Fill t	he inr	her dia	ameter o	f th	ne shear	nin (68	A) with	compound
			(1)	(BMS 3-	–38) u	Intil	the compo	ound	d is fai	red to t	he oute	er surface of
			1	the fo	rward	trunn	ion (32)					
			(g) ]	Instal	l the	spline	ed washei	r (6	5) on tl	he housi	ng (68)	-
			(h) 1	Tighte	n the	spline	ed washei	r (6	65) to 10	0–20 pou	nd-feet	
			<i>.</i>							. ,	( <b>a</b> ) <b>i</b>	
			(1)	Move t	he hou	ising a	assembly	(66 72)	b) and he	ousing (	68) int	o position
			(	on the	torwa	ira tri	unnion (	52)	on the	inboard (	or bott	com side of
				the th		•						
			(j) 1	Instal	l the	retain	ning nut	(73	3).			
	i I											
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						THOR CARD					
MECH	INSP	-									
				(k)	Tighten the re	etaining nut (7	'3) to 10-20 po	ound-feet.			
					<u>NOTE</u> : Loosen holes c	the nut, if ne of the splined	ecessary, to a washer (65).	lign with	the		
				(1)	Install the wa	ashers (71) and	bolts (72).				
				(m)	Safety wire th	ne bolts (72).					
					(n) Remove the excess compound around the circumference o end of the housing (68).						
				(0)	Apply a contir seal between t trunnion (32).	nuous bead of s the aft end of	ealant (BMS 5- the housing (6	-95) to ma 68) and th	ke a fillet e forward		
			(5)	To i foll	nstall the new ow (Fig. 403, V	aft trunnion b /iew A-A):	pearings (2), (	do the ste	ps that		
				(a)	Put the inner structure.	and outer race	es (77, 78) int	to the sup	port		
				(b)	If it is not i bolts, bushing	installed, inst gs, nuts, and w	all the lockp ashers.	late (79)	with the		
				(c)	Use the spanne 100–130 pound-	er wrench to ti -feet.	ghten the nut	(89) to			
				(d)	Loosen the nut	: (89) to insta	all the lock ta	ab (80).			
				2) to conn	ect the lock						
				(f)	Install a lock	wire.					
			(6)	Move appr	the main landi oximate positic	the main landing gear into the wheel well and put in the ximate position.					
			(7)	If y foll	ou use the jack	assembly (131	) (Fig. 404),	do the st	eps that		
				(a)	Remove the ret	ention straps	(116) from the	e shock st	rut.		
				(b) Install the jack assembly (131) on the torsion link (128).							
EFF	ECTI	VITY				REPLACE	LEFT MAIN LAN	NDING GEAR			
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						TASK CARD					
MECH	INSP										
				1)	Remove the b shock strut.	oolt that hol	ds the torsion link (12	28) to the			
				2)	Align the bo assembly (13	lign the bolt hole of the scissor for the jack ssembly (131) with the bolt hole for the shock strut (21).					
				3)	Install the	the bolt (129).					
				4)	Tighten the	bolt.					
		5) Disconnect and remove the bolt which holds the low torsion link (128) to the shock strut (130).									
				6)	Align the bo assembly (13 (130).	olt hole for 31) with the	the lower jack scissor bolt hole for the shock	< strut			
				7)	Install the	bolt (132).					
				8)	Tighten the	bolt.					
			(c) Put two automotive type jacks with adapters under the the axles.								
			(d)	Lif	t the truck ι	until the whe	els are above the grour	nd.			
			(e)	Put	the wheel ca	arts under th	e wheels.				
			(f)	Low	er the truck	and remove t	he axle jacks and adapt	cers.			
		(8)	If yo rete	ou u ntio	se the overhe n straps (116	ead sling (13 6) are instal	8), make sure the shock led.	strut			
			(a)	Put out	the sling (1 coard side.	138) around t	he shock strut (21) fro	om the			
			(b)	Con (Fi	nect both end g. 405).	ds of the sli	ng to the overhead hois	st			
			(c)	Ins hoi	tall the bolt st point.	t to hold bot	h ends of the sling (13	8) to the			
		(d) Attach the sling (138) hoist point to the overhead hoist.									
	(9) Turn the aft end of the trunnion 15 degrees inboard to permit clearance for the main landing gear from the airplane structure.										
EFF	ECTI	VITY			R	REPLACE	LEFT MAIN LANDING GEAR	2			

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MECH	INSP	-	
		(10)	Apply sealant between the bearing plates (111 and 113) and the supports (114, 115).
		(11)	Apply grease between the shims (112) and the inboard support (114) (Fig. 402, View A–A).
			<u>NOTE</u> : You can use the shims from the removed main landing gear to make it easier to get the correct clearance (View A-A).
		(12)	Lift the outer cylinder (21) while you put the housing assembly (66), the plates (111 and 113), and the shims (112) into the support for the rear spar (Fig. 402, View A–A).
		WAR	<u>NING</u> : INSTALL THE CORRECT FUSE PINS ONLY. MAKE SURE THAT YOU INSTALL THE SAME TYPE OF FUSE PIN THAT YOU REMOVED. THE INCORRECT FUSE PIN CAN CAUSE DANGEROUS CONDITIONS.
		(13)	Apply grease to the fuse pins (110).
		(14)	Install these parts to connect the housing assembly (66) to the inboard and outboard supports (114, 115) (Fig. 402, View A–A):
			(a) Fuse pins (110).
			(b) Retaining pins (107).
			(c) Washers (108)
		(15)	Install the lockwire to the retaining pins (107) (Fig. 402).
			<u>NOTE</u> : Lockwire installtion can be found: AMM 20–10–23/401.
		(16)	Turn the aft end of the trunnion outboard to align the trunnion with the aft bearing (2).
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			32-11-UI-4A   32-U43-U2-1 PAGE 22 UF 41 DEC 22/U8

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						TASK CARD						
MECH	INSP											
			(17)	7) Apply a thin layer of BMS 3–38 Corrosion Inhibiting Compound to the outside diameter of the trunnion pin (85). Make sure it covers approximately 8.5 inches from the large (forward) end of the pin.								
				<u>NOTE</u> :	If the compo trunnion pin on the trunn to lubricate	und makes it d , you can appl ion pin. Afte the pin with	ifficult for you to ins y a thin layer of greas r installation you will compound.	tall the e (BMS 3–33) then need				
			(18)	Use th trunni	e trunnion pi on (90) throu	n equipment to gh the aft bea	pull the trunnion pin ring (2) (Fig. 403).	(85) from				
(19) Apply a thin layer of BMS 3–38 Corrosion Inhibiting Compound t shank, threads and thread relief of the cross bolt (75), and t bushing faces and faces of the washers (74 and 92).												
			(20)	Instal 92), a	install the crossbolt (75) for the trunnion pin, the washers (74 and 2), and the nut (91). Torque the nut (91) to 90–120 pound-feet.							
			(21)	Install the cotter pin (91A).								
			(22)	If you used grease on the trunnion pin (85) then lubricate the aft trunnion pin with compound (BMS 3–38) at the lube fitting (AMM 12–21–14/301).								
			(23)	Remove trunni	the excess C on area.	orrosion Inhib	iting Compound from the	e aft				
			(24)	Adjust	the aft bear	ing.						
				(a) M t d	easure the di runnion pin a imension for	mension A betw nd the face of later use.	een the shoulder (85) c the bearing (78). Wri	f the te down the				
				(b) T t	urn the adjus he collar (87	ting collar (8 ) touches the	7) on the trunnion pin shoulder (85) of the tr	(85) until unnion pin.				
				<u>N</u>	<u>OTE</u> : You can	use a strap w	rench if necessary.					
		(c) Measure the dimension B between the bearing face and the end o the adjusting collar. If the dimension A plus the dimension B is greater than 2.75 inches, the adjusting collar (87) is not correctly installed. Repeat the step above to install the adjusting collar (87).										
FFF	FCTI	VTTY <b>-</b>										
						REPLACE	LEFI MAIN LANDING GEAR					

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				TASK CARD
MECH	INSP			
				<ol> <li>If you cannot install the adjusting collar (87) correctly, remove the dry lubricant and use the procedure in SB 32-38.</li> </ol>
			(d)	Move the lock ring (88) over the splines on the adjusting collar (87). Make sure the lugs in the lock ring (88) engage the slots in the bearing (78).
				<u>NOTE</u> : It is recommended that the grease fitting on the lock ring (88) point outboard to permit the easiest access for lubrication.
			(e)	Install the washer (83) and the clamp nut (84).
			(f)	Tighten the nut (84) to 10–20 pound-feet. Loosen the nut to align the locking holes. Get a clearance of 0.003–0.010 inches.
			(g)	Fill all holes with grease.
				NOTE: The clearance between the washer (83) and the lockring (88) is for the adjustment (Fig. 403, View A-A). After the main landing gear is operated and/or the jacks are removed a clearance of 0.00–0.05 inches is permitted.
			(h)	Install the lockbolts (86).
			(i)	Install the lockwires on the the lockbolts (86).
		(25)	Inst stra	all these parts to connect the outboard end of the lower p (33) to the housing assembly (Fig. 402, Detail A):
			(a)	Bolts (61)
			(b)	Bushings (62)
			(c)	Washers (63)
			(d)	Nuts (64)
		(26)	Inst and	all these parts to connect the rod fitting, the lower strap (33) the support bracket (45) to the housing assembly (66):
			(a)	Bolts (34, 40)
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SAS	767
	TASK CARD

MECH INSP		
		(b) Washers (35, 38, 41, 43)
		(c) Bushings (37, 42)
		(d) Nuts (39, 44)
	(27)	Do these steps to connect the upper junction box (6) to the brackets:
		(a) Clean the faying surfaces.
		(b) Install the bolts (30) to connect the upper junction box (6) to the brackets.
		(c) Bond, and apply a fillet seal between the junction box (6) and the brackets (SWPM 20–20–00).
		(d) Measure the resistance to make sure that the resistance across the interface is a maximum of 0.010 ohms.
	(28)	AIRPLANES WITH GROUND STRAP; Do these steps to connect the ground strap (27) to the junction box (6):
		<ul> <li>(a) Connect the ground strap to the grounding stud on the junction box (6) (SWPM 20-20-00).</li> </ul>
		(b) Measure the resistance to make sure that the maximum resistance between ground studs is 0.005 ohm.
	(29)	Connect the electrical connectors to the upper junction box (6).
	(30)	Connect the six hydraulic lines to the upper shock strut on the outboard side of the shock strut.
	(31)	Install these parts to connect the door seal (20) and the retainer (19) of the shock strut to the support beam (Fig. 401):
		(a) Screws (17)
		(b) Washers (18)
	(32)	Install the parts to connect the chord (24) to the outboard structure (Fig. 401, Detail B):
		(a) Bolts (22)
EFFECTIVITY		REPLACE LEFT MAIN LANDING GEAR

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SAS	A BOEING
	767
	TASK CARD

BOEING CARD NO. 32-045-02-1

AIRLINE	CARD	NO.

						TASK CARD				
MECH	INSP									
				(b)	Nuts (23)					
			(33)	Inst brac	all these parts ket:	to connect th	e chord (24) t	o the inb	oard	
				(a)	Clip (11)					
				(b)	Splice Strap (	7)				
				(c)	Bolts (8, 12)					
				(d)	Collars (9, 13	)				
			(34)	If y	ou use the jack	equipment, do	these steps:			
				(a)	Lower the truc	k until the wh	eels touch the	ground.		
				(b)	Remove the aut the truck axle	omotive type j s.	acks and the a	ıdapters f	rom bel	.OW
			(35)	Use	the jack equipm	ent (131) to l	ower the outer	• cylinder	(21).	
			(36)	Remo (Fig	ve the jacking . 404).	equipment (131	) from the sho	ock strut	(21, 13	6)
				(a)	Remove the bol to the shock s	ts (129, 132) trut (21, 130)	which hold the •	e jack ass	embly (	131)
				(b)	Install the bo strut (21, 130	lts to hold th ) and tighten.	e torsion link	: (128) to	the sh	lock
			(37)	If y	ou use the over	head sling (13	8), do these s	steps:		
				(a)	Remove the ove	rhead sling (1	38).			
				(b)	Remove the sho	ck strut reten	tion straps (1	16).		
		G.	Put	the A	irplane Back to	Its Usual Con	dition (Fig. 4	+O1)		
			(1)	Do t (AMM	he servicing of 12-15-01/301).	the shock str	ut for the mai	n landing	gear	
			(2)	Lift (AMM	the airplane t 07–11–01/201).	o extend the s	hock strut ful	.ly		
EFF	ECTI	VITY				REPLACE	LEFT MAIN LAN	IDING GEAR		
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AIRLINE CARD NO.

MECH	INSP		
		(3)	Connect the drag brace and the jury strut to the shock strut (AMM 32–11–10/401).
		(4)	Connect the side brace and the lock link to the shock strut (AMM 32–11–03/401).
		(5)	Install the jury strut springs (AMM 32–32–05/401) and the side brace springs (AMM 32–32–03/401).
		(6)	Connect the rod end of the retract actuator to the main landing gear trunnion (Fig. 401, View A–A).
			(a) Install the actuator sling equipment for the retract actuator on the retract actuator (97) (Fig. 405, Detail A).
			1) Put the support structure (139) on the wing structure.
			2) Put the actuator clamp (134) on the retract actuator (97).
			(b) Tighten the clamp nut (136) until the actuator clamp (134) is tight against the retract actuator (97).
			<ol> <li>Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).</li> </ol>
			2) Tighten the cable (137).
			(c) Apply grease to the bolt (98), the nut (94), and the antirotation bolt (93) before installation.
			(d) Install the new packings (100) on the lube retainer (99).
			(e) Use the actuator sling equipment to lower the actuator to align the rod end with the lugs on the trunnion.
			<u>NOTE</u> : Put the rod end of the actuator in position so the lube fittings are above the center line of the actuator. This will make sure you can get access to the fittings easily.
			(f) Install the bolt (98) and the lube retainer (99) through these components in the sequnce below:
			1) The actuator ring (101)
			2) The antirotation washers (102, 103)
EFF	ECTI	/ITY	
			KEFLACE LEFT MAIN LANDING GEAK
			32-11-01-4A 32-045-02-1 PAGE 27 OF 41 AUG 22/08

3 5 3
	🔿 BOEING
SAS	767 TASK CARD

AIRLINE CARD NO.

32-045-02-1

		TASK CARD
MECH INSP		
		3) The retract actuator (97)
		4) The spline washer (95)
		5) And the hut (94).
		(g) Tighten the nut (94) to 70–90 pound-feet. Loosen the nut to the subsequent lock position (Fig 401, View A-A).
		(h) Install the antirotation bolt (93), the washer (105), the nut (104), and the cotter pin.
		(i) Remove the tool (133, 134) and the support frame (139) from the area (Fig. 405).
	(7)	Install the lock actuators for the drag and side brace (AMM 32–32–02/401).
	(8)	Make sure the pressure is removed from the hydraulic systems (AMM 29–11–00/201).
	(9)	Connect the hydraulic lines to the actuators.
	(10)	Connect the door for the drag brace (5) to the drag brace (AMM 32-12-08/401).
	(11)	Install the door (4) and linkage for the shock strut (AMM 32–12–06/401).
	(12)	Install the door (3) and linkage for the trunnion (AMM 32–12–11/401).
	(13)	Remove the turnbuckle (118) for the truck positioner.
	(14)	Install the truck positioner (AMM 32-32-18/401).
	(15)	Close these circuit breakers on the overhead circuit breaker panel P11:
		(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
		(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
		(c) 11C31, LANDING GEAR ANTISKID 2-6
EFFECTIVITY		REPLACE LEFT MAIN LANDING GEAR

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AIRLINE CARD NO.



MECH	INSP						
				(d)	11C32, LANDING	GEAR ANTISKID	3–7
				(e)	11H15, FLT COM	IT SHUTOFF WING	LEFT
				(f)	11H16, FLT COM	IT SHUTOFF WING	CTR
				(g)	11H26, FLT COM	IT SHUTOFF WING	RIGHT
				(h)	11R30, RIGHT 1	IND LTS 3	
				(i)	11U12, AUTOBRK	S ANTISKID TES	T/IND 1
				(j)	11U15, AIR/GND	O SYS 1	
				(k)	11U16, BRAKE 1	EMP	
				(1)	SAS 275-276 PC SAS 277-281, C	OST SB 32-85; D50-149, 155-16	7;
					11U17, TIRE PR	ESS IND 1	
				(m)	11U18, ANTISKI	D 1−5	
				(n)	11U2O, LANDING	GEAR LEVER LO	СК
				(o)	11U21, AUTOBRK	S ANTISKID TES	T/IND 2
				(p)	767-200 AIRPL#	NES;	
					11U23, POSITIC	ON AIR/GND SYS	2
				(q)	767-300 AIRPL#	NES;	
					11U24, POSITIC	ON AIR/GND SYS	2
				(r)	11U27, ANTISKI	D 4-8	
			(16)	SAS	281;		
				Clos	e this circuit	breaker on the	main power distribution panel, P6:
				(a)	6J21, F/O SEA	ΛT	
			(17)	SAS	275-276 WITH SE	32-85 AND SAS	277-281, SAS 050-149, 155-167;
				Remo the	ove the DO-NOT-( APU external po	CLOSE identifie ower panel, P34	r and close this circuit breaker on :
FFF	FCTT	VITY				7	
	-011	* 1 1				REPLACE	LEFT MAIN LANDING GEAR

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	( BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

				TASK CA	ικυ		
MECH	INSP	-					
			(a) 34M11, TIRE PR	ESS IND 2			
		(18)	Put the WING FLIGHT panel to OFF position	CONTROL SH	IUTO	FF switches L, C, and F	≀ on the P61
		(19)	Lubricate the gear	at the grea	ase	fittings (AMM 12-21-14/	′301).
		(20)	Do an adjustment ch (AMM 32-12-00/501).	eck of the	mai	n landing gear doors	
		(21)	Do an adjustment ch tilt sensors (AMM 3	eck of the 2-09-07/201	cle  ).	arance for the main lar	nding gear
		(22)	Do a test of the ti (AMM 32-09-07/201).	lt sensors	for	the main landing gear	truck
		(23)	For the right main failure test for the	landing gea e auto-spea	ar o edbra	nly, do the gear truck ake system (AMM 27–62–0	tilt sensor )0/501).
		(24)	SAS 275-276 WITH SB	32-85 AND	SAS	277-281, SAS 050-149,	155–167 <b>;</b>
			Do a test of the ti	re pressure	e in	dicating system (AMM 32	2-45-00/501).
		(25)	Do a test of the bra (AMM 32-46-00/501).	ake tempera	atur	e monitoring system	
		(26)	Do the extension and (AMM 32-32-00/501).	d retractio	on t	est for the main landir	ng gear
		(27)	Install the applica	ble access	pan	els (Table 402) (AMM Od	5-44-00/201):
				TABLE 40	)2		
		WHEN YOU	INSTALL THE LEFT GE	AR	WH	EN YOU INSTALL THE RIGH	IT GEAR
			551FT			651FT	
			551LT			651LT	
			551MT			651MT	
			551QB			651QB	
			551PT			651PT	
			5515B			6515B 651TD	
				I			
EFF	ECTI	VITY			T		
				REPLACE		LEFT MAIN LANDING GEAN	L .

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32-045-02-1

AIRLINE CARD NO.

MECH	INSP						
		(28)	Put the trailing e (AMM 27–51–00/201)	dge flap system •	n back to its u	usual condition	
		(29)	Put the leading ed (AMM 27-81-00/201)	ge slat system •	back to its us	sual condition	
		(30)	Lower the airplane	(AMM 07-11-01/	201).		
		(31)	Do the procedure t	o bleed the bra	akes (AMM 32-41	1-00/201).	
		(32)	Do a test of the p (AMM 32-61-02/201)	roximity sensor •	rs for the mair	n landing gear	
		(33)	Do the steps in th (AMM 32-42-00/501)	e Antiskid Syst	em Test - Brak	ke Release	
		<u>WARN</u>	IING: OBEY THE REMO AND CLOSE QUI INJURIES TO P	VAL PROCEDURE F CKLY. THE MOVE ERSONS AND DAMA	OR THE DOOR LO MENT OF THE DO GE TO EQUIPMEN	DCKS. THE DOORS DORS CAN CAUSE NT.	OPEN
		(34)	Remove the door lo	cks and close t	he doors (AMM	32-00-15/201).	
EFF	ECTIVITY			REPLACE	LEFT MAIN LAN	NDING GEAR	
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	STAT	ION											BOE	ING CARD NO.
	TAIL NO.						$\boldsymbol{\alpha}$	RA	EIA	IE			32-0	45-02-2
		TC			SA	<b>IS</b>	X						AIRL	LINE CARD NO.
	DA	IE						TASK	CARD					
SKI	LL	WOR	K ARE	A	RELAT	ED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
AIR	PL	R MA	IN	GEAR				50000 CY	Ϋ́C	CTOUCTUDAL		610XX	018	DEC 22/08
RE		E		RIGH	T MAIN	LANDIN	G GEAR			STRUCTURAL	ILLUSTRATION R	EFERENCE	AIRPLAN	E ENGINE
		ZONES								ACCESS PAN	NEL S		300	ALL
21	17	'41				651FT	651LT	651MT	651PT	651QB	651SB 6	51TB 6	51VB	
MECH	INSP												٩	MPD ITEM NUMBER
		REPL LIMI LETI LIMI	LAC IT TER ITE	E THE (CURR 767- D PAR	RIGHT ENTLY 5 SL-32-9 TS.	MAIN L 0,000 2 FOR	ANDING CYCLESI A LIST	GEAR AT ). REFE OF 767	MANUFA R TO BC LANDING	ACTURER' DEING SE G GEAR L	S LIFE RVICE IFE		32–1	1-01-4A
		1. <u>F</u>	Rem	<u>ove t</u>	<u>he Main</u>	Landi	<u>ng Gear</u>	<u>-</u>						
		/	Α.	Gene	ral									
				(1)	There gear. gear. landin	are tw One p The o g gear	o diffe rocedur ther pr	erent pr re uses rocedure	ocedure jacks 1 uses a	es given for the an overh	n to remov removal o nead sling	re the m f the m to rem	nain l nain l nove t	anding anding he main
		E	3.	Equi	pment									
				(1)	A32006	-77 ML	G Retra	act Actu	ator Sl	ing				
				(2)	A32017	–1 MLG Fus	Forwar e Bolt	rd Trunn Puller	ion Sup	port				
				(3)	A32026	–60 ML Eq	G Trunn uipment	nion Pin t	Remova	l/Insta	llation			
				(4)	A32027	–53 Re	tractio	on/Exten	ision La	nding G	iear Actua	tor Pum	ıp	
				(5)	A32028	–6 Sho (2	ck Stru straps	ut Reten are nec	tion St essary)	rap				
				(6)	A32031	-5 MLG (Re	Truck	Positio ded)	oner Tur	nbuckle	2			
				(7)	A32031	-4 MLG (Al	Truck ternat	Positio ive) Mak	oner Tur e from	nbuckle A32031-	1			
EFF	ЕСТІ	VITY	-					REPLAC	E	RIGHT	MAIN LAND	ING GEA	R	
								32–11	-01-4A	32-045	-02-2 P	AGE 1	OF 41	DEC 22/05



AIRLINE CARD NO.

32-045-02-2

MECH	INSP	-		
			(8)	A32O32-65 MLG Removal/Installation Sling (A32O32-39 Alternative)
			(9)	A32O32–64 MLG Jacking Equipment (Upgraded –52 kit that includes a new –68 tiny collar for IGW A/Ps)
			(10)	A32095–1 Forward Trunnion Bearing Bolt Wrench
			(11)	Fishpole Hoist (Commercially available)
			(12)	Automotive type axle jacks (2 to 4 ton capacity) – commercially available
		с.	Refe	rences
			(1)	AMM 06–44–00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
			(2)	AMM 07-11-01/201, Jacking Airplane
			(3)	AMM 27–51–00/201, Trailing Edge Flap System
			(4)	AMM 27-81-00/201, Leading Edge Slat System
			(5)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
			(6)	AMM 32-00-15/201, Landing Gear Door Locks
			(7)	AMM 32-00-20/201, Landing Gear Downlocks
			(8)	AMM 32-11-01/601, Main Gear
			(9)	AMM 32-11-03/401, Main Gear Side Brace
			(10)	AMM 32-11-10/401, Main Gear Drag Brace
			(11)	AMM 32-12-06/401, Shock Strut Door and Linkage
			(12)	AMM 32-12-08/401, Drag Brace Door and Linkage
			(13)	AMM 32-12-11/401, Trunnion Door and Linkage
			(14)	AMM 32-32-02/401, Main Gear Lock Actuators
			(15)	AMM 32-32-05/401, Main Gear Jury Strut Spring
EFI	FECTI	VITY		REPLACE RIGHT MAIN LANDING GEAR
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32-045-02-2

BOEING CARD NO.

AIRLINE CARD NO.



	(16)	AMM 32–32–18/401, Main Gear Truck Positioner
D.	Prep	are to Remove the Main Landing Gear
	<u>WARN</u>	<u>ING</u> : MAKE SURE THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR. WITHOUT THE DOWNLOCKS, THE LANDING GEAR COULD RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
	(1)	Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).
	<u>WARN</u>	ING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
	(2)	Open the doors for the landing gear and install the door locks (AMM 32–00–15/201).
	(3)	Extend the trailing edge flaps to 20 units. Set the trailing edge flap system to off (AMM 27–51–00/201).
	(4)	Set the leading edge slat system to off (AMM 27-81-00/201).
	(5)	Remove the pressure from the right and the center hydraulic systems and reservoirs (AMM 29-11-00/201).
	(6)	Make sure that this circuit breaker on the main power distribution panel, P6, is closed:
		(a) 6F4, LANDING GEAR PARKING BRAKE VLV
	(7)	Push the brake pedals a minimum of seven times to remove the pressure from the brake lines.
	(8)	Remove power from the cooling packs, open these circuit breakers on the overhead circuit breaker panel, P11, and attach DO-NOT-CLOSE tags:
		(a) 11N19, RIGHT PACK AUTO PWR
		(b) 11N2O, RIGHT PACK AUTO CONT
		(c) 11N10, LEFT PACK AUTO PWR

3 5 4

7

MECH INSP



AIRLINE CARD NO.

32-045-02-2

MECH	INSP			
			(d)	11N11, LEFT PACK AUTO CONT
			(e)	11R21, CARGO HEAT OVERRIDE FWD
			(f)	11R22, CARGO HEAT OVERRIDE AFT
		(9)	Open remo	these circuit breakers and attach DO-NOT-CLOSE tags for the val of the left or right main landing gear:
			(a)	AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
			(b)	11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(c)	11C31, LANDING GEAR ANTISKID 2-6
			(d)	11C32, LANDING GEAR ANTISKID 3-7
			(e)	11H15, FLT CONT SHUTOFF WING LEFT
			(f)	11H16, FLT CONT SHUTOFF WING CTR
			(g)	11H26, FLT CONT SHUTOFF WING RIGHT
			(h)	11R30, RIGHT IND LTS 3
			(i)	11U12, AUTOBRKS ANTISKID TEST/IND 1
			(j)	11U15, AIR/GND SYS 1
			(k)	11U16, BRAKE TEMP
			(L)	SAS 050-149, 155-999;
				11U17, TIRE PRESS IND 1
			(m)	11U18, ANTISKID 1-5
			(n)	11U2O, LANDING GEAR LEVER LOCK
			(0)	11U21, AUTOBRKS ANTISKID TEST/IND 2
			(p)	767-200 AIRPLANES;
				11U23, POSITION AIR/GND SYS 2
EFF	ECTIV	/ITY		REPLACE RIGHT MAIN LANDING GEAR
				32-11-01-4A 32-045-02-2 PAGE 4 OF 41 APR 22/06

	( BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

32-045-02-2

MECH	INSP	
		(q) 767-300 AIRPLANES;
		11U24, POSITION AIR/GND SYS 2
		(r) 11U27, ANTISKID 4-8
		(s) Open this circuit breaker on the main power distribution panel, P6, and attach a DO-NOT-CLOSE tag:
		1) 6J21, F/O SEAT
		(10) MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
		Open this circuit breaker on the APU external power panel, P34, and install a DO-NOT-CLOSE tag:
		(a) 34M11, TIRE PRESS IND 2
		<u>WARNING</u> : CLEAR THE AREA BELOW THE WING BEFORE YOU DEFLATE THE SHOCK STRUT. IF YOU DEFLATE ONE SHOCK STRUT THE WING TIP CAN MOVE DOWN AND CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
		(11) Deflate the shock strut of the main landing gear.
		(a) Remove the cap for the air valve (14) from the top of the shock strut (21).
		WARNING: LOOSEN THE OUTER NUT A MAXIMUM OF TWO TURNS. AIR PRESSURE CAN BLOW THE VALVE OUT AND CAUSE INJURY TO PERSONS.
		(b) Loosen the outer nut (16) a maximum of two turns.
		(12) Remove the bolts (30) to disconnect the upper junction box (6) from the brackets.
		(13) Disconnect the two electrical connectors (26) from the forward side of the upper junction box (6).
		<pre>(14) AIRPLANES WITH GROUND STRAP; Disconnect the ground strap (27) at the junction box (6).</pre>
		(15) Attach the wire harness (31) for the upper junction box to the trunnion (Fig. 402).
		REPLACE RIGHT MAIN LANDING GEAR

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32-045-02-2



AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		(16)	Disconnect the 6 hydraulic lines from the outboard side of the upper shock strut.
			(a) Put a cap on the hydraulic ports.
			(b) Put a plug on the lines.
			(c) Put a tag on the lines to make installation easier.
			(d) Hold the lines out of the work area.
		(17)	Remove the truck positioner (AMM 32-32-18/401).
		(18)	Install the turnbuckle (118) for the truck positioner (Fig. 404).
			(a) Put one of the rod ends of the turnbuckle (118) into a bracket for the truck positioner (121).
			(b) Install the retaining pin (119) for the turnbuckle.
			(c) Adjust the turnbuckle (118) until the other rod end attaches into the other bracket for the truck positioner (121).
			(d) Install the other retaining pin for the turnbuckle (119).
		(19)	Disconnect the drag brace door (5) from the drag brace (AMM 32-12-08/401).
		(20)	Hold the door (5) out of the work area (Fig. 401).
		(21)	Remove the shock strut door (4) and the linkage (AMM 32-12-06/401).
		(22)	Remove the trunnion door (3) and the linkage from the shock strut (21) (AMM 32–12–11/401).
		(23)	Remove the applicable access panels (Table 401) (AMM 06–44–00/201):
EF	FECTIVITY		REPLACE RIGHT MAIN LANDING GEAR
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AIRLINE CARD NO.

32-045-02-2

MECH	INSP	
		TABLE 401
		WHEN YOU REMOVE THE LEFT GEAR WHEN YOU REMOVE THE RIGHT GEAR
		551FT       651FT         551LT       651LT         551MT       651MT         551QB       651QB         551PT       651PT         551SB       651SB
		551TB 651TB
		(24) Remove the bolts (8, 12, and 22) to disconnect the chord (24). (25) Remove the screws (17) to disconnect the seal (20).
		(26) Remove the seal (20).
		(27) If you use the jack assembly (131) do the steps that follow (Fig. 404):
		<u>NOTE</u> : The jack assembly is part of the main landing gear removal/installation equipment.
		WARNING: MAKE SURE THE STRUT IS FULLY DEPRESSURIZED BEFORE JACKING. FAILURE TO DO THIS CAN LET THE STRUT MOVE UNDER PRESSURE AND CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.
		(a) Install the jack equipment and lift the airplane until the wheels are above the ground 6.0 inches (AMM 07–11–01/201).
		(b) Install the axle jacks under the truck assembly (120) for the main landing gear.
		(c) Lift the truck assembly (120) until you can put the cart assembly under the truck wheels.
		(d) Put the cart assembly under the truck wheels and remove the jacks.
EFF	ECTIVI	
		REPLACE RIGHT MAIN LANDING GEAR
		I 32−11−U1−4A   32−U45−U2−2 PAGE 7 OF 41 DEC 22/U

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						TASK CARD				
MECH	INSP									
			(e)	Instal shock s	l the ja strut (1	ck assembly (1 28) (Fig. 404)	31) on the to •	rsion link	for the	
			(f)	Disconr link to	nect and the sh	remove the bo ock strut.	lt which hold	s the uppe	er torsior	1
				1) Ali ass str	ign the sembly ( out (21)	holes in the u 131) and the o •	pper scissor uter cylinder	of the jac of the sh	:k iock	
				2) Ins	stall th	e upper retent	ion bolt (129	).		
				3) Dis lir	sconnect nk to th	and remove the shock strut.	e bolt which	hold the l	ower tors.	ion
				4) Ali ass str	ign the sembly ( out (130	holes in the l 131) and the i ).	ower scissor nner cylinder	of the jac of the sh	:k iock	
				5) Ins	stall th	e lower retent	ion bolt (132	).		
			(g)	Lift tł	ne airpl	ane 20 inches	more.			
			(h)	Use the assembl	e jack a Ly.	ssembly (131)	to keep the w	heels on t	he cart	
			(i)	Do not	let the	shock strut f	ully extend.			
			(j)	Lift th the wei	ne outer ight fro	cylinder (21) m the forward	with the jac and aft trunn	k assembly ion bearin	v to remov ngs (1, 2)	/e
		(28)	Ify	ou use t	the slin	g (138), do th	e steps that	follow:		
			<u>NOTE</u>	: The s	sling is val/inst	part of the m allation equip	ain landing g ment.	ear		
			(a)	Instal the sho	l the tw ock stru	o retention st t (128) (Fig.	raps (116) on 404).	the torsi	on link c	of
				1) Mak upp str	ke a loo ber and Sap on e	p with the ret lower hinges o ach side of th	ention straps f the torsion e torsion lin	(116) thr link (128 k.	ough the	one
				2) Mov bud	ve the e kle sha	nd of each str ft (117).	ap (116) thro	ugh the sl	ot in the	è
EFF	ECTIVITY					REPLACE	RIGHT MAIN L	ANDING GEA	R	
						32-11-01-4A	32-045-02-2	PAGE 8	OF 41 DEC	22/06



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					TASK CARD
MECH	INSP				
				3)	Operate the buckle until the strap (116) is tight.
					<u>NOTE</u> : Make sure each strap has a minimum of two loops around the shaft of the buckle before you apply a load.
			(b)	Lif ass	t the airplane until the wheels are 24 inches above the cart embly (AMM 07–11–01/201).
			(c)	Mak	e sure the retention straps (116) do not move.
			(d)	Ins	tall the sling (138) (Fig. 405).
				1)	Put the sling (138) around the outer cylinder (21).
					a) Put the sling around the upper inboard area of the strut.
					b) Move the two ends of the sling outboard of the trunnion to the hoist point.
				2)	Install the bolt to hold both ends of the sling (138) to the hoist point.
				3)	Attach the sling (138) and the hoist point to the overhead hoist.
		(29)	Disc main	onne lan	ct the retract actuator (97) from the trunnion arm of the ding gear (96) (Fig. 401, View A-A).
			(a)	Ins ret	tall the sling equipment for the retract actuator on the ract actuator (97) (Fig. 405, Detail A).
				1)	Put the support structure (139) on the wing structure.
				2)	Put the actuator clamp (134) on the retract actuator (97).
			(b)	Tig tig	hten the clamp nut (136) until the actuator clamp (134) is ht against the retract actuator (97).
				1)	Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).
				2)	Tighten the cable (137).
EFF	ECTIVIT	Y			REPLACE RIGHT MAIN LANDING GEAR
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				TASK CARD			
MECH	INSP						
			(c) Do the steps t retract actuat	hat follow to or (97) from t	disconnect the rod end he trunnion arm (96).	of the	
			1) Remove the	antirotation	bolt (93).		
			2) Remove the	nut (94) and	the spline washer (95).		
			3) Remove the	e bolt (98).			
			4) Use the sl the retrac	ing equipment t actuator (97	for the retract actuato ) away from the trunnic	or to lift on arm (96).	
		(30)	Remove the lock act (AMM 32-32-02/401).	uators for the	drag brace and the sid	le brace	
		(31)	Remove the lock spr	ings for the s	ide brace (AMM 32-32-03	5/401).	
		(32) Remove the jury strut springs (AMM 32-32-05/401).					
		<u>WARNING</u> : BE CAREFUL WHEN YOU PUSH UP ON THE JURY STRUT. THE JURY STRUT WILL MOVE SUDDENLY WHEN RELEASED AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.					
		(33) Push up on the jury strut to release it from the overcenter position.					
		(34)	Disconnect the side (AMM 32-11-03/401).	brace and the	lock link from the sho	ock strut	
		(35)	Disconnect the drag (AMM 32-11-10/401).	) brace and the	jury strut from the sh	ock strut	
		(36)	Remove the bolts (3 the support bracket	0) to disconne for the upper	ct the upper junction b junction box (45) (Fig	oox (6) from J. 402).	
		(37)	Remove the bolts (3 the upper junction	4 and 40) to d box (45) from	isconnect the support b the lower strap (33) (F	ig. 402).	
		(38)	Remove the bolts (5 (Fig. 402, Detail A	51, 56, 61) to	disconnect the lower st	rap (33)	
		E. Remo	ve the Main Landing	Gear			
		(1)	Lift the main landi and aft trunnion be	ng gear until arings (1, 2).	there is no weight on t	he forward	
EFF	ECTI	VITY		REPLACE	RIGHT MAIN LANDING GEA	IR	

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MECH	INSP		
		(2)	Remove the lockbolts (86) from the clamp nut (84) (Fig. 403, Detail A).
		(3)	Remove the clamp nut (84), the splined washer (83), the lock ring (88), and the adjusting collar (87).
		(4)	Remove the crossbolt (75) from the aft trunnion (90).
		(5)	Do the steps that follow to remove the trunnion pin (85).
			(a) Install the removal and installation equipment for the trunnion pin on the trunnion pin (85).
			<u>NOTE</u> : If you do not install the stop assembly for the trunnion pin, the pin can go too far into the trunnion.
			(b) Install the slide hammer on the puller assembly.
			(c) Use the slide hammer to move the trunnion pin (85) out of the trunnion bearing (2) and into the trunnion (90). The end of the trunnion pin (85) must be aligned with the aft trunnion (90).
			(d) Disconnect the slide hammer and the puller assembly from the trunnion pin (85).
		(6)	Move the aft end of the trunnion (90) approximately 15 degrees inboard.
		(7)	Remove the 2 retaining pins (107) from each of the 4 fuse pins (110).
		(8)	Use the bearing-fuse-bolt (pin) puller (123) to remove the fuse pins (110) from the housing assembly (66) and the supports (114, 115).
			(a) Recommended procedure
			<ol> <li>Put the puller assembly (123) over the outer end of the fuse pin (110). The bolt will come out through the fuse pin (110).</li> </ol>
			2) Install the stop on the bolt of the puller assembly (123).
			<ol> <li>Install the spring pin into the stop to lock the stop into position on the bolt.</li> </ol>
FFF	FCTT		
	2011		REPLACE RIGHT MAIN LANDING GEAR
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				TASK CARD
MECH	INSP			
				4) Put the wrench on the nut of the puller assembly.
				5) Turn the nut on the fuse bolt until the bolt (110) is removed.
			(b)	Optional procedure.
				<ol> <li>Use this procedure if the hydraulic lines cause a problem with the installation of the puller assembly.</li> </ol>
				<ol> <li>Put the wrenching surface of the jack screw (127) thru the fuse bolt (110) last.</li> </ol>
				3) Turn the plug (125) on the jack screw (127) until there is sufficient clearance to install the pad (126) on the jack screw.
				4) Install the pad (126).
				5) Use a wrench at the wrenching surface to turn the jack screw (127) counterclockwise. This will push the fuse bolt (110) out of the bearing housing.
				6) Remove the jack screw assembly.
		(9)	Do t	hese steps if you use jack equipment:
			(a)	Lower the shock strut until the shock strut is fully compressed.
			(b)	The housing assembly (66) and the plates (111, 113) will move out of the rear spar supports as the shock strut is lowered.
				<u>NOTE</u> : Keep the shims (112) to make the new main landing gear installation easier.
			(c)	Remove the axle jacks and the adapters.
			(d)	Remove the jacking equipment (131) from the shock strut (21, 130).
			(e)	Install the retention straps (116) on the shock strut (21).
				<ol> <li>Make a loop with the retention straps (116) through the upper and lower hinges of the torsion link (128). Use one strap on each side of the torsion link.</li> </ol>
EFF	ECTI	VITY		REPLACE RIGHT MAIN LANDING GEAR
1				

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MECH	INSP							
				2) Move the end shaft (117).	l of each str	ap through the	slot in the	buckle
				3) Operate the	buckle until	the strap (11	6) is tight.	
				<u>NOTE</u> : Make aroun load.	sure each st d the shaft	rap has a mini of the buckle	mum of two l before you a	oops pply a
		(10)	If yo	u use the sling	(138), do th	e steps that f	ollow:	
			(a)	Lower the shock carts. The hous will move out of gear is lowered.	strut (21) w ing assembly the rear sp	ith the sling (66)and the ar supports wh	(138) on the plates (111, en the main	wheel 113) landing
				<u>NOTE</u> : Keep the installat	shims (112) ion easier.	to make the ma	in landing g	ear
			(b)	Remove the sling	(138).			
		(11)	Remov main	e the assembly f landing gear (Fi	or the forwa g. 402, View	rd trunnion be B-B).	aring (1) fr	om the
			(a)	Remove the bolts	(72).			
			(b)	Remove the retai	ning bolt (7	3).		
			(c)	Move the assembl the forward trun	y for the fo nion (32).	rward trunnior	bearing (1)	off of
			(d)	Examine the forw	ard trunnion	bearing (AMM	32-11-01/601	).
			(e)	If you replace t follow:	he forward t	runnion bearir	gs, do the s	teps that
				1) Remove the n	ut (67).			
				2) Remove the i housing (68)	nner and out from the ho	er races (69, using assembly	70) with the (66).	
				3) Move the bea	rings (69 <b>,</b> 7	0) out of the	housing (68)	-
				4) Keep these p gear.	earts for ins	tallation on t	he new main	landing
	FCTT	/ITV						
		V <b>1</b>		R	EPLACE	RIGHT MAIN LA	NDING GEAR	
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	TASK CARD						
(12)	Examine the aft trunnion bearings (AMM 32-11-01/	601).					
(13)	If you replace the aft trunnion bearings (2), do the steps that follow (Fig. 403, View A–A):						
	(a) Remove the bolts (81) to disconnect the loc lockplate (79).	k tab (80) from the					
	(b) Remove the nut (89) from the housing for th	e aft bearing.					
	<pre>(c) Move the bearing inner and outer races (77, the support structure.</pre>	78) forward, out of					
(14)	Put the main landing gear on wheel carts and mov area.	e away from the work					

2. Install the Main Landing Gear (Fig. 401, Fig. 402, Fig. 403)

<u>NOTE</u>: Wear Limits for the main landing gear trunnions are supplied in AMM 32-11-01/601.

A. General

MECH INSP

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- (1) There are two different procedures given to install the main landing gear. One procedure uses jacks to install the main landing gear. The other procedure uses an overhead sling to install the main landing gear.
- B. Equipment
  - (1) A32006-77 MLG Retract Actuator Sling
  - (2) A32026-60 MLG Trunnion Pin Removal/Installation Equipment
  - (3) A32027-53 MLG Retraction/Extension Actuator Pump
  - (4) A32028-6 Shock Strut Retention Strap (2 straps are necessary)
  - (5) A32031-5 MLG Truck Positioner Turnbuckle (Recommended)
  - (6) A32031-4 MLG Truck Positioner Turnbuckle (Alternative) Make from A32031-1

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			(7) A320 (A32	032–65 MLG Removal/Installation Sling 2032–39 Alternative)	3		
			(8) A320 (Upg new	)32–64 MLG Jacking Equipment graded –52 kit that includes a –68 tiny collar for IGW A/Ps)			
			(9) A320	)45-12, -34 Spanner Wrench			
		(	10) A320	)95–1 Forward Trunnion Bearing Bolt W	Irench		
		(*	11) Fish	npole Hoist (Commercially available)			
		(*	12) Auto capa	omotive type axle jacks (2 to 4 ton acity) – commercially available			
		С.	Consumabl	e Materials			
			(1) AOO2	247 Sealant, Chromate – BMS 5–95			
			(2) DOO6	533 Grease – BMS 3–33 (Recommended)			
			(3) DOOO	013 Grease – MIL-G-23827 (Alternative	:)		
			(4) G501	36 Corrosion Inhibiting Compound - E	3MS 3-38		
		D.	Parts				
		A	ММ		A	IPC	
		FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	

FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM
401 Thru 403	1A 2A	Main Landing Gear Wing Structure	32-00-00 57-00-00	01 01	1 1

## E. References

- (1) AMM 06-44-00/201, Wings (Major Zones 500 and 600) Access Doors and Panels
- (2) AMM 07-11-01/201, Jacking Airplane
- (3) AMM 12-15-01/301, Main Gear Shock Strut

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		(4)	AMM 12-21-14/301, Main Gear and Actuating Mechanisms
		(5)	AMM 20-10-23/401, Standard Practices, Lockwire
		(6)	AMM 27-51-00/201, Trailing Edge Flap System
		(7)	AMM 27-62-00/501, Auto-Speedbrake Control System
		(8)	AMM 27-81-00/201, Leading Edge Slat System
		(9)	AMM 29–11–00/201, Pressurize/Depressurize Main Hydraulic System
		(10)	AMM 32-00-15/201, Landing Gear Door Locks
		(11)	AMM 32-00-20/201, Landing Gear Downlocks
		(12)	AMM 32-09-07/201, Main Gear Tilt Sensors
		(13)	AMM 32-11-01/601, Main Gear
		(14)	AMM 32-11-03/401, Main Gear Side Brace
		(15)	AMM 32-12-00/501, Main Landing Gear Doors
		(16)	AMM 32-12-06/401, Shock Strut Door and Linkage
		(17)	AMM 32-12-08/401, Drag Brace Door and Linkage
		(18)	AMM 32-12-11/401, Trunnion Door and Linkage
		(19)	AMM 32-32-00/501, Main Gear Extension and Retraction
		(20)	AMM 32-32-02/401, Main Gear Lock Actuators
		(21)	AMM 32-32-03/401, Main Gear Side Brace Lock Spring
		(22)	AMM 32-32-18/401, Main Gear Truck Positioner
		(23)	AMM 32-41-00/201, Hydraulic Brake System
		(24)	AMM 32-42-00/501, Antiskid/Autobrake System
		(25)	MTH 275-276 WITH SB 32-85 AND MTH 277-999, SAS 050-149, 155-999;
		(26)	AMM 32-46-00/501, Brake Temperature Monitoring System
		(27)	AMM 32-61-02/201, Main Gear Proximity Sensor
EFF	ECTT		
			REPLACE   RIGHI MAIN LANDING GEAR

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with grease. Apply a thin layer of corrosion inhibiting compound to the full length of the inside diameter of the housing (68). Make sure you fill all gaps and fillet radius on the housing. Apply a thin layer of compound on the retaining bolt (73) to cover the threads and the outside diameter below the flange, to include the adjacent fillet radius and the flange face. Fill all gaps and fillet radius. Wipe off excess grease and compound after installation of the parts.

- If you install new inner and outer races (69, 70) do the steps (b) that follow:
  - Move the inner and outer races (69, 70) into the housing 1) (68).
  - 2) Put the inner (70) and outer races (69, 70) with the housing (68) into the housing assembly (66).

The grease fittings on the housing (68) must be on NOTE: the inboard side of the trunnion (32).

- 3) Use the spanner wrench to install the nut (67).
  - Tighten the nut (67) to 95-120 pound-feet. a)
- Install a lockwire on the nut. 4)
- (3) FORWARD TRUNNION WITHOUT SHEAR PIN; To install the housing assembly (66) on the forward trunnion (32), Do the steps that follow (Fig. 402, View B-B):
  - (a) Apply a thin layer of compound on the inside diameter and the end part of the outside diameter of the trunnion (32). Make sure you apply it to the threads and thread reliefs.

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		(b) Put the forward trunnion bearing (1) on the forward trunnion. Use a grease pencil to put a mark on the forward trunnion (32) at the flange of the housing (68), to show if the bearing moves off the trunnion during installation.
		(c) Apply a thin layer of compound to all the surfaces of the retaining ring (65). Include the four notches and the inside diameter of the six bolt holes.
		<u>CAUTION</u> : MAKE SURE THE RETAINING RING TEETH ENGAGE WITH THE SLOTS OF THE HOUSING ASSEMBLY. IF THE RETAINING RING (65) IS NOT ENGAGED WITH THE HOUSING THE RETAINING BOLT WILL TURN AND BACK OUT OF THE FORWARD TRUNNION THREADS.
		(d) Install the retaining ring (65).
		(e) Install the retaining bolt (73).
		<u>CAUTION</u> : MAKE SURE THE FORWARD BEARING HAS NOT MOVED OFF THE TRUNNION DURING INSTALLATION. IF THE BEARING HOUSING HAS MOVED DURING INSTALLATION, THIS CAN CAUSE DAMAGE TO THE HOUSING AND STRUCTURE WHEN THE LANDING GEAR IS RETRACTED.
		(f) Use the bolt wrench for the forward trunnion bearing to tighten the retaining bolt (73) to 15–20 pound-feet. Loosen to align the lockbolts.
		(g) Measure inner race/housing bushing gaps "A" and "B".
		(h) If the sum of gap "A" and gap "B" is greater then 0.250 inch, then do the steps to install the retaining ring again.
		<u>NOTE</u> : The retaining ring is not fully seated with the housing if the gap is greater then 0.250 inch.
		(i) Apply a thin layer of compound to the bolts (72) and the washers (71).
		(j) Install the bolts (72) and washers (71). Wipe off the excess compound after installation.
		(k) Safety wire the bolts (72).
EFF	ECTIV	ITY REPLACE RIGHT MAIN LANDING GEAR
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					A	RAI	<b>=///</b>			32-045-02-2
			C	202	KX		- <b></b> - <b>-</b> .7			AIRLINE CARD NO.
				JAJ	-	TASK	CARD			
MECH	INSP	(4)	FORW To i Do t (a)	ARD TRU nstall he step Apply threac assemb	JNNION I the hou os that a thin d relie oly (73)	WITH SHEAR using asser follow (F layer of o fs, bushing A), splined	PIN; mbly (d ig. 402 compound g surf; d wash	66) on the fo 2, View B-B): nd (BMS 3-38) aces and fay er (65), reta	orward trur to the the surfaces of the bousing	nreads, of the pin (73),
				<u>NOTE</u> :	Make s	sure that y aps between	you ap n the a	ply sufficier assembled par	nt compound rts.	d to fill
			(b)	Apply 0.50 i bushir	a laye inch of ng.	r of compo the inner	und (M circu	IL-C-11796 C mference of 1	lass3) on t the forward	the last d trunnion
				<u>NOTE</u> :	Make s the co (73A)	sure that y ompound for is instal	you ap rms a led.	ply sufficier fillet seal w	nt compound when the p	d so that in assembly
			(c)	Put th	ne pin a	assembly (	73A) iı	n the forward	d trunnion	(32).
			(d)	Apply the sh	a thin near pin	layer of on (68A).	compou	nd (BMS 3-38)	) to all su	urfaces of
			(e)	Instal pin as	ll the s ssembly	shear pin (73A).	(68A)	in the forwar	rd trunnior	า (32) and
			(f)	Fill t (BMS 3 the fo	the inne 3-38) ur orward i	er diameter ntil the co trunnion (3	r of t ompoun 32).	he shear pin d is faired 1	(68A) with to the oute	ו compound er surface of
			(g)	Instal	ll the s	splined was	sher (	65) on the ho	ousing (68)	)_
			(h)	Tighte	en the s	splined was	sher (	65) to 10-20	pound-feet	t.
			(i)	Move t on the the tr	the hous e forwai runnion	sing asseml rd trunnio •	bly (60 n (32)	6) and housir on the inboa	ng (68) int ard or bott	to position tom side of
			(j)	Instal	ll the i	retaining ı	nut (7:	3).		
EFF	ECTIVITY					REPLACE		RIGHT MAIN L	ANDING GEA	AR

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MECH INSP (k) Tighten the retaining nut (73) to 10–20 pour NOTE: Loosen the nut, if necessary, to alig	nd-feet. gn with the
(k) Tighten the retaining nut (73) to 10–20 pour NOTE: Loosen the nut, if necessary, to ali	nd-feet. gn with the
NOTE: Loosen the nut, if necessary, to ali	gn with the
holes of the splined washer (65).	
(l) Install the washers (71) and bolts (72).	
(m) Safety wire the bolts (72).	
(n) Remove the excess compound around the circum end of the housing (68).	mference of the aft
(o) Apply a continuous bead of sealant (BMS 5–9 seal between the aft end of the housing (68 trunnion (32).	95) to make a fillet 3) and the forward
(5) To install the new aft trunnion bearings (2), do follow (Fig. 403, View A-A):	the steps that
(a) Put the inner and outer races (77, 78) into structure.	the support
(b) If it is not installed, install the lockpla bolts, bushings, nuts, and washers.	te (79) with the
(c) Use the spanner wrench to tighten the nut ( 100-130 pound-feet.	89) to
(d) Loosen the nut (89) to install the lock tab	(80).
(e) Install the bolts (81) and the washers (82) tab (80) to the lockplate (79).	to connect the lock
(f) Install a lockwire.	
(6) Move the main landing gear into the wheel well a approximate position.	nd put in the
(7) If you use the jack assembly (131) (Fig. 404), defollow:	lo the steps that
(a) Remove the retention straps (116) from the	shock strut.
(b) Install the jack assembly (131) on the tors	ion link (128).
EFFECTIVITY REPLACE RIGHT MAIN LAN	IDING GEAR
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							TASK CARD		
MECH	INSP	-							
					1)	Remove the shock stru	bolt that hol t.	ds the torsion link (17	28) to the
					2)	Align the I assembly (′	bolt hole of t 131) with the	he scissor for the jacl bolt hole for the shocl	< k strut (21).
					3)	Install the	e bolt (129).		
					4)	Tighten the	e bolt.		
					5)	Disconnect torsion li	and remove th nk (128) to th	e bolt which holds the e shock strut (130).	lower
					6)	Align the I assembly (′ (130).	bolt hole for 131) with the	the lower jack scissor bolt hole for the shocl	k strut
					7)	Install the	e bolt (132).		
					8)	Tighten the	e bolt.		
				(c)	Put axl	two automo <sup>.</sup> es.	tive type jack	s with adapters under	the truck
				(d)	Lif	t the truck	until the whe	els are above the grou	nd.
				(e)	Put	the wheel o	carts under th	e wheels.	
				(f)	Low	er the trucl	k and remove t	he axle jacks and adap	ters.
		(8) If you use the overhead sling (138), make sure the shock strut retention straps (116) are installed.						k strut	
				(a)	Put out	the sling board side.	(138) around t	he shock strut (21) fro	om the
				(b)	Con (Fi	nect both e g. 405).	nds of the sli	ng to the overhead hois	st
				(c)	Ins hoi	tall the bo st point.	lt to hold bot	h ends of the sling (1	38) to the
				(d)	Att	ach the sli	ng (138) hoist	point to the overhead	hoist.
			(9)	Turn cleai	the rance	aft end of e for the ma	the trunnion ain landing ge	15 degrees inboard to p ar from the airplane s <sup>:</sup>	permit tructure.
EFF	ECTI	VITY -					REPLACE	RIGHT MAIN LANDING GEA	AR

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AIRLINE CARD NO.

MECH	INSP		
		(10)	Apply sealant between the bearing plates (111 and 113) and the supports (114, 115).
		(11)	Apply grease between the shims (112) and the inboard support (114) (Fig. 402, View A-A).
			<u>NOTE</u> : You can use the shims from the removed main landing gear to make it easier to get the correct clearance (View A–A).
		(12)	Lift the outer cylinder (21) while you put the housing assembly (66), the plates (111 and 113), and the shims (112) into the support for the rear spar (Fig. 402, View A–A).
		WARM	<u>NING</u> : INSTALL THE CORRECT FUSE PINS ONLY. MAKE SURE THAT YOU INSTALL THE SAME TYPE OF FUSE PIN THAT YOU REMOVED. THE INCORRECT FUSE PIN CAN CAUSE DANGEROUS CONDITIONS.
		(13)	Apply grease to the fuse pins (110).
		(14)	Install these parts to connect the housing assembly (66) to the inboard and outboard supports (114, 115) (Fig. 402, View A-A):
			(a) Fuse pins (110).
			(b) Retaining pins (107).
			(c) Washers (108)
		(15)	Install the lockwire to the retaining pins (107) (Fig. 402).
			<u>NOTE</u> : Lockwire installtion can be found: AMM 20–10–23/401.
		(16)	Turn the aft end of the trunnion outboard to align the trunnion with the aft bearing (2).
EFF	ECTIV	иту <u>—</u>	REPLACE RIGHT MAIN LANDING GEAR
			32-11-01-44 32-045-02-2 PAGE 22 OF 41 DEC 22/08
BOEING CARD NO. 32-045-02-2

SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD				
MECH	INSP							
		(17)	Apply a thin layer outside diameter o approximately 8.5	of BMS 3-38 Co f the trunnion inches from the	rrosion Inhibiting Comp pin (85). Make sure it large (forward) end of	oound to the covers the pin.		
			<u>NOTE</u> : If the comp trunnion pi on the trun to lubricat	ound makes it d n, you can appl nion pin. Afte e the pin with	ifficult for you to ins y a thin layer of greas r installation you will compound.	stall the se (BMS 3–33) . then need		
		(18)	Use the trunnion p trunnion (90) thro	in equipment to ugh the aft bea	pull the trunnion pin ring (2) (Fig. 403).	(85) from		
		(19)	(19) Apply a thin layer of BMS 3–38 Corrosion Inhibiting Compound to the shank, threads and thread relief of the cross bolt (75), and to the bushing faces and faces of the washers (74 and 92).					
		(20)	Install the crossb 92), and the nut (	olt (75) for th 91). Torque th	e trunnion pin, the was e nut (91) to 90-120 pc	hers (74 and ound-feet.		
		(21)	Install the cotter	pin (91A).				
		(22)	If you used grease trunnion pin with (AMM 12-21-14/301)	on the trunnio compound (BMS 3	n pin (85) then lubrica —38) at the lube fittir	ite the aft ng		
		(23)	Remove the excess Corrosion Inhibiting Compound from the aft trunnion area.					
		(24)	Adjust the aft bea	ring.				
			(a) Measure the d trunnion pin dimension for	imension A betw and the face of later use.	een the shoulder (85) o the bearing (78). Wri	of the te down the		
			(b) Turn the adju the collar (8	sting collar (8 7) touches the	7) on the trunnion pin shoulder (85) of the tr	(85) until unnion pin.		
<u>NOTE</u> : You can use a strap wrench if necessary.					rench if necessary.			
			<pre>(c) Measure the d the adjusting is greater th correctly ins adjusting col</pre>	imension B betw collar. If th an 2.75 inches, talled. Repeat lar (87).	een the bearing face ar e dimension A plus the the adjusting collar ( the step above to inst	nd the end of dimension B 87) is not all the		
FFF	ECITATA			REPLACE	RIGHT MAIN LANDING GEA	IR		

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3 5 6

BOEING CARD NO. 32-045-02-2



AIRLINE CARD NO.

						TASK CARD				
MECH	INSP									
				1) If re	you can nove the	not install th dry lubricant	e adjusting co and use the p	ollar (87) procedure	corre in SB	ectly, 32-38.
			(d)	Move t collar the slo	ne lock (87). ots in t	ring (88) over Make sure the he bearing (78	the splines o lugs in the lo ).	on the adj ock ring (	usting 88) en	l Igage
				<u>NOTE</u> :	It is r ring (8 for lub	ecommended tha 8) point outbo rication.	t the grease a ard to permit	fitting on the easie	the l st acc	.ock ;ess
			(e)	Instal	l the wa	sher (83) and	the clamp nut	(84).		
			(f)	Tighte align inches	n the nu the lock •	it (84) to 10–2 ing holes. Ge	O pound-feet. t a clearance	Loosen t of 0.003-	he nut 0.010	: to
			(g)	Fill a	ll holes	with grease.				
				<u>NOTE</u> :	The cle lockrin A-A). the jac permitt	arance between g (88) is for After the main ks are removed ed.	the washer (8 the adjustment landing gear a clearance o	33) and th t (Fig. 40 is operat of 0.00-0.	e 3, Vie ed and 05 ind	w l/or :hes is
			(h)	Instal	l the lo	ockbolts (86).				
			(i)	Instal	l the lo	ockwires on the	the lockbolts	s (86).		
		(25)	Inst stra	all the p (33)	se parts to the h	to connect th ousing assembl	e outboard end y (Fig. 402, I	d of the l )etail A):	ower	
			(a)	Bolts	(61)					
			(b)	Bushin	gs (62)					
			(c)	Washer	s (63)					
			(d)	Nuts (	64)					
	(26) Install these par and the support b			se parts oort bra	to connect th cket (45) to t	e rod fitting, he housing ass	, the lowe sembly (66	r stra ):	ıp (33)	
			(a)	Bolts	(34, 40)					
EFF										
						REPLACE	RIGHT MAIN LA	ANDING GEA	R	
						32-11-01-4A	32-045-02-2	PAGE 24	OF 41	DEC 22/07

AIRLINE CARD NO.

32-045-02-2

	A BOEING
SAS	767
	TASK CARD

MECH INSP		
		(b) Washers (35, 38, 41, 43)
		(c) Bushings (37, 42)
		(d) Nuts (39, 44)
	(27)	Do these steps to connect the upper junction box (6) to the brackets:
		(a) Clean the faying surfaces.
		(b) Install the bolts (30) to connect the upper junction box (6) to the brackets.
		(c) Bond, and apply a fillet seal between the junction box (6) and the brackets (SWPM 20-20-00).
		(d) Measure the resistance to make sure that the resistance across the interface is a maximum of 0.010 ohms.
	(28)	AIRPLANES WITH GROUND STRAP; Do these steps to connect the ground strap (27) to the junction box (6):
		<ul><li>(a) Connect the ground strap to the grounding stud on the junction box (6) (SWPM 20-20-00).</li></ul>
		(b) Measure the resistance to make sure that the maximum resistance between ground studs is 0.005 ohm.
	(29)	Connect the electrical connectors to the upper junction box (6).
	(30)	Connect the six hydraulic lines to the upper shock strut on the outboard side of the shock strut.
	(31)	Install these parts to connect the door seal (20) and the retainer (19) of the shock strut to the support beam (Fig. 401):
		(a) Screws (17)
		(b) Washers (18)
	(32)	Install the parts to connect the chord (24) to the outboard structure (Fig. 401, Detail B):
		(a) Bolts (22)
EFFECTIVITY		REPLACE RIGHT MAIN LANDING GEAR

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~ • •	A BOEING
SAS	767
	TASK CARD

BOEING CARD NO. 32-045-02-2

AIRLINE	CARD	NO.

				TASK CARD					
MECH	INSP								
				(b) Nuts (23)					
			(33)	Install these parts to connect the chord (24) to the inboard bracket:					
				(a) Clip (11)					
				(b) Splice Strap (7)					
				(c) Bolts (8, 12)					
				(d) Collars (9, 13)					
			(34)	If you use the jack equipment, do these steps:					
				(a) Lower the truck until the wheels touch the ground.					
				(b) Remove the automotive type jacks and the adapters from below the truck axles.					
			(35)	Use the jack equipment (131) to lower the outer cylinder (21).					
			(36)	Remove the jacking equipment (131) from the shock strut (21, 130) (Fig. 404).					
				(a) Remove the bolts (129, 132) which hold the jack assembly (131) to the shock strut (21, 130).					
				(b) Install the bolts to hold the torsion link (128) to the shock strut (21, 130) and tighten.					
			(37)	If you use the overhead sling (138), do these steps:					
			(a) Remove the overhead sling (138).						
				(b) Remove the shock strut retention straps $(116)_{-}$					
		G.	Put	the Airplane Back to Its Usual Condition (Fig. 401)					
			(1)	Do the servicing of the shock strut for the main landing gear					
				(AMM 12-15-01/301).					
			(2)	Lift the airplane to extend the shock strut fully (AMM 07–11–01/201).					
EFF	ECTI	VITY		REPLACE RIGHT MAIN LANDING GEAR					
				32-11-01-4A 32-045-02-2 PAGE 26 OF 41 AUG 22/08					

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SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP						
		(3)	Conne (AMM	ect the drag brace and the jury strut to the shock strut 32–11–10/401).			
		(4)	Conne (AMM	ect the side brace and the lock link to the shock strut 32–11–03/401).			
		(5)	Insta spri	all the jury strut springs (AMM 32–32–05/401) and the side brace ngs (AMM 32–32–03/401).			
		(6)	Conne truni	ect the rod end of the retract actuator to the main landing gear nion (Fig. 401, View A–A).			
			(a)	Install the actuator sling equipment for the retract actuator on the retract actuator (97) (Fig. 405, Detail A).			
				1) Put the support structure (139) on the wing structure.			
				2) Put the actuator clamp (134) on the retract actuator (97).			
			(b)	Tighten the clamp nut (136) until the actuator clamp (134) is tight against the retract actuator (97).			
				<ol> <li>Connect the cable of the fishpole hoist (137) to the support structure (139) and the clamp arm (133).</li> </ol>			
				2) Tighten the cable (137).			
			(c)	Apply grease to the bolt (98), the nut (94), and the antirotation bolt (93) before installation.			
			(d)	Install the new packings (100) on the lube retainer (99).			
			(e)	Use the actuator sling equipment to lower the actuator to align the rod end with the lugs on the trunnion.			
				<u>NOTE</u> : Put the rod end of the actuator in position so the lube fittings are above the center line of the actuator. This will make sure you can get access to the fittings easily.			
			(f)	Install the bolt (98) and the lube retainer (99) through these components in the sequnce below:			
			1) The actuator ring (101)				
				2) The antirotation washers (102, 103)			
EFF	CUII	V I I		REPLACE RIGHT MAIN LANDING GEAR			
				32-11-01-4A 32-045-02-2 PAGE 27 OF 41 AUG 22/08			

32-045-02-2 AIRLINE CARD NO.



MECH	INSP		
			3) The retract actuator (97)
			4) The spline washer (95)
			5) And the nut (94).
			(g) Tighten the nut (94) to 70–90 pound-feet. Loosen the nut to the subsequent lock position (Fig 401, View A-A).
			(h) Install the antirotation bolt (93), the washer (105), the nut (104), and the cotter pin.
			<ul><li>(i) Remove the tool (133, 134) and the support frame (139) from the area (Fig. 405).</li></ul>
		(7)	Install the lock actuators for the drag and side brace (AMM 32–32–02/401).
		(8)	Make sure the pressure is removed from the hydraulic systems (AMM 29–11–00/201).
		(9)	Connect the hydraulic lines to the actuators.
		(10)	Connect the door for the drag brace (5) to the drag brace (AMM 32-12-08/401).
		(11)	Install the door (4) and linkage for the shock strut (AMM 32–12–06/401).
		(12)	Install the door (3) and linkage for the trunnion (AMM 32–12–11/401).
		(13)	Remove the turnbuckle (118) for the truck positioner.
		(14)	Install the truck positioner (AMM 32-32-18/401).
		(15)	Close these circuit breakers on the overhead circuit breaker panel P11:
			(a) AIRPLANES WITH THE "LANDING GEAR POSITION AIR/GND SYS 2 ALT" CIRCUIT BREAKER INSTALLED AT PANEL GRID LOCATION 11C29; 11C29, LANDING GEAR POSITION AIR/GND SYS 2 ALT
			(b) 11C30, LANDING GEAR POSITION AIR/GND SYS 1
			(c) 11C31, LANDING GEAR ANTISKID 2-6
EFF	ECTIVITY		REPLACE RIGHT MAIN LANDING GEAR

3 5 7

32-045-02-2

AIRLINE CARD NO.



MECH INSP

	<pre>1) 11c32, LANDING GEAR ANTISKID 3-7</pre>
	2) 11H15, FLT CONT SHUTOFF WING LEFT
	) 11H16, FLT CONT SHUTOFF WING CTR
	a) 11H26, FLT CONT SHUTOFF WING RIGHT
	11R30, RIGHT IND LTS 3
	) 11U12, AUTOBRKS ANTISKID TEST/IND 1
	) 11U15, AIR/GND SYS 1
	() 11U16, BRAKE TEMP
	.) SAS 275-276 POST SB 32-85; SAS 277-281, 050-149, 155-167;
	11U17, TIRE PRESS IND 1
	n) 11U18, ANTISKID 1-5
	11U20, LANDING GEAR LEVER LOCK
	>) 11U21, AUTOBRKS ANTISKID TEST/IND 2
	>) 767-200 AIRPLANES;
	11U23, POSITION AIR/GND SYS 2
	1) 767-300 AIRPLANES;
	11U24, POSITION AIR/GND SYS 2
	·) 11U27, ANTISKID 4-8
(16)	IS 281;
	ose this circuit breaker on the main power distribution panel, P6:
	a) 6J21, F/O SEAT
(17)	NS 275-276 WITH SB 32-85 AND SAS 277-281, SAS 050-149, 155-167;
	move the DO-NOT-CLOSE identifier and close this circuit breaker on Ne APU external power panel, P34:
	REPLACE RIGHT MAIN LANDING GEAR

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	( BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

				TASK CA				
MECH	INSP	-						
			(a) 34M11, IIRE PRI	ESS IND 2				
		(18)	Put the WING FLIGHT panel to OFF position	HT CONTROL SHUTOFF switches L, C, and R on the P61 tion.				
		(19)	Lubricate the gear a	at the grea	se fittings (AMM 12-21-14,	/301).		
		(20)	Do an adjustment ch (AMM 32-12-00/501).	main landing gear doors				
	(21) Do an adjustment check of the clearance for the main land tilt sensors (AMM 32–09–07/201).							
		(22)	Do a test of the ti (AMM 32-09-07/201).	lt sensors <sup>.</sup>	for the main landing gear	truck		
		(23)	For the right main failure test for the	landing gea e auto-speed	r only, do the gear truck dbrake system (AMM 27–62–(	tilt sensor DO/501).		
		(24)	SAS 275-276 WITH SB	32-85 AND \$	SAS 277-281, SAS 050-149,	155–167 <b>;</b>		
			Do a test of the ti	re pressure	indicating system (AMM 32	2-45-00/501).		
		(25)	Do a test of the bra (AMM 32-46-00/501).	rature monitoring system				
		(26)	Do the extension and (AMM 32-32-00/501).	and retraction test for the main landing gear ).				
		(27)	Install the applical	cable access panels (Table 402) (AMM 06–44–00/201):				
			TABLE 402					
		WHEN YOU	INSTALL THE LEFT GE	AR	WHEN YOU INSTALL THE RIG	HT GEAR		
			551FT		651FT			
			551LT		651LT			
			551MT		651MT			
			551QB		651QB			
			551PT		651PT			
			551 TB		6513B			
		L		<b>I</b>				
EFF	FFECTIVITY REPLACE RIGHT MAIN LANDING GEAR							

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32-045-02-2

AIRLINE CARD NO.

MECH	INSP			
		(28)	Put the trailing edge flap system back to its usual condition (AMM 27–51–00/201).	
		(29)	Put the leading edge slat system back to its usual condition (AMM 27–81–00/201).	
		(30)	Lower the airplane (AMM 07-11-01/201).	
		(31)	Do the procedure to bleed the brakes (AMM 32-41-00/201).	
		(32)	Do a test of the proximity sensors for the main landing gear (AMM 32–61–02/201).	
		(33)	Do the steps in the Antiskid System Test – Brake Release (AMM 32–42–00/501).	
		<u>WARN</u>	ING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OF AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.	PEN
		(34)	Remove the door locks and close the doors (AMM 32–00–15/201).	
EFF	ECTIVITY		REPLACE RIGHT MAIN LANDING GEAR	
			32-11-01-4A 32-045-02-2 PAGE 31 OF 41 AU	G 22/08















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STAT	TION						BOEING CARD	NO.
TAIL	. NO.			S BOEII	VG		32-046-01	
DA	ATE		SAS &	767			AIRLINE CARD	) NO.
				TASK CAR	D	1		
SKILL	WORK ARE	A	RELATED TASK	INTERVA	L	PHASE	REV REV	ISION
AIRPL	NOSE W/	W	TITLE	00900 CYC	NOTE STRUCTURAL ILLUSTRATION	104XX	017 AUG APPLICABIL	10/98
CHECK	/INSP	NLG	SPIN BRAKE SPRIN	G ARM			AIRPLANE	ENGINE
	ZONES				ACCESS PANELS		NOTE	ALL
115	116		1004					
MECH INSP							MPD ITEM	NUMBER
	INSPEC	т тне	NOSE LANDING GE	AR SPIN BRAKE SPI	RING ARM FOR		32-45-05-	A
	FRACTU	RE US	ING EDDY CURRENT	TECHNIQUES PER	THE			
	RECOMM	ENDAT	IONS OF SERVICE	LETTER 767-SL-32	-48.			
	INTERV	AL NO	TE: SEE SERVICE REPEAT INSP	LETTER FOR LIMI ECTION INTERVAL.	TATIONS ON			
		NF NO	TE: SB 767-32-0	137. APPLICABLE	TO ATRPLANES			
			PRIOR TO LI	NE NUMBER 510 ANI	D THOSE USING			
			SPRING ARM	P/N 141T9911-2 TI	HAT HAVE NOT HAD			
			BULLETIN IN	CORPORATED.	TE SERVICE			
	ACCESS	NOTE	: SPECIAL ACCES LANDING GEAR	S 1004 REQUIRES ( DOORS AND INSTAL	DPENING OF THE LING SAFETY			
			LOCKS IN ACCO PROCEDURE 32-	RDANCE WITH MAIN 00-15.	TENANCE MANUAL			
EFFECT	IVITY -			CHECK/INSP	NLG SPIN BRAKE	SPRING	ARM	
				32-45-05-A	32-046-01	PAGE 1	OF 1 AUG	10/98
			BOEING PROPRIETARY - Copyr	ight (C) - Unpublished Work	- See title page for detail	s.		

	STAT	ION	]							BOEI	NG CARD NO.
	TAIL	NO.	-			$\mathbf{A}$	BOEIN	G		32-04	6-02-1
	DA	ſE	-	S	AS			_		AIRLI	INE CARD NO.
	DA	-					TASK CARD				
SKI	LL	WORK AR	ËA	RELA	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIR		L WING	TE				4C	STRUCTURAL TILLISTRATION RE	14848	018	APR 22/04
FU	INCTI	ONAL	TRUC	K POSI	TIONER	HYDRAUL	IC FUSES			AIRPLANE	ENGINE
		ZONES						ACCESS PANELS		ALL	ALL
55	2				552CB	3					
MECH	INSP									MF	D ITEM NUMBER
		FUNCT		Y CHEC	K THF	I F F T I AN	DING GEAR TRU	K POSITIONER		32-32	P-19-5A
		UPPER	AND L	OWER H	YDRAUL	IC FUSES	S.			01 01	
		1. <u>Tes</u>	st of	the Hy	drauli	<u>c Fuses</u>	for the Main L	<u>anding Gear</u> (Fig	. 501)		
		Α.	Equi	pment							
			(1)	Hydra	ulic S	Gervice (	Cart, 0 to 3000	) psi (O to			
				resis	tant,	BMS 3-11	draulic fluid,	, Tire			
		в.	Cons	sumable	Mater	ials					
			(1)	D0015	3 Hydr BMS	aulic Fl 3–11	uid, Fire Res <sup>:</sup>	stant -			
		с.	Refe	erences							
			(1)	AMM O	6-44-0	)0/201, W	lings Access Do	oors and Panels			
			(2)	AMM 1	2–12–0	)1/301 <b>,</b> H	Aydraulic Syste	ems			
			(3)	AMM 2	4-22-0	0/201, E	lectrical Powe	er Control			
			(4)	AMM 2	9–11–0	0/201, F	Pressurize/Depr	essurize Main Hy	draulic	Syste	em
			(5)	AMM 3	2–00–1	5/201 <b>,</b> L	anding Gear Do	oor Locks			
			(6)	AMM 3	2–00–2	20/201, L	anding Gear Do	ownlocks			
		D.	Prep	bare fo	r the	Test					
			(1)	Suppl	y elec	trical p	oower (AMM 24-2	2-00/201).			
			(2)	Make	sure t (AMM 3	he down	locks are insta (201)	alled on the nose	and ma	in lan	nding
				geui		55 207					
EFF	ECTI	VITY					FUNCTIONAL	TRUCK POSITIONE	R HYDRA	ULIC F	USES
							32-32-19-5A	32-046-02-1 P	AGE 1	0F 6	AUG 22/00
1							1				



32-046-02-1

SAS 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP		
			WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
			(3) Open the doors for the landing gear and install the door locks (AMM 32-00-15/201).
			(4) Open the panel 552CB or 652CB (AMM 06-44-00/201) to access the hydraulic fuse.
		E.	Test of the Gear Up Line Fuse
			<ol> <li>Remove the pressure from the center hydraulic system and hydraulic reservoir (AMM 29-11-00/201).</li> </ol>
			2) Disconnect the hydraulic line from the gear up line fuse port.
			(3) Install a plug in the line.
			(4) Put the control lever for the landing gear in the UP position.
			(5) Put a container at the fuse port to catch hydraulic fluid. Fluid will flow from the fuse port when the hydraulic system is pressurized.
			(6) If you attach a flexible hose to the connection on the fuse, then put the open end in a suitable fluid container.
			<u>VARNING</u> : KEEP PERSONS CLEAR OF THE OPEN FUSE PORT WHILE THE HYDRAULIC LINE IS DISCONNECTED FROM THE PORT AND THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED. HIGH PRESSURE HYDRAULIC FLUID CAN CAUSE INJURY TO PERSONS.
			(7) Supply approximately 100 psi (688 KPa) to the center hydraulic system with a hydraulic ground cart (AMM 29–11–00/201).
			(8) When the fuse closes, increase the applied pressure to 3,000 psi (21,000 KPa) and hold it for 5 minutes.
			(9) Make sure that leakage from the fuse port is not more than one drop per minute for the last 3 minutes.
EFF	ECTI	VITY -	FUNCTIONAL TRUCK POSITIONER HYDRAULIC FUSES

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32-046-02-1



AIRLINE CARD NO.

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	MECH	INSP	-		
				(10)	Remove the power from the center hydraulic system (AMM 29–11–00/201).
				(11)	Remove the plug from the hydraulic line.
				(12)	Reconnect the hydraulic line.
				(13)	Reset the line fuse.
			F.	Test	of the Gear Down Line Fuse
				(1)	Remove the pressure from the center hydraulic system and hydraulic reservoir (AMM 29–11–00/201).
				(2)	Disconnect the hydraulic line from the gear down line fuse port.
				(3)	Install a plug in the line.
				(4)	Put the control lever for the landing gear in the DN position.
				(5)	Put a container at the fuse port to catch hydraulic fluid. Fluid will flow from the fuse port when the hydraulic system is pressurized.
				(6)	If you attach a flexible hose to the connection on the fuse, then put the open end in a suitable fluid container.
				<u>WARN</u>	ING: KEEP PERSONS CLEAR OF THE OPEN FUSE PORT WHILE THE HYDRAULIC LINE IS DISCONNECTED FROM THE PORT AND THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED. HIGH PRESSURE HYDRAULIC FLUID CAN CAUSE INJURY TO PERSONS.
				(7)	Supply approximately 70 psi (482 KPa) to the center hydraulic system with a hydraulic ground cart (AMM 29–11–00/201).
				(8)	When the fuse closes, increase the applied pressure to 3,000 psi (21,000 KPa) and hold it for 5 minutes.
				(9)	Make sure that leakage from the fuse port is not more than one drop per minute for the last 3 minutes.
				(10)	Remove the power from the center hydraulic system (AMM 29–11–00/201).
				(11)	Remove the plug from the hydraulic line.
	EFF	ЕСТЈ	VITY		
					FUNCTIONAL IRUCK POSITIONER HYDRAULIC FUSES
					32-32-19-5A 32-046-02-1 PAGE 3 OF 6 APR 22/04

3 5 8

32-046-02-1 AIRLINE CARD NO.

SAS

		TASK CARD
MECH	INSP	
		(12) Reconnect the hydraulic line.
		(13) Reset the line fuse.
		G Procedure to Make Sure the Euse is Peset
		<pre>(1) 767-300 AIRPLANES; Open this circuit breaker on the P11 panel and install a D0-N0T-CLOSE tag:</pre>
		11U26, TAIL SKID CONT
		<u>WARNING</u> : MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).
		(3) Pressurize the center hydraulic system (AMM 29–11–00/201).
		WARNING: MAKE SURE THE LANDING GEAR AREAS ARE CLEAR OF PERSONS AND EQUIPMENT. FAST MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(4) Move the landing gear control lever to UP. Move the lever to DN.
		<u>NOTE</u> : Let the control lever stay in each position for 5–10 seconds. The fuse is usually automatically reset when there is zero differential pressure across the fuse. The fuse also has a manual reset. Hold the manual reset in the reset position for a minimum of 5 seconds when you use it.
		(a) Look for a slight movement of the jury strut on the drag brace or the lock link of the side brace when you move the control lever to the UP and DN position.
		(b) Look for leaks at the connector fitting.
		H. Put the Airplane Back to Its Usual Condition
EFF	ECTI	VITY FUNCTIONAL TRUCK POSITIONER HYDRAULTC FUSES

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32-046-02-1



AIRLINE CARD NO.

MECH	INSP	
		(1) Make sure the fluid in the hydraulic reservoir is at the correct level. Fill if it is necessary (AMM 12–12–01/301).
		(2) Close the access panels for the hydraulic fuses.
		WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(3) Remove the door locks (AMM 32-00-15/201).
		(4) 767–300 AIRPLANES; Remove the DO–NOT–CLOSE tag and close this circuit breaker on the P11 panel:
		11U26, TAIL SKID CONT
		(5) Remove the pressure from the hydraulic system if it is not necessary (AMM 29–11–00/201).
		(6) Remove electrical power if it is not necessary (AMM 24-22-00/201).
EFF	ECTI	VITY FUNCTIONAL TRUCK POSITIONER HYDRAULIC FUSES
		32-32-19-5A 32-046-02-1 PAGE 5 OF 6 AUG 22/00



	STAT	ION								BOE	ING CARD NO.
	TAIL	NO.				$\mathcal{O}$	BOEIN	l <b>G</b>		32-04	46-02-2
	DA	TE		SA	S			_		AIRL	INE CARD NO.
	υn						TASK CARD				
SKILL		WORK AR	ËA	RELATE	ED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRP		R WING	TE		TIT		4C	STRUCTURAL ILLUSTRATION R	14848 EFERENCE	018 AP	APR 22/04
FUN	сті	ONAL	TRUC	K POSITI	IONER H	HYDRAUL	IC FUSES			AIRPLAN	E ENGINE
		ZONES						ACCESS PANELS		ALL	ALL
652				e	652CB						
MECH I	NSP									м	PD ITEM NUMBER
		FUNCTI	ONALL	Y CHECK	THE R	IGHT LA	NDING GEAR TRU	JCK POSITIONER		32-32	2-19-5A
		UPPER	AND L	OWER HYD	DRAULI	C FUSES	-				
		1. <u>Tes</u>	st of	<u>the Hydr</u>	raulic	Fuses	<u>for the Main L</u>	<u>anding Gear</u> (Fig	<b>j.</b> 501)		
		Α.	Equi	pment							
			(1)	Hydrau	lic Se	rvice C	art, 0 to 3000	) psi (O to			
				21000 k resista	〈Pa), ant, Bl	with hy MS 3-11	draulic fluid,	, fire			
		В.	Cons	sumable N	Materia	als					
			(1)	D00153	Hydrau BMS 3-	ulic Fl -11	uid, Fire Res <sup>:</sup>	stant –			
		С.	Refe	erences							
			(1)	AMM 06-	-44-00	/201, W	lings Access Do	oors and Panels			
			(2)	AMM 12-	-12-01	/301 <b>,</b> H	lydraulic Syste	ems			
			(3)	AMM 24-	-22-00	/201, E	lectrical Powe	er Control			
			(4)	AMM 29-	-11-00	/201, P	ressurize/Depr	essurize Main Hy	draulic	: Syste	em
			(5)	AMM 32-	-00-15	/201, L	anding Gear Do	oor Locks			
			(6)	AMM 32-	-00-20	/201, L	anding Gear Do	ownlocks			
		D.	Prep	oare for	the Te	est					
			(1)	Supply	electi	rical p	ower (AMM 24-2	22-00/201).			
			(2)	Make sı gear ( <i>H</i>	ure the AMM 32-	e downl -00-20/	ocks are insta 201).	alled on the nose	e and ma	in la	nding
FFFF	стт	VITY									
							FUNCTIONAL	IRUCK POSITIONE	K HYDRA	ULIC	FUSES
							32-32-19-5A	32-046-02-2 F	PAGE 1	0F 6	AUG 22/00



32-046-02-2



AIRLINE CARD NO.

MECH	INSP		
			WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
			(3) Open the doors for the landing gear and install the door locks (AMM 32–00–15/201).
			(4) Open the panel 552CB or 652CB (AMM 06–44–00/201) to access the hydraulic fuse.
		Ε.	Test of the Gear Up Line Fuse
			(1) Remove the pressure from the center hydraulic system and hydraulic reservoir (AMM 29-11-00/201).
			(2) Disconnect the hydraulic line from the gear up line fuse port.
			(3) Install a plug in the line.
			(4) Put the control lever for the landing gear in the UP position.
			(5) Put a container at the fuse port to catch hydraulic fluid. Fluid will flow from the fuse port when the hydraulic system is pressurized.
			(6) If you attach a flexible hose to the connection on the fuse, then put the open end in a suitable fluid container.
			WARNING: KEEP PERSONS CLEAR OF THE OPEN FUSE PORT WHILE THE HYDRAULIC LINE IS DISCONNECTED FROM THE PORT AND THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED. HIGH PRESSURE HYDRAULIC FLUID CAN CAUSE INJURY TO PERSONS.
			(7) Supply approximately 100 psi (688 KPa) to the center hydraulic system with a hydraulic ground cart (AMM 29–11–00/201).
			(8) When the fuse closes, increase the applied pressure to 3,000 psi (21,000 KPa) and hold it for 5 minutes.
			(9) Make sure that leakage from the fuse port is not more than one drop per minute for the last 3 minutes.
EFF	ECTIV		
			TIONCITONAL I INUCK FUSTITONER FIDRAULIC FUSES

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32-046-02-2



AIRLINE CARD NO.

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	MECH	INSP	-		
				(10)	Remove the power from the center hydraulic system (AMM 29–11–00/201).
				(11)	Remove the plug from the hydraulic line.
				(12)	Reconnect the hydraulic line.
				(13)	Reset the line fuse.
			F.	Test	of the Gear Down Line Fuse
				(1)	Remove the pressure from the center hydraulic system and hydraulic reservoir (AMM 29–11–00/201).
				(2)	Disconnect the hydraulic line from the gear down line fuse port.
				(3)	Install a plug in the line.
				(4)	Put the control lever for the landing gear in the DN position.
				(5)	Put a container at the fuse port to catch hydraulic fluid. Fluid will flow from the fuse port when the hydraulic system is pressurized.
				(6)	If you attach a flexible hose to the connection on the fuse, then put the open end in a suitable fluid container.
				<u>WARN</u>	ING: KEEP PERSONS CLEAR OF THE OPEN FUSE PORT WHILE THE HYDRAULIC LINE IS DISCONNECTED FROM THE PORT AND THE CENTER HYDRAULIC SYSTEM IS PRESSURIZED. HIGH PRESSURE HYDRAULIC FLUID CAN CAUSE INJURY TO PERSONS.
				(7)	Supply approximately 70 psi (482 KPa) to the center hydraulic system with a hydraulic ground cart (AMM 29–11–00/201).
				(8)	When the fuse closes, increase the applied pressure to 3,000 psi (21,000 KPa) and hold it for 5 minutes.
				(9)	Make sure that leakage from the fuse port is not more than one drop per minute for the last 3 minutes.
				(10)	Remove the power from the center hydraulic system (AMM 29–11–00/201).
				(11)	Remove the plug from the hydraulic line.
	EFF	ЕСТТ	VITY		
					FUNCTIONAL TRUCK POSITIONER HYDRAULIC FUSES
					32-32-19-5A 32-046-02-2 PAGE 3 OF 6 APR 22/04

32-046-02-2 AIRLINE CARD NO.



		TASK CARD
MECH	INSP	
		(12) Reconnect the hydraulic line.
		(13) Reset the line fuse.
		G. Procedure to Make Sure the Fuse is Reset
		<pre>(1) 767-300 AIRPLANES; Open this circuit breaker on the P11 panel and install a D0-N0T-CLOSE tag:</pre>
		11U26, TAIL SKID CONT
		<u>WARNING</u> : MAKE SURE THAT THE DOWNLOCKS ARE INSTALLED IN ALL OF THE LANDING GEAR BEFORE YOU MOVE THE CONTROL LEVER. WITHOUT THE DOWNLOCKS, THE LANDING GEAR CAN RETRACT AND CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(2) Make sure the downlocks are installed on the nose and main landing gear (AMM 32–00–20/201).
		(3) Pressurize the center hydraulic system (AMM 29–11–00/201).
		WARNING: MAKE SURE THE LANDING GEAR AREAS ARE CLEAR OF PERSONS AND EQUIPMENT. FAST MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(4) Move the landing gear control lever to UP. Move the lever to DN.
		<u>NOTE</u> : Let the control lever stay in each position for 5–10 seconds. The fuse is usually automatically reset when there is zero differential pressure across the fuse. The fuse also has a manual reset. Hold the manual reset in the reset position for a minimum of 5 seconds when you use it.
		(a) Look for a slight movement of the jury strut on the drag brace or the lock link of the side brace when you move the control lever to the UP and DN position.
		(b) Look for leaks at the connector fitting.
		H. Put the Airplane Back to Its Usual Condition
EFF	ECTI	/ITY FUNCTIONAL TRUCK POSITIONER HYDRAULIC FUSES

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32-046-02-2



AIRLINE CARD NO.

MECH	INSP	
		(1) Make sure the fluid in the hydraulic reservoir is at the correct level. Fill if it is necessary (AMM 12–12–01/301).
		(2) Close the access panels for the hydraulic fuses.
		WARNING: OBEY THE REMOVAL PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(3) Remove the door locks (AMM 32-00-15/201).
		(4) 767–300 AIRPLANES <i>;</i> Remove the DO–NOT–CLOSE tag and close this circuit breaker on the P11 panel:
		11U26, TAIL SKID CONT
		(5) Remove the pressure from the hydraulic system if it is not necessary (AMM 29-11-00/201).
		(6) Remove electrical power if it is not necessary (AMM 24-22-00/201).
EFF	ECTI	VITY FUNCTIONAL TRUCK POSITIONER HYDRAULIC FUSES
		32-32-19-5A 32-046-02-2 PAGE 5 OF 6 AUG 22/00



STATION			1									BOE	ING CARD N	10.
TAIL NO.		_			Ø.	BAE	7/	G			32–0	46-05-	·1	
	DATE			S	SAS		767	7				AIR	LINE CARD I	N0.
	DATI	-					<b>ΤΑSK</b> (	CARD						
SKIL	.L	WORK AREA R		RE	LATED TASK		IN	ITERVAL		PHAS	SE	MPD REV	TASK REVIS	CARD SION
AIR	PL I	_ MAIN	GEAR	W-32	-046-06	0-1 0	0800 CYC			104	04	019	AUG 2	2/01
RE	TASK STORI	E	BRAKE ROD			TITLE STRUCTURAL ILLUSTRATION R				N REFERENC	E	AF AIRPLAN	PLICABILII	ENGINE
		ZONES							ACCESS PANELS			NOT	E	ALL
73	1													
MECH	INSP				ļ							I	MPD ITEM NU	UMBER
FFF	FCTT	RESTOF INSTRU REQUIE AIRPLA	RE THE JCTION RED BY ANE NO	E LEFT NS CON AD 9 DTE:	MAIN L TAINED 4-03-07 APPLICA CARBON INCORPO ONE-TIM COMPONE ARE AN FOR THI CARBON PRODUCT EXEMPT	ANDING G IN SERVI BLE TO A BRAKE EQ RATING S RATING S IE INSPEC INTS IN S ALTERNAT S TASK. BRAKE EQ ION LINE FROM THI	EAR BRAKE CE BULLET IRPLANES UIPPED 76 B767-32-0 TION OR R B767-32-AI IVE MEANS UIPPED 76 NUMBER 7 S TASK.	ROD IN 76 WITH 7 AIR 168 0 183; EPLAC 0116 0F C 7 AIR 37 AN	BOLT PER THE 7-32AO116 AS CARBON BRAKES. PLANES R AND A FINAL EMENT OF THE OMPLIANCE PLANES FROM D ON ARE			32–1	1–20–A	
EFF	ECTI	/ITY					RESTORE		BRAKE ROD BOL	Т				
							32-11-2	0-a	32-046-05-1	PAGE	1 0	F 1	AUG 2	2/01

	STATI	ON	1									BOE	ING CARD NO.
TAIL NO.		-			$\mathcal{O}$	BOE	<b>IN</b> E	7			32-0	46-05-2	
	DAT	-	-	S	AS							AIRL	INE CARD NO.
	DAT	E					TASK CA	ARD					
SKIL	.L	WORK AR	EA	RE	LATED TASK		INTE	RVAL		PHAS	E	MPD REV	TASK CARD REVISION
AIR	PL	R MAIN	GEAR	W-32-	-046-06	6–2 0	0800 CYC			104	04	019	AUG 22/01
RE	TASK STOR	E	BRAKE RO			BOLT STRUCTURAL ILLUSTRATION				ON REFERENCI	E	AP AIRPLAN	PLICABILITY E ENGINE
		ZONES						AC	CESS PANELS			NOT	E ALL
74	1												
MECH	INSP				1							M	IPD ITEM NUMBER
		RESTOR INSTRU REQUIR AIRPLA	RE THE JCTION RED BY ANE NO	E RIGH IS CON AD 94 DTE: /	T MAIN TAINED 4-03-07 APPLICA CARBON INCORPO INCORPO DNE-TIM COMPONE ARE AN FOR THI CARBON PRODUCT EXEMPT	LANDING IN SERVI ABLE TO A BRAKE EQ DRATING S DRATING S ME INSPEC ENTS IN S ALTERNAT IS TASK. BRAKE EQ FION LINE FROM THI	GEAR BRAKE CE BULLETIN IRPLANES WI UIPPED 767 B767-32-016 B767-32-018 TION OR REF B767-32-A01 IVE MEANS C UIPPED 767 NUMBER 737 S TASK.	ROD BO N 767-3 ITH CAF AIRPL/ 58 OR 33; ANI PLACEMF 116 DF COMF AIRPL/ 7 AND 0	OLT PER THE 32AO116 AS RBON BRAKES. ANES O A FINAL ENT OF THE PLIANCE ANES FROM ON ARE			32–1	1–20–A
EFF	ECTI	VITY					RESTORE	B	RAKE ROD BOL	.Т			
							32-11-20-	-A 32	2-046-05-2	PAGE	1 0	F 1	AUG 22/01

STATION									BOE	ING CARD NO.		
TAIL NO.		( BOEING								32-046-06-1		
	-	SAS 767								AIRLINE CARD NO.		
DA	ſE											
SKILL	WORK ARE	EA RE		ELATED TASK		INTERVAL	PHASE	MPD REV	TASK CARD REVISION			
AIRPL	L MAIN	GEAR W-32		2-046-05-1 0		008 CYC		10404	019	AUG 22/01		
	TNCD				TNCC		STRUCTURAL ILLUSTRATION	REFERENCE	AF AIRPLAN	PLICABILITY E ENGINE		
LHELK/	11121	DRAK	ERUD	BULI BUSH	ING2				NOTE ALL			
	ZONES			ACCESS PANELS								
731												
MECH INSP									1	1PD ITEM NUMBER		
	BUSHIN FORK L IN SER SB 767 AND IN REPLAC BUSHIN AIRPLA	IGS AN UG EN VICE -32-0 NER C EMENT IGS AS NE NO	D BRAK D FOR BULLET 129 CC YLINDE IS RE RECOM TE: 4 ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) (	KE ROD BUS CRACKING TIN 767-32 ONTAINS IN ER FORK LU ECOMMENDED MMENDED BY APPLICABLE CARBON BRA INCORPORAT INCORPORAT INCORPORAT ONE-TIME I COMPONENTS ARE AN ALT	HINGS PER TH AO116 FORMAT G BUSH AFTER SB 76 TO AI KE EQU ING SB ING SB NSPECT IN SB FRNATI	AT THE INNER IE INSTRUCTION AS REQUIRED IN TON ON BRAKE ING REPLACEM INSPECTION 7-32A0116. RPLANES WITH IPPED 767 AIN 767-32-0168 767-32-0183; TON OR REPLAN 767-32-A0116 VE MEANS OF 10	CYLINDER NS CONTAINED NY AD 94-03-07. ROD BUSHING ENT. THIS OF BRAKE ROD CARBON BRAKES. RPLANES OR AND A FINAL CEMENT OF THE					
			F	FOR THIS T CARBON BRA PRODUCTION EXEMPT FRO	ASK. KE EQU LINE M THIS	UPPED 767 AII NUMBER 737 AI	RPLANES FROM ID ON ARE					
EFFECTIVITY						CHECK/INSP	BRAKE ROD BOIT	BUSHING	ŝS			
						32-11-20-в	32-046-06-1	PAGE 1	0F 1	AUG 22/01		
			BOEING P	ROPRIETARY - Cod	yright (C)	- Unpublished Work	See title page for detail	ls.				

STATION									BOE	ING CARD NO.	
TAIL NO.				(	$\boldsymbol{\Lambda}$	BAEIA			32–0	46-06-2	
	_	SAS 767								LINE CARD NO.	
DAT	Ē										
SKILL	WORK ARE	A	REL	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD	
AIRPL	L R MAIN GEA		GEAR W-32-046-05-2 0		0800 CYC	10404	019	AUG 22/01			
TASK							STRUCTURAL ILLUSTRATION F	REFERENCE	AF AIRPLAN	PLICABILITY E ENGINE	
CHECK/	INSP	BRAK	E ROD	BOLT BUSH	INGS				NOT	F ALI	
	ZONES										
741											
MECH INSP									1	MPD ITEM NUMBER	
MECH IND       NOP ITEM NUMBER         VISUALLY INSPECT THE RIGHT MAIN GEAR INNER CYLINDER LUG       32-11-20-B         USUALLY INSPECT THE RIGHT MAIN GEAR INNER CYLINDER LUG       32-11-20-B         FORK LUG END FOR CRACKING PER THE INSTRUCTIONS CONTAINED       INSERVICE BULLETIN 767-32-0116 AS REQUIRED BY AD 94-03-07.         SB 767-32-0129 CONTAINS INFORMATION ON BRAKE ROD BUSHING       AND INNER CYLINDER FORK LUG BUSHING ON BRAKE ROD BUSHING         AND INNER CYLINDER FORK LUG BUSHING REPLACEMENT. THIS       REPLACEMENT IS RECOMMENDED ATTER INSPECTION OF BRAKE ROD         BUSNINGS AS RECOMMENDED BY SD 767-32-0168 OR       INCORPORATING SB767-32-0183; AND A FINAL         ONE-TIME INSPECTION OR REPLACEMENT OF THE       COMPORATING SB767-32-0133; AND A FINAL         ONE-TIME INSPECTION OR REPLACEMENT OF THE       COMPORATING SB767-32-0134; AND A FINAL         ONE-TIME INSPECTION OR REPLACEMENT OF THE       COMPORATING SB767-32-0164         ARE AN ALTERNATIVE MEANS OF COMPLIANCE       FOR THIS TASK.         CARBON BRAKE EQUIPPED 767 AIRPLANES FROM       PRODUCTION LINE NUMBER 737 AND ON ARE         EXEMPT FROM THIS TASK.       EXEMPT FROM THIS TASK.											
EFFECTIVITY						CHECK/INSP	BRAKE ROD BOLT	BUSHING	ŝS		
						32-11-20-в	32-046-06-2 F	PAGE 1	0F 1	AUG 22/01	
			BOEING P	ROPRIETARY - Cop	oyright ((	C) – Unpublished Work ·	- See title page for details	S.			
STA	TION	]							BOE	ING CARD NO.	
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TAI	L NO.	-		G	X	RAFIA			32–0	48-01-1	
			SA	s &		- 767			AIRLINE CARD NO.		
D	ATE		•73	•		TASK CARD					
SKILL	WORK AR	EA	RELATE	D TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
AIRPL	L MAIN	GEAR				10		11212	011	APR 22/08	
		мать			FERENCE	APPLICABILITY AIRPLANE ENGINE					
CHECK	/ INSP	MAIN	I GEAR SH	IUCK SIRU	, ,				NOT	E ALL	
774	ZONES			00/			ACCESS PANELS				
731			1	004							
MECH INSP									1	1PD ITEM NUMBER	
	12–1	5-01-3A									
	AIRPL	ANE NC	TE: THI MOD	S TASK I ELS EXCE	IS AP EPT T	PLICABLE TO AL HE 767-400ER.	L AIRPLANE				
	ACCESS	S NOTE	SPECI	AL ACCES	SS 10 Gear	O4 REQUIRES OF DOORS AND INST	PENING OF TALLING				
			SAFET MAINT	Y LOCKS ENANCE ₽	IN A IANUA	CCORDANCE WITH L PROCEDURE 32	l 2-00-15.				
	1 Exc	mino	the Flui	d Loval	of t	ha Shaak Staut					
	1. <u>EX</u> č	amme	<u>ine riui</u>	<u>a Level</u>		ne snock strui	-				
	Α.	Gene	eral								
			(a) Yo wa	ou can ob iys:	otain	the different	: shock strut ext	ensions	one	of two	
			1)	You ca airpla airpla	an ta ane w ane,	ke the shock s eights, for ex or,	strut measurement cample, before an	s at tw d after	o dif fuel	ferent ing the	
			2)	If the airpla	e air ane j	plane is on ja acks to compre	acks, you can use ess or extend the	floor shock	jacks strut	or the	
			(b) Yo be	ou should tween th	d hav ne tw	e a difference o shock strut	e of 2 - 4 inches extensions to do	(51 - the ch	102 m eck.	m)	
	В.	Prep	oare to C	heck the	e Hyd	raulic Fluid L	evel				
					THE		TNOTALLED IN ALL			INC	
		WARN	GE AN	AR. WIT	THE HOUT INJU	THE DOWNLOCKS THE DOWNLOCKS RIES TO PERSON	INSTALLED IN ALL 5, THE LANDING GE IS AND DAMAGE TO	AR COUL	D RET	RACT	
EFFECT	IVITY					CHECK/INSP	MAIN GEAR SHOCK	STRUT			
						12-15-01-3A	32-048-01-1 P	AGE 1	OF 11	AUG 22/99	

SAS CBOEING

32-048-01-1

AIRLINE	CARD	NO.
	0,00	

				•		TASK CARD						
MECH	INSP											
			(1)	Make gear	sure the downl (AMM 32-00-20/	ocks are insta 201).	lled on the n	ose and ma	in landing			
			<u>WARN</u> ]	<u>.NG</u> :	OBEY THE INSTA OPEN AND CLOSE INJURIES TO PE	LLATION PROCED QUICKLY. THE RSONS AND DAMA	URE FOR THE D MOVEMENT OF GE TO EQUIPME	OOR LOCKS. THE DOORS NT.	THE DOORS CAN CAUSE			
			(2)	Open (AMM	the doors for 32-00-15/201).	the landing ge	ar and instal	l the door	locks			
		С.	Check gear:	the	hydraulic flui	d level of the	shock strut	for the ma	in landing			
			(1)	Check strut	the hydraulic extension:	fluid level w	ith the airpl	ane at the	first shock			
				(a)	Remove the cap	from the air	valve.					
				(b)	Install a pres pressure. Use	ressure gage on the shock strut to measure the Jse the instructions supplied with the tool.						
				WARNI	NG: LOOSEN TH DO NOT RE PRESSURE	E NUT FOR THE MOVE THE VALVE CAN BLOW THE V	AIR VALVE A M. BODY ON A PR ALVE OUT AND	AXIMUM OF ESSURIZED INJURE PER	TWO TURNS. STRUT. AIR SONNEL.			
				(c)	Loosen the swi the pressure o	vivel nut for the air valve two turns and measure of the shock strut.						
				(d)	Measure the ac Fig. 302.	tual "A" dimen	sion on the s	trut as sh	own on			
				(e)	Use the chart corresponds to	on Fig. 302 to the pressure	find the "A" you measured.	dimension	that			
				(f)	Compare the "A that you actua	" dimension fr lly measured.	om the chart	to the "A"	dimension			
				(g)	If the actual lower limits o steps for a pr	measured "A" d f the "A" dime essure check a	imension is w nsion from the t the second p	ithin the e chart, t point.	upper and hen do the			
EFF	ECTIV	ITY -				CHECK/INSP	MATN GFAR SH					
						12-15-01-74	32_0/.8_01_1		UE 11 VDD 22/00			
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BOEING CARD NO. 32-048-01-1



AIRLINE CARD NO.

			TASK CARD
MECH	INSP	_	
			(h) If the actual measured "A" dimension is not within the upper and lower limits of the "A" dimension from the chart, then do the Nitrogen Servicing Only to get the measured "A" dimension within the limits. Then do the steps for a pressure check at the second point.
		(2)	Check the hydraulic fluid level with the airplane at the second shock strut extension:
			<u>NOTE</u> : To get a different shock strut extension, you can have the airplane at a different weight, or, if the airplane is lifted on jacks, you can use the airplane jacks or floor jacks to compress or extend the shock strut.
			You should have a minimum difference of 2 – 4 inches between the two shock strut extensions to do the check.
			(a) Remove the cap from the air valve.
			(b) Install a pressure gage on the shock strut to measure the pressure. Use the instructions supplied with the tool.
			<u>WARNING</u> : LOOSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF TWO TURNS. DO NOT REMOVE THE VALVE BODY ON A PRESSURIZED STRUT. AIR PRESSURE CAN BLOW THE VALVE OUT AND INJURE PERSONNEL.
			(c) Loosen the swivel nut for the air valve two turns and measure the pressure of the shock strut.
			(d) Measure the actual "A" dimension on the strut as shown on Fig. 302.
			(e) Use the chart on Fig. 302 to find the "A" dimension that corresponds to the pressure you measured.
			(f) Compare the "A" dimension from the chart to the "A" dimension that you actually measured.
			<u>NOTE</u> : When servicing the strut to the servicing chart, it is recommended that the intersection of your dimension and pressure values be at the center of the width of the servicing band. This practice will result in a more accurate assessment of the fluid level.
EFF	ECTI	VITY	CHECK/INSP MAIN GEAR SHOCK STRUT
			12-15-01-5A 52-048-01-1 PAGE 5 0F 11 APR 22/00

						$\boldsymbol{\alpha}$	RAFI			32-048-01-1
				Ç	SAS	XX	767			AIRLINE CARD NO
						•	TASK CARI	)		
MECH	INSP			(g) (h)	If the lower steps 1) Ti va 2) Re 3) Ir If the and lo the Fl <u>NOTE</u> :	e actual limits o to comp ighten th alve. emove the nstall th e actual ower lim <sup>4</sup> luid and If only then th	measured "A" of the "A" dim lete the check he swivel nut e pressure gag he cap for the measured "A" its of the "A" Nitrogen Serv y one of the t he fluid volum	dimension is with mension from the cl ension from the cl to 5 – 7 pound-fee ge from the shock s air valve. dimension is not u dimension from the dimension from the dimension dimension from the dimension from the dimension from the dimension dimension from the dimension from the dimension dimension from the dimension from the dimension dimension from the dimension from the dimension from the dimension dimension from the dimension from the dimensio	in the hart, t et to c strut. within he char he flui s is sa	upper and hen do these lose the air the upper t, then do d level. tisfactory,
				(i)	Tighte valve.	en the su	wivel nut to 5	5 – 7 pound-feet to	o close	the air
				(j)	Remove	e the pre	essure gage fr	om the shock stru	t.	
				(k)	Instal	ll the ca	ap on the air	valve.		
		2.	<u>Servi</u>	cing of	the Sho	ock Strut	<u>t for the Mair</u>	Landing Gear		
			<u>NOTE</u> :	Use th struts 38.1 q	is proc . A fu uarts (	cedure fo ully serv (36.0 lit	or the usual s viced shock st ters) of shock	ervicing and check rut will contain a strut fluid.	ks of t approxi	he shock mately
			A. G	eneral						
			(	1) This	task s	services	the shock str	ut for the main la	anding	gear.
			в. е	quipment						
			(	1) Stru	t Infla	ation Too	ol – F70200–14			
			(	2) Drai	n Bucke	et – Comr	mercially Avai	lable		
			(	3) Hose (Com	to Str mercial	rut Air N Lly Avai	Valve – lable)			
EFF	ECTI	νιτγ					CHECK/INSP	MAIN GEAR SHOCK	STRUT	

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AIRLINE CARD NO.

MECH	INSP								
			(4)	Dry Ai - Comme	r or Nitrogen ercially Avai	Bottle, charg lable	ed to 3000 ps	i	
			(5)	PF5545 (Comme	1–23 – Servic rcially Avail	ing Cart, Mala able)	bar Hydronics		
			(6)	Pressu	re Gage, 800	to 2500 PSIG -	Commercially	Available.	
		C.	Cons	umable I	Materials				
			<u>NOTE</u>	: Refe alte	r to AMM 12–1 rnative fluid	5-11-301 for p s.	roper usage o	f fluids and for	
			(1)	D00467	Fluid - Hydr	aulic, BMS 3-3	2 (Recommende	d)	
				Type I contai	- Royco SSF, n the mixture	Shell SSF and of MIL-H-6083	l Castrolaero and lubrizol	35 (These fluids 1395)	
				Type I the re MIL-H-	I – Royco LGF commended flu 5606 and lubr	, Shell LGF ar id for servici izol 1395)	d Castrolaero ng and contai	40 (These fluids ann the mixture of	re
				<u>NOTE</u> :	Type I is the after overha	e recommended ul.	fluid to use	when refilling a st	rut
			(2)	D00508	MIL-H-5606 H	ydraulic Fluic	(Alternative	)	
				<u>NOTE</u> :	This oil is servicing of servicing, m proportion ( before you f	the recommende the shock str ix MIL-H-5606 41:1) with Lub ill the shock	d fluid for ut. For in the correc orizol 1395 strut.	t	
			(3)	D00510	Lubrizol 139	5			
			(4)	RMC 48	1-026-XX SHEL	L Landing Gear	Fluid (SHELL	LGF)	SAS
				<u>NOTE</u> :	RMC 481-026- with the oth	XX is the pref er fluids whic	erred fluid a h is optional	nd fully mixable	SAS SAS SAS SAS
EF	FECTIVI	тү -				CHECK/INSP	MAIN GEAR SH	OCK STRUT	
						12-15-01-34	32-048-01-1	PAGE 5 OF 11 DEC	22/05
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DEING CARD NO.

048-01-1

RLINE CARD NO.

				~							BOEING	GARD NO
		0		$(\mathbf{A})$	<b>B</b>		NG					
		5	AS	$\mathcal{O}$	тле	767 sk cat	חכ				AIREIN	
 					17,							
	(5)	D005	09 MIL-	H-6083	Hydrau	lic Flu	uid (al	ternat	ive)			
		<u>NOTE</u>	: You MIL- alte serv prop befo	can use H-5606 rnative icing, ortion re you	this and you for M mix MII (41:1) fill tl	fluid w u can u IL-H-50 L-H-608 with L he shoo	vith use it 506. F 33 in t ubrizo ck stru	as an or he cor l 1395 t.	rect			
D.	Refe	erence	S									
	(1)	AMM	12–15–1	1/301,	Landing	g Gear	Shock	Strut	Fluids	i		
	(2)	AMM (	32-00-1	5/201,	Landing	g Gear	Door L	ocks				
	(3)	AMM	32-00-2	0/201,	Landing	g Gear	Downlo	cks				
E.	Prep	are to	o Do th	e Servi	cing o	f the S	Shock S	trut				
	<u>WARN</u>	<u>IING</u> :	OBEY T OPEN A INJURI	HE INST ND CLOS ES TO P	ALLATIO E QUICH ERSONS	ON PROC KLY. 1 AND DA	CEDURE THE MOV AMAGE T	FOR TH EMENT O EQUI	E DOOR OF THE PMENT.	LOCKS	G. THE D CAN CAU	)OORS JSE
	(1)	Make gear	sure t (AMM 3	he down 2-00-20	locks ( /201).	are ins	stalled	l on th	ie nose	and m	ain land	ling
	(2)	Open (AMM	the do 32-00-	ors for 15/201)	the la	anding	gear a	nd ins	tall t	he doo	or locks	
	<u>WARN</u>	<u>IING</u> :	CLEAR STRUT. DOWN A	THE ARE IF YO ND CAN	A BELO U DEFLA CAUSE	W THE W ATE ONE INJURY	VING BE SHOCK TO PER	FORE Y STRUT SONS C	OU DEF , THE R DAMA	LATE T WING T GE TO	HE SHOCK IP CAN M EQUIPMEN	( 10VE 1T.
	(3)	Defl	ate the	shock	strut (	of the	main l	anding	gear	(Fig.	301):	
		(a)	Remove	the ca	p from	the at	ir valv	e (Det	ail A)	•		
		WARN	ING: L	OOSEN T	HE NUT	FOR TH	HE AIR	VALVE	A MAXI	MUM OF	TWO TUR	RNS.

JSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF TWO TURNS. AIR PRESSURE CAN BLOW THE VALVE OFF AND CAN CAUSE INJURY TO PERSONS.

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MECH INSP

32-048-01-1



AIRLINE CARD NO.

MECH	INSP					
				(b)	Loosen	n the nut for the air valve.
				(c)	Let th	he shock strut deflate completely.
					<u>NOTE</u> :	The shock strut is fully deflated when the dimension "A" is 4.1 inches (Fig. 302).
		F.	Serv	icing	of the	e Shock Strut
			(1)	Loos	en the	nut for the air valve to fully open the valve.
			<u>CAUT</u>	<u>ION</u> :	OBEY T FILL T CAUSE	THE INSTRUCTIONS IN AMM 12-15-11/301 WHEN YOU ADD FLUID TO THE SHOCK STRUT. IF AN INCORRECT FLUID IS USED, IT CAN DAMAGE TO THE SEALS.
			(2)	To f proce	ill the edures	e MLG shock strut with hydraulic fluid, do one of the that follow:
				(a)	Recomm fluid	nended steps to fill the MLG shock strut with hydraulic (Airplane on ground or on jacks):
					<u>WARNIN</u>	<u>NG</u> : WHEN YOU COMPRESS THE SHOCK STRUT WITH AXLE JACKS, MAKE SURE YOU DO NOT LIFT THE AIRPLANE OFF OF THE AIRPLANE JACKS. IF THE AIRPLANE IS NOT ON THE AIRPLANE JACKS IT MAY FALL AND CAUSE DAMAGE TO EQUIPMENT AND INJURY TO PERSONS.
					1) If Us	f the airplane is on jacks, do this step: se the axle jacks to fully compress the shock strut.
					<u>NO</u>	<u>)TE</u> : The strut is fully compressed when the dimension "A" is 4.1 inches.
					2) Re va	emove the cap for the pressure seal from the oil charging alve.
					3) At	ttach an oil charging line to the oil charging valve.
					4) Ma	ake sure the air valve is fully open.
					5) At	ttach one end of a hose to the air valve.
EFF	ECTIV	/ITY -				CHECK/INSD MAIN GEAD SHOCK STOLT
						CHECK/INSF PIATIN GLAR SHOCK STRUT
						12-15-01-3A 32-048-01-1 PAGE 7 OF 11 DEC 22/05

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		6)	Put the other end of the hose in a drain bucket.
		CAU	TION: DO NOT LET HYDRAULIC FLUID GET ON THE TIRES. IMMEDIATELY CLEAN ALL FLUID FROM THE TIRES. THE FLUID CAN CAUSE DAMAGE TO THE TIRES.
		7)	Fill the shock strut with hydraulic fluid until the hydraulic fluid flows into the drain bucket.
			a) Continue to fill the shock strut until the hydraulic fluid which flows into the bucket is free of bubbles.
		8)	Remove the oil charging line.
		9)	Put the cap on for the pressure seal.
		10)	Remove the hose from the air valve.
		11)	If the airplane is on jacks, then remove the axle jacks.
		(3) To infla that fol	te the MLG shock strut, do one of the procedures low:
		(a) Do (Ai	the steps that follow to inflate the MLG shock strut: rplane on the ground)
		1)	Install the inflation tool on the air valve. Use the instructions supplied with the tool.
		2)	Use dry air or nitrogen to inflate the shock strut until dimension "A" is approximately 8 inches or 2000 psig (Fig. 302).
		3)	Use a pressure gage to measure the pressure of the shock strut.
		4)	Add or release the dry air or nitrogen, until the measured pressure is in the range shown on the servicing chart.
			<u>NOTE</u> : The values for Dimension "A" and the pressure must intersect on the servicing curve for a correctly serviced shock strut.
		5)	Remove the inflation tool from the air valve.
EFF	ECTI		CHECK/INSP MAIN GEAR SHOCK STRUT
			12-15-01-3A 32-048-01-1 PAGE 8 OF 11 DEC 22/05

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

						TASK CARD							
MECH	INSP	-											
				6)	Tighten th (Detail A,	e swivel nut t Fig. 301).	o 5-7 pound-fe	eet					
				7)	Put the ca	p on the air v	alve.						
			(b)	Do (Ai	the steps t rplane on j	os that follow to inflate the MLG shock strut: on jacks)							
				1)	Lift the a (AMM 07-11	irplane to ext -01/201).	end the shock	strut ful	ly				
				2)	Install th instructio	e inflation to ns supplied wi	ol on the air th the tool.	valve. l	lse the				
				3)	Add or rel extended s	ease dry air o hock strut at	r Nitrogen to 300 psig.	service t	he fully				
					<u>NOTE</u> : Do wei the nec is ser the	not add hydrau ght is not on landing gear essary to serv lowered and th viced shock st extension and	lic fluid when the landing ge with dry air o ice the landin e jacks are re rut is also ne retraction te	n the airp ear. When or Nitroge ng gear ag emoved. A ecessary b est.	olane you service en, it is not gain when it fully pefore you do				
				4)	Remove the	inflation too	l from the air	r valve.					
				5)	Tighten th (Detail A,	e swivel nut t Fig. 301).	o 5-7 pound-fe	eet					
				6)	Put the ca	p on the air v	alve.						
			<u>CAUTION</u> :	SHO SER WHI	CK STRUT FL VICING. TH CH CAN CAUS	UID CAN ABSORB IS WILL REDUCE E DAMAGE TO EQ	NITROGEN OR A THE PRESSURE UIPMENT.	AIR AFTER IN THE SH	A COMPLETE ЮСК STRUT,				
			(4) If t or t in-s with	he s he s ervi Nit	hock strut hock strut ce landings rogen Only"	was overhauled was completely you must do t	, the fluid wa deflated, the he task "Serv <sup>4</sup>	as complet en after 5 ice the Sh	cely replaced 5–10 nock Strut				
		G.	Put the A	irpl	ane Back to	Its Usual Con	dition						
EFF	ECTI	VITY -				CHECK/INSP	MAIN GEAR SHO	OCK STRUT					
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AIRLINE CARD NO.

32-048-01-1

MECH	INSP													I			
			<u>WARN</u>	<u>ING</u> :	OBEY AND C INJUR	THE RI LOSE ( IES T(	EMOVAL QUICKL D PERS	- PROC Y - 1 SONS #	CEDURE The Mov And Dai	FOR VEMEI MAGE	THE D NT OF TO EQ	OOR LO THE DO UIPMEN	OCKS. OORS CA	THE D An Cau	00RS ISE	OPEN	
			(1)	Remov	ve the	door	locks	and	close	the	doors	(AMM	32-00	-15/20	1).		
EFF	ECTI	VITY -					C	HECK/	/INSP	M	AIN GE	AR SHO	ск сті	RUT			
								12-15	5-01-3/	A 32	2-048-	01–1	PAGE	10 OF	11	DEC 2	2/05
1										1							

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S.	TATION	1							BOE	ING CARD NO.		
			(	$\checkmark$	BBEI			32–0	48-01-2			
14	AIL NO.		<b>۲</b> ۵2							AIRLINE CARD NO.		
	DATE	1	573			TASK CARD						
SKILL	WORK AF	REA	RELATED	TASK		INTERVAL		PHASE	MPD	TASK CARD		
AIRPL	R MAIN	GEAR				1C		11212	<sup>ĸ</sup> 017	APR 22/08		
T/	ASK			TITLE			STRUCTURAL ILLUSTRATION RE	FERENCE	AF AIRPLAN	PPLICABILITY IE ENGINE		
CHEC	K/INSP	MAIN	GEAR SHO	DCK STRU	UT				NOT	E ALL		
	ZONES						ACCESS PANELS					
741			10	004								
MECH INS	SP								1	MPD ITEM NUMBER		
	CHECK	THE R	IGHT MAIN	N GEAR S	SHOCK	STRUT FLUID I	_EVEL AND		12–1	5-01-3A		
	JERVI		REGUIRED	-								
	AIRPL	ANE NO	TE: THIS MODE	S TASK I ELS EXCI	IS AP EPT T	PLICABLE TO AN HE 767-400ER.	L AIRPLANE					
	ACCES	S NOTE			01 22	N/ REQUIRES OF						
	ACCES		THE L	ANDING (	GEAR	DOORS AND INS	TALLING					
			SAFET	Y LOCKS	ΙΝ Α	CCORDANCE WITH	1 2_00_15					
			MAINI	ENANCE	MANUA	L PROCEDURE 5	2-00-13.					
	1. <u>Ex</u>	amine	the Fluid	d Level	<u>of t</u>	<u>he Shock Stru</u>	<u>t</u>					
	Α.	Gene	eral									
			(a) You Way	u can ol ys:	btain	the differen <sup>.</sup>	t shock strut ext	ensions	one	of two		
			1)	You ca airpla airpla	an ta ane w ane,	ke the shock s eights, for ex or,	strut measurement kample, before an	s at tw d after	o dif fuel	ferent ing the		
			2)	If the airpla	e air ane j	plane is on ja acks to compre	acks, you can use ess or extend the	floor shock	jacks strut	or the		
			(b) You bet	u should tween tl	d hav he tw	e a difference o shock strut	e of 2 - 4 inches extensions to do	(51 — the ch	102 m eck.	m)		
	В.	Prep	are to Cł	heck the	e Hyd	raulic Fluid I	evel					
		WARN	<u>IING</u> : MAK	KE SURE	THE	DOWNLOCKS ARE	INSTALLED IN ALL	OF THE	LAND	ING		
			GE/ ANI	AR. WI <sup>.</sup> D CAUSE	THOUT INJU	THE DOWNLOCKS RIES TO PERSO	S, THE LANDING GE NS AND DAMAGE TO	AR COUL EQUIPME	D RET	RACT		
EFFEC	ΙΙΥΙΤΥ					CHECK/INSP	MAIN GEAR SHOCK	STRUT				
						12-15-01-3A	32-048-01-2 P	AGE 1	OF 11	AUG 22/99		



AIRLINE CARD NO.

MECH INSP	-		
		(1) Mako gear	e sure the downlocks are installed on the nose and main landing ^ (AMM 32–00–20/201).
		<u>WARNING</u> :	OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT.
		(2) Oper (AMI	n the doors for the landing gear and install the door locks 1 32–00–15/201).
	с.	Check the gear:	e hydraulic fluid level of the shock strut for the main landing
		(1) Cheo stru	ck the hydraulic fluid level with the airplane at the first shock ut extension:
		(a)	Remove the cap from the air valve.
		(b)	Install a pressure gage on the shock strut to measure the pressure. Use the instructions supplied with the tool.
		WARI	<u>VING</u> : LOOSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF TWO TURNS. DO NOT REMOVE THE VALVE BODY ON A PRESSURIZED STRUT. AIR PRESSURE CAN BLOW THE VALVE OUT AND INJURE PERSONNEL.
		(c)	Loosen the swivel nut for the air valve two turns and measure the pressure of the shock strut.
		(d)	Measure the actual "A" dimension on the strut as shown on Fig. 302.
		(e)	Use the chart on Fig. 302 to find the "A" dimension that corresponds to the pressure you measured.
		(f)	Compare the "A" dimension from the chart to the "A" dimension that you actually measured.
		(g)	If the actual measured "A" dimension is within the upper and lower limits of the "A" dimension from the chart, then do the steps for a pressure check at the second point.
EFFECTI	VITY		CHECK/INSP MAIN GEAR SHOCK STRUT
			12-15-01-3A 32-048-01-2 PAGE 2 OF 11 APR 22/00

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BOEING CARD NO. 32-048-01-2



AIRLINE CARD NO.

MECH	INSP		
		(	(h) If the actual measured "A" dimension is not within the upper and lower limits of the "A" dimension from the chart, then do the Nitrogen Servicing Only to get the measured "A" dimension within the limits. Then do the steps for a pressure check at the second point.
		(2) (	Check the hydraulic fluid level with the airplane at the second shock strut extension:
		1	<u>NOTE</u> : To get a different shock strut extension, you can have the airplane at a different weight, or, if the airplane is lifted on jacks, you can use the airplane jacks or floor jacks to compress or extend the shock strut.
			You should have a minimum difference of 2 – 4 inches between the two shock strut extensions to do the check.
		(	(a) Remove the cap from the air valve.
		(	(b) Install a pressure gage on the shock strut to measure the pressure. Use the instructions supplied with the tool.
		<u>b</u>	<u>VARNING</u> : LOOSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF TWO TURNS. DO NOT REMOVE THE VALVE BODY ON A PRESSURIZED STRUT. AIR PRESSURE CAN BLOW THE VALVE OUT AND INJURE PERSONNEL.
		(	(c) Loosen the swivel nut for the air valve two turns and measure the pressure of the shock strut.
		(	(d) Measure the actual "A" dimension on the strut as shown on Fig. 302.
		(	(e) Use the chart on Fig. 302 to find the "A" dimension that corresponds to the pressure you measured.
		(	(f) Compare the "A" dimension from the chart to the "A" dimension that you actually measured.
			<u>NOTE</u> : When servicing the strut to the servicing chart, it is recommended that the intersection of your dimension and pressure values be at the center of the width of the servicing band. This practice will result in a more accurate assessment of the fluid level.
EFF	ECIIVITY		CHECK/INSP MAIN GEAR SHOCK STRUT
			12-15-01-3A 32-048-01-2 PAGE 3 OF 11 APR 22/00

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							$\boldsymbol{\alpha}$	RAFIN			32-048-01-2
					S	AS	XX	767			AIRLINE CARD NO.
					J	ΠJ	•	TASK CARD			
MECH	INSP				(g) (h) (i) (j) (k)	If the lower steps 1) Ti va 2) Re 3) Ir If the and lo the Fl <u>NOTE</u> : Tighte valve. Remove	e actual limits of to compl ighten the alve. emove the nstall th e actual ower limit luid and If only then th en the sw e the pre-	TASK CARD measured "A" of the "A" dim lete the check he swivel nut e pressure gag he cap for the measured "A" Nitrogen Serv y one of the the he fluid volum wivel nut to 5 essure gage fro	dimension is within ension from the cha to 5 – 7 pound-feet e from the shock st air valve. dimension is not wi dimension from the icing to adjust the wo pressure checks e is not correct. – 7 pound-feet to om the shock strut. valve.	the rt, t to c rut. thin char flui is sa close	upper and hen do these lose the air the upper t, then do d level. tisfactory, the air
			-		<b>.</b> .						
		2.	<u>Ser</u>	vicing	<u>of</u> t	<u>he Shc</u>	ock Strui	t for the Main	Landing Gear		
			<u>NOT</u>	<u>E</u> : Us st 38	e thi ruts. .1 qu	s proc A fu uarts (	cedure fo ully serv (36.0 lit	or the usual so viced shock st ters) of shock	ervicing and checks rut will contain ap strut fluid.	of t proxi	he shock mately
			Α.	Gener	al						
				(1)	This	task s	services	the shock str	ut for the main lan	ding	gear.
			Β.	Equip	ment						
				(1)	Strut	: Infla	ation Too	ol – F70200–14			
				(2)	Drair	n Bucke	et – Comm	mercially Avai	lable		
				(3)	Hose (Comn	to Str mercial	rut Air \ lly Avai	/alve – lable)			
EFF	ECTI	VIT	Y -					CHECK/INSP	MAIN GEAR SHOCK S	TRUT	

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MECH	INSP								
			(4)	Dry Ai - Comme	r or Nitrogen ercially Avai	Bottle, charg lable	ed to 3000 ps	i	
			(5)	PF5545 (Comme	1–23 – Servic rcially Avail	ing Cart, Mala able)	bar Hydronics		
			(6)	Pressu	re Gage, 800	to 2500 PSIG -	Commercially	Available.	
		С.	Consi	umable I	Materials				
			<u>NOTE</u>	Refe alte	r to AMM 12-1 rnative fluid	5-11-301 for p s.	roper usage o	f fluids and <sup>.</sup>	for
			(1)	D00467	Fluid - Hydr	aulic, BMS 3-3	2 (Recommende	d)	
				Type I contai	- Royco SSF, n the mixture	Shell SSF and of MIL-H-6083	l Castrolaero and lubrizol	35 (These flu <sup>.</sup> 1395)	ids
				Type I the re MIL-H-	I – Royco LGF commended flu 5606 and lubr	, Shell LGF ar id for servici izol 1395)	d Castrolaero ng and contai	40 (These flu n the mixture	uids are of
				<u>NOTE</u> :	Type I is the after overha	e recommended ul.	fluid to use	when refilling	g a strut
			(2)	D00508	MIL-H-5606 H	ydraulic Fluic	(Alternative	)	
				<u>NOTE</u> :	This oil is servicing of servicing, m proportion ( before you f	the recommende the shock str ix MIL-H-5606 41:1) with Lub ill the shock	d fluid for ut. For in the correc rizol 1395 strut.	t	
			(3)	D00510	Lubrizol 139	5			
			(4)	RMC 48	1-026-XX SHFL	landing Gear	Fluid (SHFLL	I GF )	S
				NOTE:	RMC 481-026-	XX is the pref	erred fluid a	nd fully mixal	Si ble Si
					with the oth	er fluids whic	h is optional	•	Si Si Si
	 	ту -							
						CHECK/INSP	MAIN GEAR SH	OCK STRUT	
						12-15-01-3A	32-048-01-2	PAGE 5 OF '	11 DEC 22/0

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SAS BOEING

TASK CARD

32-048-01-2 AIRLINE CARD NO.

MECH	INSP								
			(5)	D00509	MIL-H-6083 H	ydraulic Fluid	l (alternative)	)	
				<u>NOTE</u> :	You can use MIL-H-5606 a alternative servicing, m proportion ( before you f	this fluid wit nd you can use for MIL–H–5606 ix MIL–H–6083 41:1) with Lub ill the shock	h it as an . For in the correc orizol 1395 strut.	t	
		D.	Refe	erences					
			(1)	AMM 12	-15-11/301 <b>,</b> L	anding Gear Sh	ock Strut Flu	ids	
			(2)	AMM 32	-00-15/201, L	anding Gear Do	or Locks		
			(3)	AMM 32	-00-20/201, L	anding Gear Do	ownlocks		
		Ε.	Prep	are to	Do the Servic	ing of the Sho	ock Strut		
			<u>WARN</u>	<u>IING</u> : 0 0 I	BEY THE INSTA PEN AND CLOSE NJURIES TO PE	LLATION PROCED QUICKLY. THE RSONS AND DAMA	URE FOR THE DO MOVEMENT OF GE TO EQUIPMEN	DOR LOCKS. T THE DOORS CAN NT.	THE DOORS N CAUSE
			(1)	Make s gear (	ure the downl AMM 32-00-20/	ocks are insta 201).	illed on the n	ose and main	landing
			(2)	Open t (AMM 3	he doors for 2-00-15/201).	the landing ge	ear and instal	l the door lo	ocks
			<u>WARN</u>	<u>IING</u> : C S D	LEAR THE AREA TRUT. IF YOU OWN AND CAN C	BELOW THE WIN DEFLATE ONE S AUSE INJURY TO	IG BEFORE YOU I HOCK STRUT, TH PERSONS OR D	DEFLATE THE S HE WING TIP ( AMAGE TO EQUI	SHOCK CAN MOVE IPMENT.
			(3)	Deflat	e the shock s	trut of the ma	in landing gea	ar (Fig. 301)	):
				(a) R	emove the cap	from the air	valve (Detail	A).	
				<u>WARNIN</u>	<u>G</u> : LOOSEN TH AIR PRESS TO PERSON	E NUT FOR THE URE CAN BLOW T S.	AIR VALVE A MA HE VALVE OFF A	AXIMUM OF TWO AND CAN CAUSE	D TURNS. E INJURY
EFF	ECTI	VITY				CHECK/INSP	MAIN GEAR SH	OCK STRUT	
						12-15-01-3A	32-048-01-2	PAGE 6 OF	11 DEC 22/05
1						1	1		



AIRLINE CARD NO.

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								TASK CARD				
I	МЕСН	INSP										
					(b)	Loos	en the nu	t for the air v	valve.			
					(c)	Let	the shock	strut deflate	completely.			
						<u>NOTE</u>	: The sh is 4.1	ock strut is fu inches (Fig. 3	ully deflated ( 302).	when the o	dimension "A"	
			F.	Serv	icing	of t	he Shock	Strut				
				(1)	Loos	en th	e nut for	the air valve	to fully open	the valve	2.	
				<u>CAUT</u>	ION:	OBEY FILL CAUS	THE INST THE SHOC E DAMAGE	RUCTIONS IN AMM K STRUT. IF AN TO THE SEALS.	1 12-15-11/301 I INCORRECT FL	WHEN YOU UID IS USE	ADD FLUID TO ED, IT CAN	
				(2)	To f proc	ill t edure	he MLG sh s that fo	ock strut with llow:	hydraulic flu	id, do one	e of the	
					(a)	Reco flui	mmended s d (Airpla	teps to fill th ne on ground or	he MLG shock s on jacks):	trut with	hydraulic	
						<u>WARN</u>	IING: WHE MAK AIR AIR EQU	N YOU COMPRESS E SURE YOU DO N PLANE JACKS. I PLANE JACKS IT IPMENT AND INJU	THE SHOCK STRU IOT LIFT THE A F THE AIRPLAN MAY FALL AND IRY TO PERSONS	UT WITH A) IRPLANE OF E IS NOT ( CAUSE DAM/ -	KLE JACKS, FF OF THE DN THE AGE TO	
						1)	If the ai Use the a	rplane is on ja xle jacks to fu	acks, do this Illy compress	step: the shock	strut.	
							<u>NOTE</u> : Th di	e strut is full mension "A" is	y compressed 4.1 inches.	when the		
						2)	Remove th valve.	e cap for the p	pressure seal	from the o	oil charging	
						3)	Attach an	oil charging l	ine to the oi.	l charging	g valve.	
						4)	Make sure	the air valve	is fully open			
						5)	Attach or	e end of a hose	e to the air v	alve.		
	EFF	ECTIV	ITY '									
								UTELK/INSP	MAIN GEAK SH	UCK SIKUI		
								12-15-01-3A	32-048-01-2	PAGE 7	OF 11 DEC 22	/05

BOEING CARD NO. 32-048-01-2

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AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
		6) Put the o	other end of the hose in a drain bucket.
		<u>CAUTION</u> : DO IMI FLU	NOT LET HYDRAULIC FLUID GET ON THE TIRES. MEDIATELY CLEAN ALL FLUID FROM THE TIRES. THE JID CAN CAUSE DAMAGE TO THE TIRES.
		7) Fill the hydrauli	shock strut with hydraulic fluid until the c fluid flows into the drain bucket.
		a) Cont fluid	inue to fill the shock strut until the hydraulic d which flows into the bucket is free of bubbles.
		8) Remove t	ne oil charging line.
		9) Put the	cap on for the pressure seal.
		10) Remove t	ne hose from the air valve.
		11) If the a	irplane is on jacks, then remove the axle jacks.
		(3) To inflate the ML( that follow:	S shock strut, do one of the procedures
		(a) Do the steps (Airplane on	that follow to inflate the MLG shock strut: the ground)
		1) Install instruct	the inflation tool on the air valve. Use the ions supplied with the tool.
		2) Use dry a dimension (Fig. 30)	air or nitrogen to inflate the shock strut until n "A" is approximately 8 inches or 2000 psig 2).
		3) Use a pro strut.	essure gage to measure the pressure of the shock
		4) Add or ro pressure	elease the dry air or nitrogen, until the measured is in the range shown on the servicing chart.
		<u>NOTE</u> : TI mu co	ne values for Dimension "A" and the pressure ust intersect on the servicing curve for a prrectly serviced shock strut.
		5) Remove t	ne inflation tool from the air valve.
EFF	ECTIV	/ITY	
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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP	-			
				6)	Tighten the swivel nut to 5-7 pound-feet (Detail A, Fig. 301).
				7)	Put the cap on the air valve.
			(b)	Do (Ai	the steps that follow to inflate the MLG shock strut: irplane on jacks)
				1)	Lift the airplane to extend the shock strut fully (AMM 07–11–01/201).
				2)	Install the inflation tool on the air valve. Use the instructions supplied with the tool.
				3)	Add or release dry air or Nitrogen to service the fully extended shock strut at 300 psig.
					NOTE: Do not add hydraulic fluid when the airplane weight is not on the landing gear. When you service the landing gear with dry air or Nitrogen, it is not necessary to service the landing gear again when it is lowered and the jacks are removed. A fully serviced shock strut is also necessary before you do the extension and retraction test.
				4)	Remove the inflation tool from the air valve.
				5)	Tighten the swivel nut to 5-7 pound-feet (Detail A, Fig. 301).
				6)	Put the cap on the air valve.
			<u>CAUTION</u> :	SHO SER WHI	OCK STRUT FLUID CAN ABSORB NITROGEN OR AIR AFTER A COMPLETE &VICING. THIS WILL REDUCE THE PRESSURE IN THE SHOCK STRUT, ICH CAN CAUSE DAMAGE TO EQUIPMENT.
			(4) If t or t in-s with	the s the s servi n Nit	shock strut was overhauled, the fluid was completely replaced shock strut was completely deflated, then after 5–10 ice landings you must do the task "Service the Shock Strut trogen Only"
		G.	Put the A	lirpl	lane Back to Its Usual Condition
EFF	ECTI	VITY -			CHECK/INSP MAIN GEAR SHOCK STRUT
					12-15-01-3A 32-048-01-2 PAGE 9 OF 11 APR 22/08



32-048-01-2 AIRLINE CARD NO.



MECH	INSP						
		WARNING -	OBEY THE REMOV	AL PROCEDURE F	OR THE DOOR		DOORS OPEN
		<u></u> .	AND CLOSE QUIC INJURIES TO PE	KLY. THE MOVE RSONS AND DAMA	MENT OF THE GE TO EQUIF	DOORS CAN CA	USE
		(1) Remov	ve the door loc	ks and close t	he doors (A	MM 32-00-15/2	201).
EFF	ECTIVITY			CHECK/INSP	MAIN GEAR	SHOCK STRUT	

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		_								
STA	ATION								BOE	ING CARD NO.
TAI	L NO.	-			A	RAFIA			32-0	48-02
			9	20:	XX				AIR	LINE CARD NO.
D	DATE		U		U	101 TACK CADD				
						TASK CARD		1		740% 0455
SKILL	WORK	AREA	RE	LATED TAS	LATED TASK INTERVAL PHASE				REV	REVISION
AIRPL	NOSE 0	<b>BEAR</b>				10		11212	013	APR 22/08
TAS	SK				TITLE		STRUCTURAL ILLUSTRATION R	EFERENCE	AF AIRPLAN	PLICABILITY E ENGINE
CHECK	(/INSP	NOSE	GEAR	SHOCK	STRUT					
	ZONES						ACCESS PANELS		ALL	ALL
711				713	714					
										MPD TTEM NUMBER
MECH INSP	·									
	CHECK	/ THE N		EVD CF	INCK STRU				12_1	5-02-34
	SERVI		REQUI	RED.			עוור		12 1	J 02 JA
	1. <u>E</u> >	<u>camine</u>	<u>the</u> F	<u>luid L</u>	<u>evel of</u>	the Shock Stru	<u>t</u>			
		(1)	This	proce	dure sup	plies instruct	ions to check the	level	of th	е
			nyar	autic		the shock stru	it of the nose la	inaing g	jear.	
		(2)	To d	o a ch	neck of t	he fluid level	, vou must measur	e the c	ressu	re and
			the	extens	sion of t	he shock strut	twice, at two di	fferent	: shoc	k strut
			exte	nsions	s. The g	reater the dif	ference between t	he shoo	k str	ut
			exte	nsions	s, the mo	re accurate the	e fluid measureme	nt will	be.	
			(a)	You o	an obtai	n the differen <sup>.</sup>	t shock strut ext	ensions	s on o	f two
				ways:						
				1) Y a a	You can t airplane airplane,	ake the shock s weights, for es or,	strut measurement xample, before an	s at tw d after	o dif fuel	ferent ing the
				2) I a	If the ai airplane	rplane is on ja jacks to compre	acks, you can use ess or extend the	floor shock	jacks strut	or the
			(h)	Yous	should ha	ve a difference	of 2 – 4 inches	(51 -	102 m	m)
				betwe	en the t	wo shock strut	extensions to do	the ch	neck.	
	Α.	. Prep	are t	o Chec	k the Hy	draulic Fluid I	_evel			
		<u>WARN</u>	<u>IING</u> :	MAKE GEAR. AND C	SURE THE WITHOU CAUSE INJ	DOWNLOCKS ARE T THE DOWNLOCKS URIES TO PERSO	INSTALLED IN ALL S, THE LANDING GE NS AND DAMAGE TO	OF THE AR COUL EQUIPME	E LAND D RET	ING RACT
		(1)	Make gear	sure (AMM	the down 32-00-20	locks are insta /201).	alled on the nose	and ma	in la	nding
			5							
EFFECT	IVITY					CHECK/INSP	NOSE GEAR SHOCK	STRUT		
						12-15-02-3A	32-048-02 P	AGE 1	OF 11	APR 22/00



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AIRLINE CARD NO.

MECH	INSP			WARNING: OBEY THE INSTALLATION PROCEDURE FOR THE DOOR LOCKS. OPEN AND CLOSE QUICKLY. THE MOVEMENT OF THE DOORS	THE DOORS CAN CAUSE
				<ul><li>(2) Open the doors for the landing gear and install the door</li></ul>	locks
			в.	CAMM 52-00-1572017. Check the hydraulic fluid level of the shock strut for the no gear:	se landing
				(1) To open the forward doors of the nose landing gear, rele on rod 2 of the operating mechanism.	ase the lock
				(2) Check the hydraulic fluid level with the airplane at the strut extension:	first shock
				(a) Remove the cap from the air valve.	
				(b) Install a pressure gage on the shock strut to measu pressure. Use the instructions supplied with the t	re the ool.
				<u>WARNING</u> : LOOSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF DO NOT REMOVE THE VALVE BODY ON A PRESSURIZED PRESSURE CAN BLOW THE VALVE OUT AND INJURE PER	TWO TURNS. STRUT. AIR SONNEL.
				(c) Loosen the swivel nut for the air valve two turns a the pressure of the shock strut.	nd measure
				(d) Measure the actual "A" dimension on the strut as sh servicing chart.	own on the
				(e) Use the servicing chart to find the "A" dimension t corresponds to the pressure you measured.	hat
				<u>NOTE</u> : Service placard BAC27TLGOOO7 is preferred fo 767–200 airplanes and required for all 767–3 airplanes. Service Placard BAC27TLGOOO2 is 767–200 airplanes only.	r all 00/400 optional for
				(f) Compare the "A" dimension from the chart to the "A" that you actually measured.	dimension
EFF	ECTI	VITY	-	CHECK/INSP NOSE GEAR SHOCK STRUT	

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AIRLINE CARD NO.



EFFECTIVITY

CHECK/INSP

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NOSE GEAR SHOCK STRUT

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AIRLINE CARD NO.

		TASK CARD
MECH	INSP	
		(f) Compare the "A" dimension from the chart to the "A" dimension that you actually measured.
		<u>NOTE</u> : When servicing the strut to the servicing chart, it is recommended that the intersection of your dimension and pressure values be at the center of the width of the servicing band. This practice will result in a more accurate assessment of the fluid level.
		(g) If the actual measured "A" dimension is within the upper and lower limits of the "A" dimension from the chart, then do these steps to complete the check:
		1) Tighten the swivel nut to close the air valve.
		2) Remove the pressure gage from the shock strut.
		3) Install the cap for the air valve.
		(h) If the actual measured "A" dimension is not within the upper and lower limits of the "A" dimension from the chart, then do the Fluid and Nitrogen Servicing to adjust the fluid level.
		<u>NOTE</u> : If only one of the two pressure checks is satisfactory, then the fluid volume is not correct.
		(i) Tighten the swivel nut to to close the air valve.
		(j) Remove the pressure gage from the shock strut.
		(k) Install the cap on the air valve.
		1) Use oil and air to do the servicing of the shock strut.
		2. <u>Servicing of the Shock Strut for the Nose Landing Gear</u>
		<u>NOTE</u> : Use this procedure for the usual servicing and checks of the shock strut. A fully serviced shock strut will contain approximately 12.4 quarts (11.7 liters) of shock strut fluid.
		A. General
		(1) This task services the shock strut for the nose landing gear.
		B. Equipment
EFF	ECTI	VITY CHECK/INSP NOSE GEAR SHOCK STRUT
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SAS	767
	TASK CARD

	TASK CARD	
(1)	Strut Inflation Tool - F70200-14	
(2)	Drain Bucket – Commercially Available	
(3)	Hose to Strut Air Valve (Commercially Available)	
(4)	Dry Air or Nitrogen Bottle, charged to 2000 psi – Commercially Available	
(5)	PF55451–23 – Servicing Cart, Malabar Hydronics (Commercially Available)	

- (6) Pressure Gage, 100 to 1700 psig Commercially Available
- Consumable Materials С.

- Obey the instructions in AMM 12-15-11-301 for proper usage of NOTE: fluids and for alternative fluids.
- (1) D00467 Fluid Hydraulic, BMS 3–32 (Recommended)

Type I - Royco SSF, Shell SSF and Castrolaero 35 (These fluids contain the mixture of MIL-H-6083 and lubrizol 1395)

Type II - Royco LGF, Shell LGF and Castrolaero 40 (These fluids are the recommended fluid for servicing and contain the mixture of MIL-H-5606 and lubrizol 1395)

NOTE: Type I is the recommended fluid to use when filling a strut after overhaul.

(2) D00508 MIL-H-5606 Hydraulic Fluid

NOTE: This oil is the recommended fluid for servicing of the shock strut. For servicing, mix MIL-H-5606 in the correct proportion with Lubrizol 1395 before you fill the shock strut.

(3) D00510 Lubrizol 1395

EFFECTIVITY

MECH INSP

CHECK/INSP NOSE GEAR SHOCK STRUT

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INE CARD NO.

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		$\rightarrow$	BOEING CARD NO.
		BOEING	
		$SAS \sim 767$	
		TASK CARD	
	(4)	DOO509 MIL-H-6083 Hydraulic Fluid	
		<u>NOTE</u> : You can use this fluid with	
		MIL-H-5606 and use it as an alternative	
		MIL-H-6083 in the correct proportion	
		with Lubrizol 1395 before you fill the	
		SNOCK STRUT.	
	(5)	RMC 481-026-XX SHELL Landing Gear Fluid (SHELL LGE)	
		<u>NOTE</u> : RMC 481–026–XX is the preferred fluid and ful with the other fluids which is optional.	ly mixable with
D.	Refe	erences	
	(1)	AMM 32-00-20/201, Landing Gear Downlocks	
	(2)	AMM 12–15–11/301, Landing Gear Shock Strut Fluids	
E.	Prep	pare to Do the Servicing of the Shock Strut	
	(1)	Make sure the downlocks are installed on the nose and gear (AMM 32–00–20/201).	d main landing
	(2)	To open the forward doors of the nose landing gear, on rod 2 of the operating mechanism.	release the lock
	(3)	Deflate the shock strut of the nose landing gear (Fig	g. 301).
		(a) Remove the cap from the air valve at the top of (Detail A).	the shock strut

WARNING: LOOSEN THE NUT FOR THE AIR VALVE A MAXIMUM OF TWO TURNS. AIR PRESSURE CAN BLOW THE VALVE OFF AND CAN CAUSE INJURY TO PERSONS.

(b) Loosen the nut for the air valve.

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MECH INSP

AIRLINE CARD NO.

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SAS	767
	TASK CARD

MECH	INSP	-								
			(c)	Let the shock	strut deflate	completely.				
				<u>NOTE</u> : The sho dimensi	ock strut is fu ion A on Fig. 3	lly deflated w 02.	hen you get the			
		F.	Servicing	g of the Shock S	Strut					
			<u>CAUTION</u> :	DO NOT ADD SMA MANY TIMES. T THE STRUT WHIC	ALL QUANTITIES THIS CAN DECREA CH CAN CAUSE DA	OF HYDRAULIC F SE THE LUBRICI MAGE TO THE ST	LUID WITHOUT LUBRIZOL TY OF THE FLUID IN RUT.			
			(1) You alte usua can	must add a lubr ernative, you ca al servicing whe use fluid witho	ricant to the s an use a fluid en small quanti put lubricant t	hock strut dur which has an a ties of fluid o fill the sho	ing servicing. As an dded lubricant. For are necessary, you ck strut.			
			(2) Loos	sen the nut for	the air valve	to fully open	the valve.			
			<u>CAUTION</u> : OBEY THE INSTRUCTIONS IN AMM 12-15-11/301 WHEN YOU ADD FLUID FILL THE SHOCK STRUT. IF AN INCORRECT FLUID IS USED, IT CAN CAUSE DAMAGE TO THE SEALS.							
			(3) Fil (41	l the shock stru :1 ratio).	ıt with a mixtu	re of hydrauli	c fluid and Lubrizol			
			(a)	Make sure the	shock strut is	fully compres	sed			
<u>WARNING</u> : WHEN YOU COMPRESS THE MAKE SURE YOU DO NOT I AIRPLANE JACKS. IF TI AIRPLANE JACKS IT MAY EQUIPMENT AND INJURY					THE SHOCK STRU OT LIFT THE AI F THE AIRPLANE MAY FALL AND C RY TO PERSONS.	T WITH AXLE JACKS, RPLANE OFF OF THE IS NOT ON THE AUSE DAMAGE TO				
				1) If the air compress t	plane is on ja the shock strut	cks, use the a •	xle jacks to fully			
			<u>NOTE</u> : The strut is fully compressed when the dimension A is 4.3 inches.							
EFF	ECTI	VITY			CHECK/INSP	NOSE GEAR SHO	CK STRUT			
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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

					TASK CARD				
MECH	INSP								
			(b)	Remove the cap valve.	for the press	ure seal from the	e oil charging		
			(c)	Attach an oil c	charging line	to the oil chargi	ng valve.		
			(d)	Make sure the a	air valve is f	ully open.			
			(e)	Attach one end	of a hose to	the air valve.			
			(f)	Put the other e	end of the hos	e in a drain buck	æt.		
			<u>CAUT</u>	<u>ION</u> : CLEAN ALL IMMEDIATEL	THE LEAKED HY Y. THE FLUID	DRAULIC FLUID FRC CAN CAUSE DAMAGE	M THE TIRES TO THE TIRES.		
			(g)	Fill the shock fluid flows int	strut with hy to the drain b	draulic fluid unt oucket.	il the hydraulic:		
				1) Continue to which flows	o fill the sho s into the buc	ock strut until th ket is free of bu	ıe hydraulic fluid ıbbles.		
			(h)	Remove the oil	l charging line.				
			(i)	Put the cap on	the oil charg	ing valve for the	e pressure seal.		
			(j)	Remove the hose	e from the air	valve.			
		(4)	Infl Grou	ate the shock st nd).	trut for the n	ose landing gear	(Airplane on		
			(a)	Install the inf instructions su	flation tool o upplied with t	on the air valve. he tool.	Use the		
			(b)	Use dry air or dimension A is	nitrogen to i approximately	nflate the shock 8 inches or 800	strut until the psig (Fig. 302).		
			(c)	Use a pressure	gage to measu	ire the pressure o	of the shock strut.		
		(d) Add or release the dry air or nitrogen, until the measured pressure is in the range shown on the servicing chart.							
		<u>NOTE</u> : Dimension "A" and the pressure must be on the servicing curve for a correctly serviced shock strut.							
EFF	ECTIVITY				CHECK/INSP	NOSE GEAR SHOCK	STRUT		
					12-15-02-3A	32-048-02 PA	GE 8 OF 11 DEC 22/05		

		( RAFING	32-048-02
		SAS 767	AIRLINE CARD NO.
		TASK CARD	
MECH INSP			
		(5) Inflote the check struct for the need londing seen (Airpl	
		Jacks).	
		(a) Lift the airplane to extend the shock strut fully ( 07–11–01/201).	AMM
		(b) Install the inflation tool on the air valve. Use the instructions supplied with the tool.	ne
		(c) Add or release dry air or Nitrogen to service the fire extended shock strut at 200 psig.	ully
		<u>NOTE</u> : Do not add hydraulic fluid when the airplane is not on the landing gear. When you service landing gear with dry air or Nitrogen, it is necessary to service the landing gear again lowered and the jacks are removed. A fully shock strut is also necessary before you do extension and retraction test.	weight e the not when it is serviced the
		(6) Remove the inflation tool from the air valve.	
		(7) Tighten the swivel nut to 5-7 pound-feet (Detail A, Fig.	301).
		(8) Put the cap on the air valve.	
	G.	. Put the Airplane Back to Its Usual Condition	
		(1) Manually close the forward doors of the nose landing gea	r_
			-
EFFECTIV	/ITY	CHECK/INSP NOSE GEAR SHOCK STRUT	
		12-15-02-3A 32-048-02 PAGE 9	OF 11 DEC 22/(





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STATIO	N	]							BOE	ING CARD NO.		
TAIL NO	).		_		$\mathcal{O}$	BOEIN	IG		32–0	50–01		
DATE		-	S	AS			_		AIRI	LINE CARD NO.		
DATE						TASK CARD						
SKILL	WORK AR	EA	REI	LATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION		
	REW CA	BIN		TT	TI 5	20		12424	018	AUG 22/09		
FUNCTIO	NAL	PARK	ING BF	RAKE SYS	TEM TES	т			AIRPLAN	E ENGINE		
	ZONES						ACCESS PANELS		ALL	ALL		
119 14	4 211	212	731	119AL	742							
(4)												
MECH INSP									1	MPD ITEM NUMBER		
	FUNCTIONALLY CHECK THE PARKING BRAKE SYSTEM.											
1	. <u>Par</u>	king	<u>Brake</u>	System	<u>Test</u>							
	Α.	Equi	pment									
	В.	Refe	rences	6								
		(1)	AMM 1	12-15-04	/301, Pa	arking Brake /	Accumulator					
		(2)	AMM 2	24-22-00	/201, E	lectrical Powe	er – Control					
		(3)	AMM 2	29–11–00	/201, P	ressurize/Dep	ressurize Main Hy	draulic	Syst	em		
		(4)	AMM 3	32-00-15	/201, L	anding Gear Do	oor Locks					
		(5)	AMM 3	32-00-20	)/201, L	anding Gear Do	ownlocks					
		(6)	FIM 3	32-44-00	)/101, Pa	arking Brake S	System					
	С.	Acce	SS									
		(1)										
		(2) Access Panels 119AL Main Equipment Center 742 Right Main Gear and Wheel Well Components										
	D. Prepare to Do the Test for the Parking Brake System											
EFFECTIV	ΙΤΥ					FUNCTIONAL	PARKING BRAKE S	YSTEM T	EST			
						32-44-00-5A	32–050–01 P	AGE 1	0F 6	DEC 22/07		

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	<b>BOEING</b>
SAS	767
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								TASK CARD						
	MECH	INSP												
			(1)	Suppl	y ele	ctrica	lρα	ower (AMM 24-2	2-00/201)					
			(2)	Make gear	sure (AMM	the doi 32-00-7	wnlo 20/2	ocks are insta 201).	lled on the n	ose and r	main	land	ling	
			WARN	<u>ING</u> :	USE T THE D PERSO	HE PRO OORS OI	CEDU PEN DAM/	JRE IN AMM 32- AND CLOSE QUI AGE TO EQUIPME	OO-15 TO INST CKLY AND CAN NT.	ALL THE I CAUSE IN:	DOOR JURY	LOCK TO	<s.< td=""><td></td></s.<>	
			(3)	Open (AMM	the d 32-00	loors fo -15/20'	or 1 1).	the landing ge	ar and instal	l the doo	or lo	cks		
				(a)	Make	sure tl	hat	the parking b	rake is relea	sed.				
				(b)	Make	sure tl	hat	the brakes ar	e not operate	d manual	ly.			
		WAR				WARNING: THE BRAKES MUST NOT BE IN OPERATION WHEN YOU CONNECT OR DISCONNECT THE TWO PARTS OF A HYDRAULIC BRAKE DISCONNECT. IF YOU TRY TO CONNECT OR DISCONNECT A HYDRAULIC BRAKE DISCONNECT WITH THE BRAKE IN OPERATION, HYDRAULIC FLUID UNDER HIGH PRESSURE CAN RELEASE. THIS CAN CAUSE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.								
				(c)	To remove all pressure from the brake unit, disconnect the hose half of the hydraulic brake disconnect from the brake half.									
				(d)	Remov	e the l	brake bleeder assembly from the brake unit housing.							
					<u>NOTE</u> :	Each insta the l	bra alle bra	ake bleeder as ed in an adapt ke unit housin	sembly has a er. The adap g.	bleeder v ter is in	valve nstal	led	in	
		<u>CAUTION</u> : BE CAREFUL DURING INSTALLATION PORT ON THE BRAKE UNIT HOUSIN PRESSURE GAGE WITH MORE THAN IF YOU USE TOO MUCH TORQUE DU PRESSURE GAGE, YOU CAN DAMAGE								E PRESSU NOT INST/ ND-INCHE STALLATIO AKE UNIT	RE GA ALL T S OF ON OF HOUS	GE ] HE TORG A ING.	IN THE QUE.	
(e) Install a pressure gage in the port on the brake unit housin									sing.					
	EFF	ECTIV	иту —					FUNCTIONAL	PARKING BRAK	E SYSTEM	TEST			
								32-44-00-5A	32-050-01	PAGE	2 OF	6 A	AUG 22/09	9

				<u>A</u>	RAFIA		32-050-01
				SAS	767		AIRLINE CARD NO.
			·		TASK CARD		
MECH	INSP						
			(f)	Connect the hos brake half.	se half of the	e hydraulic brake disco	nnect to the
			(4) Make (AMM	e sure the accum 1 12-15-04/301).	ulator for the	e parking brake is corro	ectly charged
			(a)	Use the instruc right main land	ctions on the ding gear (AMM	placard in the wheel w 1 12–15–04/301).	ell for the
			(5) Make P6,	e sure this circ is closed:	uit breaker or	n the main power distril	oution panel,
			(a)	6F4, PARKING B	RAKE VLV		
		E.	Do the te parking b	est that follows orake hold time.	to check parl	king brake system opera	tion and
			<u>CAUTION</u> :	DO NOT USE THE THE PARKING BR/ CAUSE DAMAGE TO	HANDLE FOR TH AKE. IF YOU F O THE CABLE LI	HE PARKING BRAKE WHEN YO PUSH OR TWIST THE HANDLI INKAGE OF THE PARKING BI	DU RELEASE E, YOU CAN RAKE.
			(1) Ful peda	y push and release the state of the second sec	ase the Capta <sup>.</sup> he parking bra	in's or the First Offic ake.	er's brake
			(2) Supp	ly power to the	right system	hydraulic (AMM 29–11–00	)/201).
			<u>CAUTION</u> :	DO NOT TWIST TH PARKING BRAKE. TO THE CABLE O	HE HANDLE OF <sup>-</sup> IF YOU TWIS <sup>-</sup> R LINKAGE OF <sup>-</sup>	THE PARKING BRAKE WHEN Y T THE HANDLE, YOU CAN C THE PARKING BRAKE.	YOU SET THE AUSE DAMAGE
			(3) Pusł parł	the Captain's ing brake.	right brake pe	edal, and pull on the h	andle for the
			(a)	Release the bra	ake pedals.		
			(b)	Do these steps	for the Capta	ain's left brake pedal.	
			(4) Pusi	n the two Captai	n's or First (	Officer's brake pedals	fully.
			(5) Pul	the handle for	the narking b	orake	
			(O) Kele	ase the brake p	eudls.		
EFF	ECTIV	ITY -			FUNCTIONAL	PARKING BRAKE SYSTEM	TEST

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			TASK CARD				
MECH	INSP						
		(7)	Make sure the parking brakes are set.				
			<u>NOTE</u> : The two brake pedals will stay in and the PARK BRAKE				
			indicator light on the P10 panel will come on.				
		(8)	Make sure the override lever for the parking brake valve is at POSITION 2, the closed position.				
		(9)	Conduct the antiskid system release test to fill the surge				
			accumulators using the Antiskid/Autobrake Control Unit (M1O2) located on the F1-1 shelf in the Main F-E center.				
			(a) Make sure the Antiskid/Autobrake Control Unit is powered (C/B's 11018, 11031, 11032, 11027, 11012, 11021 pushed in).				
			antiskid/autobrake control unit to the "1" position.				
			(a) Breeze and hold the ENARLE (VERTEX button on the control unit				
			(c) press and note the ENABLE/VERIFY button on the control unit.				
		(d) Press and hold the VERIFY button on the control unit.					
		(e) Release both the ENABLE/VERIFY and VERIFY buttons.					
		(f) Pause for 3 to 4 seconds to allow the No. 1 brake pressure to be released in response to pressing the verify button.					
		(g) Repeat the brake release test (steps c through f) 10 times or until the surge accumulators are full.					
		(h) Move the BRAKE TEST switch back to the normal position.					
		(10)	Leave the right hydrautic system powered for to minutes.				
		(11) Remove power from the right hydraulic system.					
		(12) Make sure that the brake pressure is not less than 2800 psig.					
		(13) Record the brake pressure.					
	· · ·						
EFFECTIVITY		/1[Y	FUNCTIONAL PARKING BRAKE SYSTEM TEST				
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AIRLINE CARD NO.

MECH	INSP								
		(1	14) Do or	ne of the follo	wing brake pre	ssure tests tl	nat follow	:	
			<u>NOTE</u> :	Normally, pa parking capa times give a characterist	ssing any of t bility for at higher level ics not be nor	hese tests wi least 8 hours of confidence mal.	ll indicato . The long should the	e ger test e leakage	
			(a)	After 10 minut dropped more t	es, the pressu han 125 psi.	re at the bra	ke must no	t have	
			(b)	After 30 minut dropped more t	es, the pressu han 300 psi.	re at the bra	ke must no	t have	
			(c)	After 60 minut dropped more t	es, the pressu han 540 psi.	re at the bral	ke must no	t have	
			(d)	After 120 minu dropped more t	tes, the press han 840 psi.	ure at the bra	ake must no	ot have	
		(1	15) If th appli	e parking brak cable fault is	e pressure dro olation proced	ps faster than ure in the FII	n permitte 1.	d, do the	
		(1	16) Relea	ise the brake p	edals to disen	gage the park <sup>.</sup>	ing brakes	-	
		(1	17) Make	sure the handl	e for the park	ing brake goes	s to the o	ff positio	on.
		(1	18) Make	sure the PARK	BRAKE indicato	r light on the	e P10 pane	l goes of	f.
		F. F	Put the Ai	rplane Back to	Its Usual Con	dition			
		(1) Do these steps at each brake unit to re install a brake bleeder assembly (8 loc					e pressure	gage and	to
			(a)	Remove the pre	ssure gage fro	m the brake u	nit housing	g.	
1			(b)	Do these steps unit housing:	to install a	brake bleeder	assembly	on the bra	ake
				<u>NOTE</u> : Each br install the bra	ake bleeder as ed in an adapt ke unit housin	sembly has a b er. The adap <sup>.</sup> g.	oleeder va ter is ins	lve talled in	
EFF	ECTI	VITY —						- CT	
		-			FUNCTIONAL	LAKVING RKAKI	- 3131EM	51	
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		TASK CARD						
MECH	INSP							
		<u>CAUTION</u> : TIGHTEN THE ADAPTER TO 150-190 POUND INCHES. IF YOU TIGHTEN THE ADAPTER TO MORE THAN 190 POUND-INCHES, YOU C DAMAGE THE ADAPTER OR THE BRAKE UNIT HOUSING.	AN					
		(c) Tighten the adapter to 150–190 pound-inches.						
		<u>NOTE</u> : The specified torque values are for installation of th adapter in the brake unit housing. The allowable torq range for the bleeder valve, which you do not operate this procedure, is 40–80 pound–inches.	e ue in					
		(2) Connect the hydraulic line to the brakes at the quick-disconnect fittings.	t the quick-disconnect					
		(3) Pressurize the hydraulic systems and reservoirs (AMM 29–11–00/201)	-					
		(4) Make sure there are no hydraulic leaks.						
		(5) Remove the power from the hydraulic system if it is not necessary. (AMM 29–11–00/201).						
		WARNING: USE THE PROCEDURE IN AMM 32-00-15 TO REMOVE THE DOOR LOCKS. THE DOORS OPEN AND CLOSE QUICKLY AND CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.						
		(6) Remove the door locks from the landing gear doors and close the doors (AMM 32–00–15/201).						
		(7) Remove the electrical power if it is not necessary (AMM 24-22-00/201).						
EFF	ECTI	FUNCTIONAL PARKING BRAKE SYSTEM TEST						
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1								