	STAT	ION								BOEING CARD NO.
	TAIL	NO.	_			$\boldsymbol{\sigma}$	BOEIN	IG		49-R01
	DA	TE		S	SAS	0	767			AIRLINE CARD NO.
	DA	12					TASK CARD			
SKI	LL	WORI	K AREA	RE	LATED TASK		INTERVAL		PHASE	MPD TASK CARD REV REVISION
ENG	SIN TASK		COMPT		TT	TLE		STRUCTURAL ILLUSTRATION	REFERENCE	003 AUG 22/09
RE			A	JXILIARY	POWER U		U)			AIRPLANE ENGINE
		ZONES						ACCESS PANELS		NOTE ALL
31	5 3				315AL	316AR		ACCECC PAREEC		
MECH	INSP	_								MPD ITEM NUMBER
		REPI	_ACE -	THE AUXI	LIARY PO	WER UNI	T (APU).			49-11-01-4A
									P	-
							AINTENANCE TAS	EPT THE 767-400E SK. IT IS A	κ.	
							S PROVIDED FOR			
							NCE PLANNING I	ACTIVITIES. SEE DATA (MPD)		
					01, FOR	A DESCR	IPTION OF THE	COMPONENT		
		СН	ANGE (	CARDS.						
		1. <u>(</u>								
		A. There are four tasks in this procedure. The first APU with the two fishpole hoists. The second task with the two fishpole hoists. The third task is t the hydraulic jack. The fourth task is to install							to ins emove tl	tall the APU he APU with
			nj	/draulic	Jack.					
		1	tl	ne APU.	Each pr	ocedure	is optional t	the removal an to the other. T oment that is av	he proce	edure that is
			A <u>PU R</u> e Fig. 4		<u>Fishpole</u>	<u>Hoist</u>	<u>Procedure)</u> (F <sup>.</sup>	ig. 401, Fig. 40	2 <b>,</b> Fig.	403,
			A. Re	eference	S					
			(*		21-00-21 aminatio			ng System Oil Sm	oke/Fume	e
			(7	2) AMM	36-11-01	/701 <b>,</b> P	neumatic Duct			
		1	3. Sp	pecial T	ools and	l Equipm	ent			
			(*	I) APU	Cradle H	loist Eq	uip - A49001-7	78 or A49001-84		
EFF	ЕСТІ	VITY					REPLACE	AUXILIARY POWE	RUNIT	(APU)
							49-11-01-4A	49-R01	PAGE 1	OF 37 AUG 22/05

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AIRLINE CARD NO.

MECH	INSP		
			2) APU Cradle Ballast – A49001–3 or A49001–17
			(3) APU Transportation Dolly – A49003–1 or A49003–12
			APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1
			(5) One set of these fishpole hoists is required:
			(a) PF51–011 or PF51 Series Hoist – Fishpole, Manual Powered or Air–Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108–3225 or
			(b) 10/3641 Hoist – Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or
			(c) AP6108 Hoist – Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201
		С.	Standard Tools and Equipment
			(1) Container – 1.5 U.S. Gallon (5.7 Liter) capacity, for fuel
		D.	Prepare for the APU Removal
			(1) Make sure the APU control switch on the P5 overhead panel is OFF and attach a DO-NOT-OPERATE tag.
			2) Open these circuit breakers and attach DO-NOT-CLOSE tags:
			(a) P11 Overhead Panel
			1) 11B35, APU ALTN CONT
			(b) P49 APU Auxiliary Panel
			1) 49C2, APU PRIME CONT
			2) 49C3, APU START
			(3) Open the left APU access door, 315AL, and right APU access door, 316AR:
EFF	ECTI	VITY .	REPLACE AUXILIARY POWER UNIT (APU)
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AIRLINE CARD NO.

						TASK CARD			
MECH	INSP								
			(			the left acce latches on the			position,
				<u>NOTE</u> :	access	t access door door will drop e fuselage fra	approximate	ly one inch	n (2.5 cm)
			(	-		access door to the hold–open		pen positic	on and
				<u>NOTE</u> :		h the center k se to manually			
			(	until	-	access door u h disengages a rame.			
				<u>NOTE</u> :		ation of the d right access d		is at the f	forward end
			(	-	-	access door t the hold–open	-	open positi	ion and
		Ε.	APU Re	emoval					
			(1) F	Remove the	electric	al connections	from the ge	nerator (Fi	ig. 401).
			(	(a) Remove	the ter	minal block co	ver (17) fro	m the gener	ator.
			(		the ter applica	minal nuts (18 ble.	) and the wa	shers (14),	, or the lock
			(	(c) Remove	the fou	r power leads	and identify	for instal	llation.
			(			rminal nuts (1 e terminal stu		ashers (14)	), or the
			(		l the te rews (16	rminal block c ).	over (17) wi	th the wash	ners (15) and
						harness, gener ports on the A		and the st	tarter motor
EF	FECTI	VITY				REPLACE	AUXILIARY P	OWER UNIT (	(APU)
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AIRLINE CARD NO.

	-											
MECH	INSP											
		(3)	Disconnect the APU harness and starter motor cables at the firewall (Fig. 401).									
			<u>NOTE</u> : The starter motor cables can be disconnected at the starter motor or at the firewall.									
		(4)	Remove the nuts (9) and washers (8) to disconnect the bonding jumper (7) from the fuselage (Fig. 401).									
		(5)	Disconnect the generator control connector from the generator (Fig. 401).									
		(6)	Remove the clamps (1), flex ducts (2, 4), and discharge duct (3).									
		(7)	Loosen the clamps (6) on the air supply duct (5) at the left side of the APU (Fig. 401).									
			(a) Disengage the clamps (6) from the flange on the air supply duct (5).									
			(b) Remove the air supply duct (5).									
		(8)	Put caps on all of the openings of the air supply and oil-cooler-discharge ducts.									
		(9)	Install the exhaust duct support saddle and tighten the buckles (Fig. 402).									
		(10)	Loosen the V-band clamp and slide the exhaust duct aft (Fig. 402).									
		(11)	(11) Put the container below the fuel control unit. (12) Disconnect the fuel hose at the fuel control unit (Fig. 401).									
		(12)										
			(a) Let the fuel drain from the fuel hose.									
			(b) Put caps on the openings of the fuel hose and the fuel control unit.									
EFF	ECTI	VITY	REPLACE AUXILIARY POWER UNIT (APU)									
			49-11-01-4A 49-R01 PAGE 4 OF 37 AUG 22/04									

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AIRLINE CARD NO.

ME	CH IN	NSP			
			WARN	<u>IING</u> :	MAKE SURE THE TWO FISHPOLE HOISTS ARE IN A SERVICEABLE CONDITION. THE TWO CABLES OR CHAINS OF THE TWO FISHPOLE HOISTS MUST SHOW NO SIGNS OF DAMAGE. YOU CAN CAUSE INJURY TO PERSONS OR DAMAGE TO EQUIPMENT.
			<u>CAUT</u>	<u>ION</u> :	FISHPOLE HOISTS WITH A CABLE AND DRUM ASSEMBLY; MAKE SURE THE TWO CABLES OF THE TWO FISHPOLE HOISTS ARE EQUALLY WOUND AROUND THE DRUM ASSEMBLY BEFORE YOU USE THE TWO FISHPOLE HOISTS TO HOLD THE APU.
			(13)	Inst	all the two fishpole hoists (Fig. 403):
				(a)	Install the hoist beam from the bracket on the plenum to the fuselage (Fig. 403).
					<u>NOTE</u> : The hoist beam is part of the hoist equipment.
				(b)	Examine the keyhole slot area for any damage before you install the fishpole hoist.
				(c)	Install the fishpole hoists in the keyhole slot on plenum (left side) and in the hoist beam (right side) (Fig. 403).
			(d)		Make sure the fishpole hoists are correctly installed.
					<u>NOTE</u> : If the fishpole hoists do not correctly install in the keyhole slots, refer to the Service Letter 49–12 and the SB 49–18.
				(e)	Extend the fishpole hoists to a length that is easy to use.
				(f)	Install the cradle on the APU (Fig. 403):
					<ol> <li>Extend the fishpole hoist cables or chains and attach the cables or chains to the cradle on the ground.</li> </ol>
					2) Lift the cradle to the APU.
					3) Align the cradle on the APU and attach the lockpins.
E	FFE	стіvіт	·ү —		REPLACE AUXILIARY POWER UNIT (APU)
					49-11-01-4A 49-R01 PAGE 5 OF 37 AUG 22/04





AIRLINE CARD NO.

				TAOR CARD						
MECH	INSP	-								
			REMO BALA	TALL THE BALLAS OVED. WITHOUT ANCED AND CAN C PERSONS.	THE GENERATOR	, THE A	PU IS NOT	Г		
			4) Install th removed (F	ne ballast on t Fig. 404).	he cradle if	the gene	erator is	5		
			(g) Tighten the ho off of the APL	oist cables a s J mounts (Fig.		ount to	take the	weight		
				ight of an APU ent is approxim				٠t		
		(14)	Remove the cone bol aft mounts (Fig. 40		l washers (1)	from the	e forward	d and		
				end wrench on et and the shoo the cone bolt r	kmount. This			t while		
		(15)	Lower the APU (10) bolts.	until the mour	it brackets ar	e free o	of the co	one		
		(16)	Move the aft shockn retainer on the sup		-	board aı	nd insta	ll the		
		(17)	Lower the APU (10)	onto the APU c	lolly (Fig. 40	)4) <b>:</b>				
		(18)	Disconnect the fish	connect the fishpole hoist cables from the cradle.						
			(a) If you do not fishpole hoist	install a new ts from the air		ely, remo	ove the			
		(19)	Visually examine th contamination.	ne air supply c	luct (5) for s	igns of	oil and	other		
			(a) If you find s <sup>:</sup> tasks:	igns of oil and	l other contam	ination,	, then do	o these		
				air supply duc the Bare Titani		-		task:		
EFF	ECTI			REPLACE	AUXILIARY PO					
				49-11-01-4A	49-R01			AUG 22/04		
				47-11-01-4A	47-KUI	FAGE	0 UF 3/	AUG 22/04		

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AIRLINE CARD NO.

<ul> <li>2) Remove the oil contamination from the air conditioning and pneumatic systems. To remove it, do this task: Removal of oil Contamination from the Air Conditioning and Pneumatic Systems (AMM 21-00-21/201).</li> <li>3. APU Installation (Fishpole Hoist Procedure) (Fig. 401, Fig. 402, Fig. 403, Fig. 404)</li> <li>NOIE: If you install a new APU, install the bonding jumper (7) and the starter motor cables (12) with the APU on the ground. Also, do the APU - Servicing procedure (AMM 12-13-04/301) before you install the APU.</li> <li>A. Equipment         <ol> <li>APU Cradle Hoist Equip - A49001-78 or A49001-84</li> <li>APU Cradle Ballast - A49001-3 or A49001-17</li> <li>APU Cradle Ballast - A49001-3 or A49001-17</li> <li>APU Uransportation Dolly - A49003-1 or A49003-12</li> <li>APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>One set of these fishpole hoists is required:</li></ol></li></ul>						TASK CARD			
<ul> <li>pneumatic systems. To remove it, do this task: Removal of 01 Contamination from the Air Conditioning and Pneumatic Systems (AMM 21-00-21/201).</li> <li>APU Installation (Fishpole Hoist Procedure) (Fig. 401, Fig. 402, Fig. 403, Fig. 404)</li> <li>NOTE: If you install a new APU, install the bonding jumper (7) and the starter motor cables (12) with the APU on the ground. Also, do the APU - Servicing procedure (AMM 12-13-04/301) before you install the APU.</li> <li>A. Equipment         <ol> <li>APU Cradle Hoist Equip - A49001-78 or A49001-84</li> <li>APU Cradle Ballast - A49001-3 or A49001-17</li> <li>APU Transportation Dolly - A49003-1 or A49003-12</li> <li>APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>One set of these fishpole hoists is required:</li></ol></li></ul>	MECH INSP								
Fig. 404)         NOTE:       If you install a new APU, install the bonding jumper (7) and the starter motor cables (12) with the APU on the ground. Also, do the APU - Servicing procedure (AMM 12-13-04/301) before you install the APU.         A. Equipment       (1) APU Cradle Hoist Equip - A49001-78 or A49001-84         (2) APU Cradle Ballast - A49001-3 or A49001-17       (3) APU Transportation Dolly - A49003-1 or A49003-12         (4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1       (5) One set of these fishpole hoists is required:         (a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 Pr. F. Industries Inc.       151 S. Michigan St., Seattle, WA 98108-3225 or         (b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or       (c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201         B. Parts       REPLACE       AUXILIARY POWER UNIT (APU) 49-11-01-4A					pneumatic Oil Contam	systems. To r nination from t	emove it, do he Air Condit	this task:	Removal of
starter motor cables (12) with the APU on the ground. Also, do the APU - Servicing procedure (AMM 12-13-04/301) before you install the APU.         A. Equipment         (1) APU Cradle Hoist Equip - A49001-78 or A49001-84         (2) APU Cradle Ballast - A49001-3 or A49001-17         (3) APU Transportation Dolly - A49003-1 or A49003-12         (4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1         (5) One set of these fishpole hoists is required:         (a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or         (b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or         (c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201         B. Parts	3				ion (Fishpole H	loist Procedure	<u>.)</u> (Fig. 401,	Fig. 402, Fi	g. 403,
<ul> <li>(1) APU Cradle Hoist Equip - A49001-78 or A49001-84</li> <li>(2) APU Cradle Ballast - A49001-3 or A49001-17</li> <li>(3) APU Transportation Dolly - A49003-1 or A49003-12</li> <li>(4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>(5) One set of these fishpole hoists is required: <ul> <li>(a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or</li> <li>(b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or</li> <li>(c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201</li> </ul> </li> <li>B. Parts</li> </ul>		<u>N(</u>		starte APU -	r motor cables	(12) with the	APU on the gr	ound. Also,	, do the
<ul> <li>(2) APU Cradle Ballast - A49001-3 or A49001-17</li> <li>(3) APU Transportation Dolly - A49003-1 or A49003-12</li> <li>(4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>(5) One set of these fishpole hoists is required: <ul> <li>(a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (50 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc.</li> <li>151 S. Michigan St., Seattle, WA 98108-3225 or</li> <li>(b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or</li> <li>(c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201</li> </ul> </li> <li>B. Parts</li> </ul>		A	. Equ	ipment					
<ul> <li>(3) APU Transportation Dolly - A49003-1 or A49003-12</li> <li>(4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>(5) One set of these fishpole hoists is required:         <ul> <li>(a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc.             151 S. Michigan St., Seattle, WA 98108-3225 or</li>             10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or</ul></li> <li>(c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products             2719 Pacific Avenue, Everett, WA 98201</li> </ul> <li>B. Parts</li>			(1)	APU	Cradle Hoist Ec	quip - A49001-7	'8 or A49001-8	34	
<ul> <li>(4) APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) - A49004-1</li> <li>(5) One set of these fishpole hoists is required:         <ul> <li>(a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or</li> <li>(b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or</li> <li>(c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201</li> </ul> </li> <li>B. Parts</li> </ul>			(2)	APU	Cradle Ballast	- A49001-3 or	A49001-17		
and exhaust duct support saddle) - A49004-1 (5) One set of these fishpole hoists is required: (a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or (b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or (c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201 B. Parts FFECTIVITY REPLACE AUXILIARY POWER UNIT (APU) 49-11-01-4A 49-R01 PAGE 7 OF 37 AUG 22/			(3)	APU	Transportation	Dolly - A49003	-1 or A49003-	·12	
<ul> <li>(a) PF51-011 or PF51 Series Hoist - Fishpole, Manual Powered or Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or</li> <li>(b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or</li> <li>(c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201</li> <li>B. Parts</li> </ul>			(4)					thread prot	ectors,
Air-Driven Powered (500 Pound Capacity) (Quantity of 2) 06714 P. F. Industries Inc. 151 S. Michigan St., Seattle, WA 98108-3225 or (b) 10/3641 Hoist - Fishpole, Manual Powered (Quantity of 2) Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or (c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201 B. Parts FFECTIVITY REPLACE AUXILIARY POWER UNIT (APU) 49-11-01-4A 49-R01 PAGE 7 OF 37 AUG 22/			(5)	0ne	set of these fi	ishpole hoists	is required:		
Didsbury Engineering Co. Ltd, Manor Road, Levenshulme, Manchester M19 3EJ or         (c) AP6108 Hoist - Fishpole, Advanced Chain-Driven (Quantity of 2) Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201         B. Parts         FFECTIVITY         REPLACE       AUXILIARY POWER UNIT (APU)         49-11-01-4A       49-R01       PAGE 7 OF 37 AUG 22/				(a)	Air-Driven Pow 06714 P. F. Ir	vered (500 Pour ndustries Inc.	d Capacity) (	Quantity of	
Morgan Aero Products 2719 Pacific Avenue, Everett, WA 98201 B. Parts EFFECTIVITY REPLACE AUXILIARY POWER UNIT (APU) 49-11-01-4A 49-R01 PAGE 7 OF 37 AUG 22/				(b)	Didsbury Engir	neering Co. Lto	<b>,</b>	-	<sup>:</sup> 2)
REPLACE AUXILIARY POWER UNIT (APU) 49-11-01-4A 49-R01 PAGE 7 OF 37 AUG 22/				(c)	Morgan Aero Pr	oducts		riven (Quant	ity of 2)
49–11–01–4A 49–R01 PAGE 7 OF 37 AUG 22/		В	. Par	ts					
49–11–01–4A 49–R01 PAGE 7 OF 37 AUG 22/									
49–11–01–4A 49–R01 PAGE 7 OF 37 AUG 22/									
49–11–01–4A 49–R01 PAGE 7 OF 37 AUG 22/									
49-11-01-4A 49-R01 PAGE 7 OF 37 AUG 22/	EFFECTIV	ITY							
				POETNO	DDADDIETADY - Convoicte (				

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10       Auxiliary Powe         eferences       )       AMM 12-13-04/301, S         2)       AMM 24-21-01/401, A         3)       AMM 49-11-00/201, A         4)       AMM 49-13-00/601, A         5)       AMM 49-61-05/201, A	Servicing (Oil F APU Generator Auxiliary Power APU Mounts APU Control Unit Oil Quantity Tra the APU, visual	Fill) Unit t	JECT 11-00	FIG 01	ITEM 80, 81 or 82						
eferences AMM 12-13-04/301, S AMM 24-21-01/401, A AMM 49-11-00/201, A AMM 49-13-00/601, A AMM 49-61-05/201, A AMM 49-94-04/401, 0 U Installation Before you install the APU mount assem	Servicing (Oil F APU Generator Auxiliary Power APU Mounts APU Control Unit Oil Quantity Tra the APU, visual	Fill) Unit t	11-00	01	-						
<ul> <li>AMM 12-13-04/301, S</li> <li>AMM 24-21-01/401, A</li> <li>AMM 49-11-00/201, A</li> <li>AMM 49-13-00/601, A</li> <li>AMM 49-61-05/201, A</li> <li>AMM 49-94-04/401, 0</li> <li>PU Installation</li> <li>Before you install the APU mount assem</li> </ul>	APU Generator Auxiliary Power APU Mounts APU Control Unit Oil Quantity Tra the APU, visual ablies for crack	Unit t ansmitter									
<ul> <li>AMM 24-21-01/401, A</li> <li>AMM 49-11-00/201, A</li> <li>AMM 49-13-00/601, A</li> <li>AMM 49-61-05/201, A</li> <li>AMM 49-94-04/401, 0</li> <li>AMM 49-94-04/401, 0</li> <li>Before you install the APU mount assem</li> </ul>	APU Generator Auxiliary Power APU Mounts APU Control Unit Oil Quantity Tra the APU, visual ablies for crack	Unit t ansmitter									
<ul> <li>AMM 49-11-00/201, A</li> <li>AMM 49-13-00/601, A</li> <li>AMM 49-61-05/201, A</li> <li>AMM 49-94-04/401, 0</li> <li>U Installation</li> <li>Before you install the APU mount assem</li> </ul>	Auxiliary Power APU Mounts APU Control Unit Oil Quantity Tra the APU, visual ablies for crack	t ansmitter									
<ul> <li>AMM 49-13-00/601, A</li> <li>AMM 49-61-05/201, A</li> <li>AMM 49-94-04/401, 0</li> <li>PU Installation</li> <li>Before you install the APU mount assem</li> </ul>	APU Mounts APU Control Unit Oil Quantity Tra the APU, visual ablies for crack	t ansmitter									
<ul> <li>AMM 49-61-05/201, A</li> <li>AMM 49-94-04/401, 0</li> <li>PU Installation</li> <li>Before you install the APU mount assem</li> </ul>	APU Control Unit Oil Quantity Tra the APU, visual mblies for crack	ansmitter									
<ul> <li>AMM 49-94-04/401, 0</li> <li>PU Installation</li> <li>Before you install the APU mount assem</li> </ul>	)il Quantity Tra the APU, visual mblies for crack	ansmitter									
PU Installation ) Before you install the APU mount assem	the APU, visual mblies for crack										
) Before you install the APU mount assem	nblies for crack	lly examine		49–94–04/401, Oil Quantity Transmitter							
the APU mount assem	nblies for crack	lly examine									
		ks, wear, or		airp	lane an						
?) If it is necessary, from the APU exhaus		vers from th	e APU in	let p	olenum a						
		air inlet du	cts for	forei	gn						
		ransmitter o	n the ne	w APU	J						
		• •		er is	5						
	objects, chips and ) Do a check for the (AMM 49-94-04/401): <u>NOTE</u> : The part num	objects, chips and cracks. ) Do a check for the oil quantity th (AMM 49–94–04/401): <u>NOTE</u> : The part number for the oi	objects, chips and cracks. ) Do a check for the oil quantity transmitter o (AMM 49–94–04/401): <u>NOTE</u> : The part number for the oil quantity t	objects, chips and cracks. ) Do a check for the oil quantity transmitter on the ne (AMM 49–94–04/401):	objects, chips and cracks. ) Do a check for the oil quantity transmitter on the new APL (AMM 49–94–04/401): <u>NOTE</u> : The part number for the oil quantity transmitter is						

				Ø	BOEIN	1 <b>F</b>		49-R01
			ç	SAS 🗡	767			AIRLINE CARD NO.
					TASK CARD			
MECH	INSP							
			(a)	If the oil qua steps to repla				hen do these
					oil level swi t is necessary tter.			
				1) Remove the	low oil level	switch from	n the new AP	U.
				2) Do this ta (AMM 49-94		ity Transmit	ter Install:	ation
		<u>W</u> .	<u>ARNING</u> :	MAKE SURE THE CONDITION. TH MUST SHOW NO S OR DAMAGE TO E	E TWO CABLES O IGNS OF DAMAGE	R CHAINS OF	THE TWO FIS	HPOLE HOISTS
		<u>C.</u>	AUTION:	FISHPOLE HOIST MAKE SURE THE WOUND AROUND T HOISTS TO HOLD	TWO CABLES OF HE DRUM ASSEMB	THE TWO FISH	POLE HOISTS	
		C	5) Inst	all the fishpol	e hoists (Fig.	403) <b>:</b>		
			(a)	Examine the ke the fishpole h		a for any da	amage before	you install
			(b)	Install the fi	shpole hoists	in the keyho	ole slots (F	ig. 403).
			(c)	Make sure the	fishpole hoist	s are correc	tly install:	ed.
					fishpole hoist hole slots, re 49-18.			
		(	6) Alig	n the APU and c	radle below th	e APU compar	tment.	
		C	7) Atta	ch the hoist ca	bles to the cr	adle (Fig. 4	.03).	
FFI	FECTIV	ITY —						
					REPLACE	AUXILIARY P	OWER UNIT (	APU)
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MECH	INSP									
		WARN		THOUT THE GE		PU IS NOT BALA	ENERATOR IS REMOVED. NCED AND CAN CAUSE			
		(8)	Instal	l the ballast	t on the cradle if the generator is removed.					
		(9)		ne APU with t elow the cone	the fishpole hoists until the mount brackets are e bolts.					
			NOTE:		f an APU with tely 700 pound		pport equipment			
		(10)	Remove	the support	retainers from	the support r	ods (Fig. 404).			
		<u>CAUT</u>					ND CAREFULLY LIFT THE ON THE MOUNT BRACKET.			
		(11)	If the operat		pneumatic moto	r, set the hoi	st to manual			
		(12)	Lift th	ne APU until	the cone bolts	are engaged.				
		(13)	Remove	the thread p	rotectors from	the cone bolt	s.			
		(14)			lt washers (1) penetrant ins		or use washers and 403).			
			(a) Do	o the torque	limit test for	the three nut	s (2):			
			13	than 100 i	nch-pounds (11 full threads	.3 newton-mete	torque of not more ers) until you can see polt chamfer extends			
					nting bracket		haft between the APU wount to hold the			
			22		the three wash the three APU		touch the bottom kets.			
EFF	ECTI				REPLACE	AUXILIARY POW	ER UNIT (APU)			
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MECH	INSP		
			<ol> <li>Make sure the break-away torque necessary to turn the three nuts (2) from this position is more than 14 inch-pounds (1.6 newton-meters).</li> </ol>
			<ol> <li>Replace any nuts that do not meet the torque limits in the above steps.</li> </ol>
			(b) Tighten the nuts completely to 475-525 inch-pounds (53.68-59.33 newton meters).
		(15)	Remove the cradle from the APU (Fig. 403).
			(a) Remove the lockpins from the mount brackets.
			(b) Lower the cradle to the ground.
			(c) Remove the hoist cables from the cradle.
		(16)	Remove the fishpole hoists and the hoist beam from the airplane (Fig. 403).
		(17)	Attach the bonding jumper (7) to the fuselage with the washers (8) and nuts (9) (Fig. 401).
		(18)	Remove the dust caps from all of the air ducts.
		(19)	Install the air supply duct (5).
			(a) Tighten the clamps (6) to 50–70 inch-pounds (5.65–7.91 newton meters) (Fig. 401).
			<u>NOTE</u> : If necessary, use a washer under the clamp nut to get the torque above.
		<u>CAUT</u>	<u>ION</u> : MAKE SURE THE COOLING AIR DUCT IS ALIGNED CORRECTLY AND IS NOT DAMAGED. THE COOLING AIR DUCT MUST BE CORRECTLY INSTALLED OR THE OIL TEMPERATURE CAN NOT BE SUFFICIENTLY DECREASED.
		(20)	Put the oil cooling air duct assembly (1, 2, 3, 4) in position (Fig. 401)
			(a) Make sure the clamps (1) are a minimum of 0.06 inches in from the edge of the flex duct (2).
EFF	ECTIVITY		REPLACE AUXILIARY POWER UNIT (APU)
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I	MECH	INSP								
				-	nten the cl ers).	Lamps (1) to 10	-20 inch-pour	nds (1.13–2.26 ne	wton	
			<u>CAUT</u>			THE FUEL TUBE O T ENOUGH FUEL.	R YOU CAN CAL	JSE A BLOCKAGE AN	D THE	
			(21)	Remove th (Fig. 40′		om the fuel hos	e and the fue	el control unit		
			(22)	Install	the fuel tu	ube (Fig. 401).				
			(23)	Connect	the generat	tor control to	the APU (Fig.	401).		
				(a) Inst	tall a lock	wire on the ge	nerator contr	ol.		
			(24)	Remove th	ne caps fro	om the electric	al connectors	s and receptacles		
			(25)	Connect (Fig. 401		mess and start	er motor cab	les at the firewa	ιι	
					onnect the ecessary.	starter motor	cables at the	e starter motor i	f	
			(26)	Install	the harness	s fasteners on	the supports	and on the firew	all.	
			(27)	If the ge connectio		s installed on	the APU, conr	nect the electric	al	
				(a) Remo	ove the ter	erminal block cover (17) from the generator.				
								generator are pro through lead stra		
				<u>CAUTION</u> :	INSTALLAT			ERMINALS. INCORR MALFUNCTION AND/		
				<u>CAUTION</u> :	DO NOT IN WILL RESU	ROUND WASHERS BETWEEN TERMINAL NUT AND PHASE LEAD. INSTALL ANY WASHERS BENEATH PHASE LEADS. TO DO SO SULT IN LOCALIZED RESISTANCE HEATING WHICH COULD URNING OF THE TERMINAL BLOCK.				
	EFF	ECTIVIT	Y			REPLACE	AUXILIARY PO	WER UNIT (APU)		
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		(c) Install the washers (14) and the terminal nuts (18) or the lock nuts as applicable.
		(d) Tighten the terminal nuts to 144–168 inch-pounds (16.2–18.9 newton meters).
		<u>CAUTION</u> : DO NOT APPLY RTV MATERIAL TO GENERATOR TERMINALS. USE OF RTV MATERIAL WILL MAKE TERMINAL BLOCK COVER DIFFICULT TO REMOVE.
		<ol> <li>Install the terminal block cover (17). Tighten the screws (16) to 20-22 inch-pounds (2.25-2.48 newton meters).</li> </ol>
	(28)	Put the exhaust duct and the V—band clamp in position on the APU (Fig. 402).
		(a) Tighten the V-band clamp to 70–90 inch-pounds (7.91–10.17 newton meters) (Fig. 402).
	(29)	Remove the exhaust duct saddle (Fig. 402).
	(30)	Make sure the protective cover on the oil cooler vent is removed.
		<u>NOTE</u> : The oil cooler vent is downstream of the APU oil cooler.
	(31)	Do the APU – Servicing procedure if it is necessary (AMM 12-13-04/301).
	(32)	Make sure the drain tubes are in the center of the drain mast assembly.
	(33)	If necessary, install the generator (AMM 24–21–01/401).
	(34)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
		(a) P49 APU Auxiliary Panel
		1) 49C2, APU PRIME CONT
		2) 49C3, APU START
		(b) P11 Overhead Panel
EFFECTIVITY		REPLACE AUXILIARY POWER UNIT (APU)
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					TASK CARD			
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				1) 11B35, APU	I ALTN CONT			
			(35)	Remove the DO-NOT-O overhead panel P5.	PERATE tag fro	m the APU con	itrol switch c	on the
			(36)	Erase the BITE memo	ory (AMM 49-61-	05/201).		
			(37)	Use the APU Operati	on procedure t	o start the A	APU (AMM 49-11	-00/201).
			(38)	Make sure the APU o	operates correc	tly.		
				(a) Examine the AP	V for leakage.			
			(39)	Use the APU Operati (AMM 49-11-00/201).		o do the APU	shutdown	
			(40)	Do the APU Control	Unit BITE proc	edure (AMM 49	-61-05/201).	
			(41)	Close the left APU 316AR:	access door, 3	15AL, and rig	Jht APU access	; door,
				(a) Manually unloc access doors.	k the two hold	⊢open struts	from the two	APU
					n the center k to manually u		•	
				(b) Lift the right holds the acce	access door u ess door on the			ages and
				(c) Lift the left approximately		til the two A	NPU access doc	ors are
				(d) Close the two	APU access doo	irs.		
				(e) Close the four	latches on th	e right acces	s door.	
				oval (Hydraulic Jack 8, Fig. 409)	<u>Procedure)</u> (Fi	g. 405, Fig.	406, Fig. 407	, ,
		A	. Refe	erences				
			(1)	AMM 21-00-21/201, A Contamination (Remo		g System Oil	Smoke/Fume	
			(2)	AMM 36-11-01/701, P	neumatic Duct			
FFG	ECTI	VITV			1			
		<b>ATI</b>			REPLACE	AUXILIARY PO	WER UNIT (APU	))
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	TASK CARD

MECH	INSP			
		в.	Speci	al Tools and Equipment
			(1)	APU Cradle Jack Equip - A49001-73 or A49001-83
			(2)	APU Cradle Ballast - A49001-3 or A49001-17
			(3)	APU Transportation Dolly – A49003–1 or A49003–12
				APU Support Equip (includes support retainers, thread protectors, and exhaust duct support saddle) – A49004–1
		с.	Stand	lard Tools and Equipment
			(1)	Container – 1.5 U.S. Gallon (5.7 Liter) capacity, for fuel
		D.	Prepa	re for the APU Removal
				Make sure the APU control switch on the P5 overhead panel is OFF and attach a DO-NOT-OPERATE tag.
			(2)	Open these circuit breakers and attach DO-NOT-CLOSE tags:
				(a) P11 Overhead Panel
				1) 11B35, APU ALTN CONT
				(b) P49 APU Auxiliary Panel
				1) 49C2, APU PRIME CONT
				Open the left APU access door, 315AL, and right APU access door, 316AR:
				(a) While you hold the left access door in the closed position, open the four latches on the right access door.
				<u>NOTE</u> : The left access door will open fully and the right access door will drop approximately one inch (2.5 cm) from the fuselage frame when the last latch is opened.
				(b) Open the left access door to the fully open position and manually lock the hold-open strut.
				<u>NOTE</u> : You push the center knob down and turn the knob clockwise to manually lock the hold-open strut.
EFF	ECTI	/ITY -		
		-		REPLACE AUXILIARY POWER UNIT (APU)
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				until	-	t access door u ch disengages a frame.			
				<u>NOTE</u> :		cation of the d right access d		s at the forwa	rd end
					-	t access door t the hold—open		pen position a	Ind
		Ε.	APU	Removal					
			(1)	Remove the	electric	cal connections	from the gen	erator (Fig. 4	.05).
				(a) Remov	e the ter	rminal block co	ver (17) from	the generator	-
					e the ter s applica	rminal nuts (18 able.	) and the was	hers (14), or	the lock
				(c) Remov	e the fou	ur power leads	and identify	for installati	on.
						erminal nuts (1 ne terminal stu		shers (14), or	the
					ll the te crews (16	erminal block c 5).	over (17) wit	h the washers	(15) and
			(2)			harness, gener oports on the A			or
			(3)	Disconnect	the APU	harness and st	arter motor c	ables at the f	irewall.
						motor cables c the firewall.	an be disconn	ected at the s	tarter
			(4)			) and washers ( e fuselage.	8) to disconn	ect the bondin	g
			(5)	Disconnect	the gene	erator control	connector fro	m the generato	er.
			(6)	Remove the	clamps (	(1), flex ducts	(2, 4), and	discharge duct	(3).
			(7)	Loosen the the APU.	clamps (	(6) on the air	supply duct (	5) at the left	side of
EFF	ECTIV	ГТҮ .				REPLACE	AUXILIARY PO	WER UNIT (APU)	
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MECH	INSP		
			(a) Disengage the clamps (6) from the flange on the air supply duct (5).
			(b) Remove the air supply duct (5).
		(8)	Put caps on all of the openings of the air supply and oil-cooler-discharge ducts.
		(9)	Install the exhaust duct support saddle and tighten the buckles (Fig. 406).
		(10)	Loosen the V-band clamp and slide the exhaust duct aft (Fig. 406).
		(11)	Put the container below the fuel control unit.
		(12)	Disconnect the fuel hose at the fuel control unit (Fig. 405).
			(a) Let the fuel drain from the fuel hose.
			(b) Put caps on the openings of the fuel hose and the fuel control unit.
		(13)	Install the Hydraulic Jack (Fig. 409):
			(a) Put the hydraulic jack on the height adjustable stand.
			(b) Use a forklift to set the APU cradle assembly on the hydraulic jack.
			(c) Attach the APU cradle to the hydraulic jack with four bolts and nuts.
			(d) Turn the crank-down grips for the hydraulic jack stabilizers clockwise until the stabilizers touch the height adjustable stand. The hydraulic jack is now stable on the height adjustable stand.
			(e) Disconnect the yoke from the cradle.
			(f) Attach the yoke to the forward mounts on the APU.
			(g) Make sure the cradle correctly engages the saddle.
			(h) Install the safety pins.
			(i) Connect the rear part of the cradle to the lugs on the sides of the APU.
FFF	ECTIV	ΙТΥ ———	
		<b>.</b>	REPLACE AUXILIARY POWER UNIT (APU)
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		(j) Raise the APU a sufficient amount to take the weight off of the APU mounts (Fig. 407).
		<u>NOTE</u> : The weight of an APU with oil in it and the support equipment is approximately 700 pounds (320 kg).
		(14) Remove the cone bolt nuts (2) and washers (1) from the forward and aft mounts.
		<u>NOTE</u> : Use an open end wrench on the shaft flats between the mount bracket and the shockmount. This holds the shaft while you remove the cone bolt nuts.
		(15) Lower the APU (10) until the mount brackets are free of the cone bolts.
		(16) Move the aft shockmounts on the right side outboard and install the retainer on the supports (Fig. 408).
		(a) With the APU secured to the APU cradle, lower the height adjustable stand. Use a forklift to remove the APU from the hydraulic jack and place the APU on the APU dolly.
		(17) Visually examine the air supply duct (5) for signs of oil and other contamination.
		(a) If you find signs of oil and other contamination, then do these tasks:
		1) Clean the air supply duct (5). To clean it, do this task: Cleaning the Bare Titanium Ducts (AMM 36–11–01/701).
		<ol> <li>Remove the oil contamination from the air conditioning and pneumatic systems. To remove it, do this task: Removal of Oil Contamination from the Air Conditioning and Pneumatic Systems (AMM 21-00-21/201).</li> </ol>
		5. <u>APU Installation (Hydraulic Jack Procedure)</u> (Fig. 405, Fig. 406, Fig. 407, Fig. 408, Fig. 409)
		<u>NOTE</u> : If you install a new APU, install the bonding jumper (7) and the starter motor cables (12) with the APU on the ground. Also, do the APU – Servicing procedure (AMM 12–13–04/301) before you install the APU.
EFF	ECTI	VITY REPLACE AUXILIARY POWER UNIT (APU)
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		Α.	Equipmen	t					
			(1) APU	Cradle Jack Equ	ip - A49001-73	or A4900	)1–83		
			(2) APU	Cradle Ballast	- A49001-3 or	A49001-17	,		
			(3) APU	Transportation	Dolly - A49003	-1 or A49	003-12		
				Support Equip ( exhaust duct su				ad pro <sup>.</sup>	tectors,
		В.	Parts						
			AMM					AIPC	
		FIG	ITEM	NOME	NCLATURE		SUBJECT	FIG	ITEM
		405	10	Auxiliary Powe	r Unit		49–11–00	01	80, 81 or 82
		C. D.	<ul> <li>(2) AMM</li> <li>(3) AMM</li> <li>(4) AMM</li> <li>(5) AMM</li> <li>(6) AMM</li> <li>APU Insta</li> <li>(1) Before the constant</li> <li>(2) If AMM</li> </ul>	12-13-04/301, S 24-21-01/401, A 49-11-00/201, A 49-13-00/601, A 49-61-05/201, A 49-94-04/401, 0	PU Generator uxiliary Power PU Mounts PU Control Uni il Quantity Tr the APU, visua blies for crac remove the co	Unit t ansmitter Illy exami ks, wear,	ne both th or damage	9	
EFF	ECTI	VITY							
	-011				REPLACE		Y POWER UN		
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			(3)					et plenum and cracks.	air inlet	ducts for foreign	
			(4)			c for t 4-04/40		oil quantity t	ransmitter	on the new APU	
				<u>NOTE</u>				ber for the oi oeing part num		transmitter is 01-1).	
				(a)			-	ntity transmit ce with an oil		installed, then do these transmitter:	
					<u>NOTE</u>	APU.	I			installed on the new e it with an oil quantity	
					1)	Remove	the	low oil level	switch fr	om the new APU.	
								sk: 0il Quant -04/401).	ity Transm	itter Installation	
			<u>WARN</u>	ING:	WITH	OUT THE	GE		PU IS NOT	HE GENERATOR IS REMOVED. BALANCED AND CAN CAUSE NS.	
			(5)	Inst	all ti	ne ball	ast	on the cradle	if the ge	nerator is removed.	
			(6)	Inst	all ti	ne Hydr	aul	ic Jack (Fig.	409) <b>:</b>		
				(a)	Put '	the hyd	rau	lic jack on th	e height a	djustable stand.	
				(b)		a forkl nydraul			U and the	APU cradle assembly on	
				(c)		ch the bolts			radle to t	he hydraulic jack with	
				(d)	cloc stan	wise u	nti hy	l the stabiliz draulic jack i	ers touch	aulic jack stabilizers the height adjustable le on the height	
				(e)	Disco	onnect	the	yoke from the	cradle.		
EFF	ECTIV	ТТҮ -						REPLACE	AUXILIARY	POWER UNIT (APU)	
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			(f)	Attach	the yok	e to the forwa	rd mounts or	n the APU.	
			(g)	Make su	re the	cradle correct	ly engages t	the saddle.	
			(h)	Install	the sa	fety pins.			
				Connect the APU		ar part of the	cradle to t	the lugs on	the sides of
		(7)	Lift	the APU	until	the cone bolts	are engaged	1.	
		(8)	Remov	e the t	hread p	rotectors from	the cone bo	olts.	
		(9)				lt washers (1) penetrant ins			ishers and
			(a)	Do the	torque	limit test for	the three r	nuts (2):	
				tha one	n 100 i	e three nuts ( nch-pounds (11 full threads nut.	.3 newton-me	eters) until	. you can see
				<u>NOT</u>	the	an open-end w APU mounting shaft.			
						the three wash the three APU			e bottom
				nut		the break-away this position ers).		-	
					lace th above	e nut(s) that steps.	do not meet	the torque	limits in
				Tighten newton i		ts completely	to 475-525 i	inch-pounds	(53.68-59.33
		(10)	Remov	e the c	radle f	rom the APU (F	ig. 407).		
			(a)	Remove	the loc	kpins from the	mount brack	cets.	
			(b)	Lower t	he crad	le and the hyd	raulic jack	away from t	he airplane.
EFF	ECTIVITY	(				REPLACE	AUXILIARY F	POWER UNIT (	APU)
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MECH	INSP	
		(11) Attach the bonding jumper (7) to the fuselage with the washers (8) and nuts (9) (Fig. 405).
		(12) Remove the dust caps from all of the air ducts.
		(13) Install the air supply duct (5).
		(a) Tighten the clamps (6) to 50–70 inch-pounds (5.65–7.91 newton meters).
		<u>NOTE</u> : If necessary, use a washer under the clamp nut to get the torque above.
		<u>CAUTION</u> : MAKE SURE THE COOLING AIR DUCT IS ALIGNED CORRECTLY AND IS NOT DAMAGED. THE COOLING AIR DUCT MUST BE CORRECTLY INSTALLED OR THE OIL TEMPERATURE CAN NOT BE SUFFICIENTLY DECREASED.
		(14) Put the oil cooling air duct assembly (1, 2, 3, 4) in position.
		(a) Make sure the clamps (1) are a minimum of 0.06 inches in from the edge of the flex duct (2).
		(b) Tighten the clamps (1) to 10–20 inch-pounds (1.13–2.26 newton meters).
		<u>CAUTION</u> : DO NOT TWIST THE FUEL TUBE OR YOU CAN CAUSE A BLOCKAGE AND THE APU CANNOT GET ENOUGH FUEL.
		(15) Remove the caps from the fuel hose and the fuel control unit.
		(16) Install the fuel hose.
		(17) Connect the generator control to the APU:
		(a) Install a lockwire on the generator control.
		(18) Remove the caps from the electrical connectors and receptacles.
EFF	ECTIVITY	REPLACE AUXILIARY POWER UNIT (APU)
		49-11-01-4A 49-R01 PAGE 22 OF 37 AUG 22/0



MECH       INSP         (19)       Connect the APU harness and starter motor cables at the firewall         NOTE:       Connect the starter motor cables at the starter motor if necessary.         (20)       Install the harness fasteners on the supports and on the firewall         (21)       If the generator is installed on the APU, connect the electrical connections.         (a)       Remove the terminal block cover (1) from the generator.         (b)       Make sure that the terminals on the APU generator are prope assembled.		(A)	RAFIN	<b>F</b>	49-R01			
TASK CARD         TASK CARD         (19) Connect the APU harness and starter motor cables at the firewall         NOTE: Connect the starter motor cables at the starter motor if necessary.         (20) Install the harness fasteners on the supports and on the firewall         (21) If the generator is installed on the APU, connect the electrical connections.         (a) Remove the terminal block cover (1) from the generator.         (b) Make sure that the terminals on the APU generator are prope assembled. Square washers go under the through lead straps         CAUTION: ENSURE MATCHING OF CONDUCTORS AND TERMINALS. INCORREC INSTALLATION WILL RESULT IN CIRCUIT MALFUNCTION AND/OR DAMAGED EQUIPMENT.         CAUTION: ENSURE MATCHING OF CONDUCTORS AND TERMINALS. INCORREC INSTALLATION WILL RESULT IN CIRCUIT MALFUNCTION AND/OR DAMAGED EQUIPMENT.         CAUTION: INSTALL ROUND WASHERS BETWEEN TERMINAL NUT AND PHASE LEADS. TO DO NOT INSTALL ANY WASHERS BENEATH PHASE LEADS. TO DO WILL RESULT IN LOCALIZED RESISTANCE HEATING WHICH COUL CAUSE BURNING OF THE TERMINAL BLOCK.         (c) Install the washers (14) and the terminal nuts (18) or the nut as applicable.         (d) Tighten the terminal nuts to 144-168 inch-pounds (16.2-18.9 newton meters).         (AUTION: DO NOT APPLY RTV MATERIAL WILL MAKE TERMINAL BLOCK COVE DIFFICULT TO REMOVE.         (22) Put the exhaust duct and the V-band clamp in position on the APU (Fig. 406).       (a) Tighten the V-ban		SAS C	767	0	AIRLINE CARD NO			
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newton meters) (Fig. 406).								
(23) Remove the exhaust duct saddle.		_						
		23) Remove the exhaust o	Remove the exhaust duct saddle.					
FECTIVITY REPLACE AUXILIARY POWER UNIT (APU)	FECTIVITY				UNTT (APII)			
					AGE 23 OF 37 AUG 22			

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49-R01



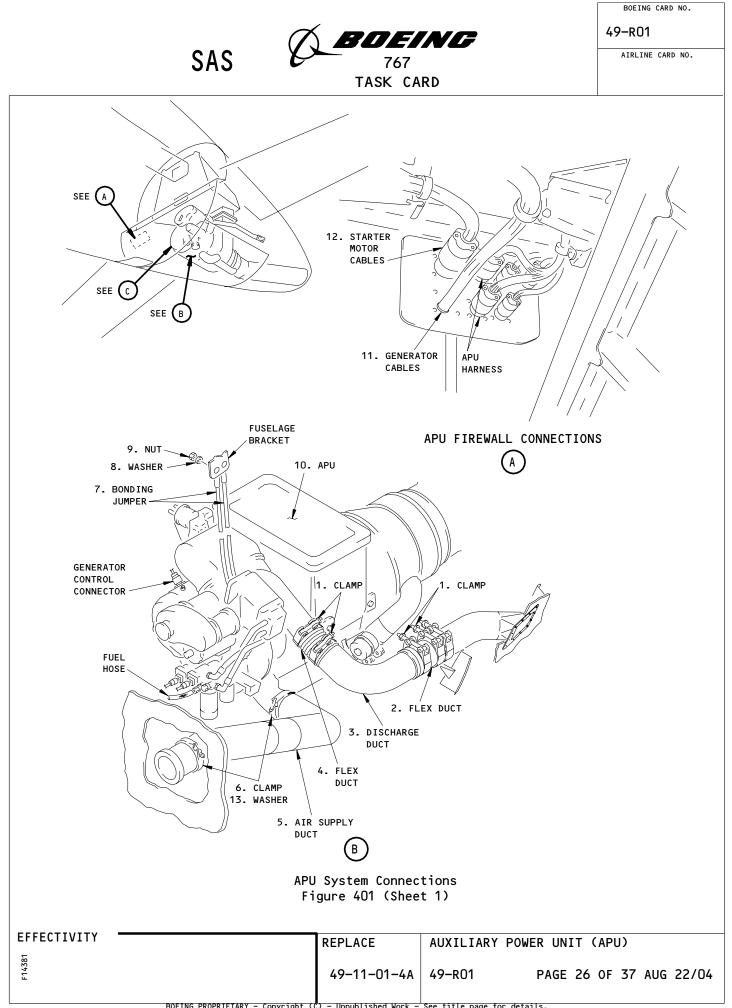
AIRLINE CARD NO.

	MECH	INSP							
				(24)	Make sure the protec	tive cover on	the oil coole	er vent is re	emoved.
					<u>NOTE</u> : The oil coole	r vent is dow	nstream of the	e APU oil coo	oler.
				(25)	Do the APU - Servici (AMM 12-13-04/301).	ng procedure	if it is neces	ssary	
				(26)	Make sure the drain assembly.	tubes are in	the center of	the drain ma	ast
				(27)	If necessary, instal	l the generat	or (AMM 24-21-	-01/401).	
				(28)	Remove the DO-NOT-CL	OSE tags and	close these c	ircuit break	er:
					(a) P49 APU Auxilia	ry Panel			
					1) 49C2, APU P	RIME CONT			
					(b) P11 Overhead Pa	nel			
					1) 11B35, APU	ALTN CONT			
				(29)	Remove the DO-NOT-OP overhead panel P5.	ERATE tag fro	m the APU cont	trol switch o	on the
				(30)	Erase the BITE memor	y (AMM 49-61-	05/201).		
				(31)	Use the APU Operatio	n procedure t	o start the AF	PU (AMM 49-1	1-00/201).
				(32)	Make sure the APU op	erates correc	tly.		
					(a) Examine the APU	for leakage.			
				(33)	Use the APU Operatio (AMM 49-11-00/201).	n procedure t	o do the APU s	shutdown	
				(34)	Do the APU Control Unit BITE procedure (AMM 49-61-05/201).				
				(35)	Close the left APU a 316AR:	ccess door, 3	15AL, and righ	nt APU access	s door,
	EFF	ECTI	VITY		]	REPLACE	AUXILIARY PO	VER UNIT (API	))
						49-11-01-4A	49-R01		37 AUG 22/05

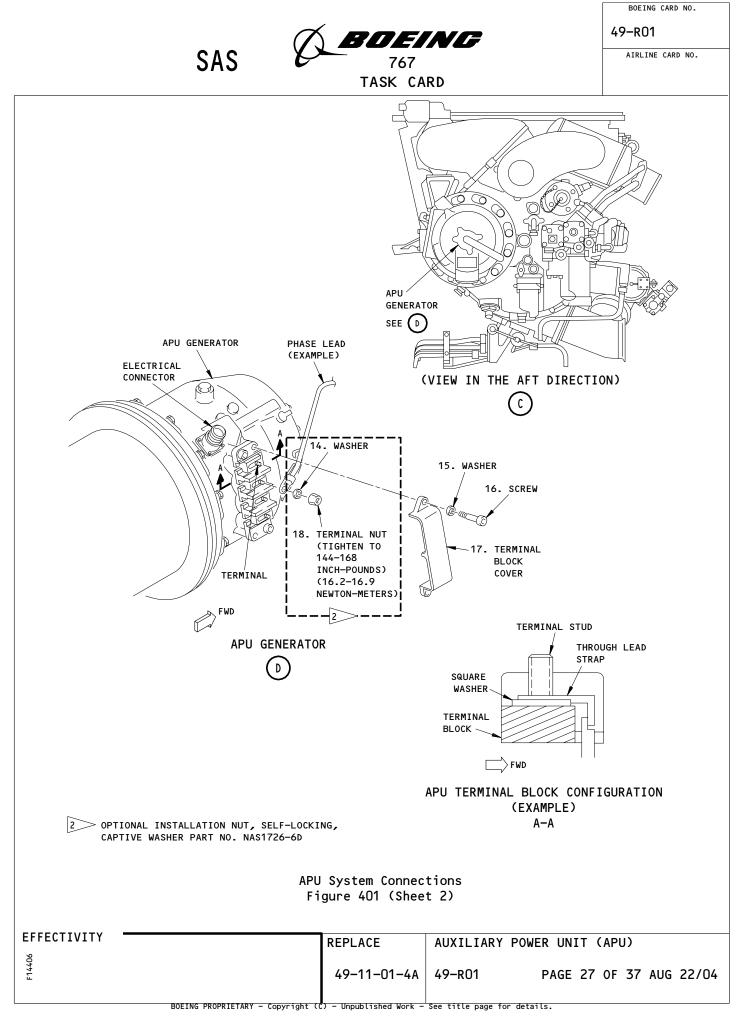


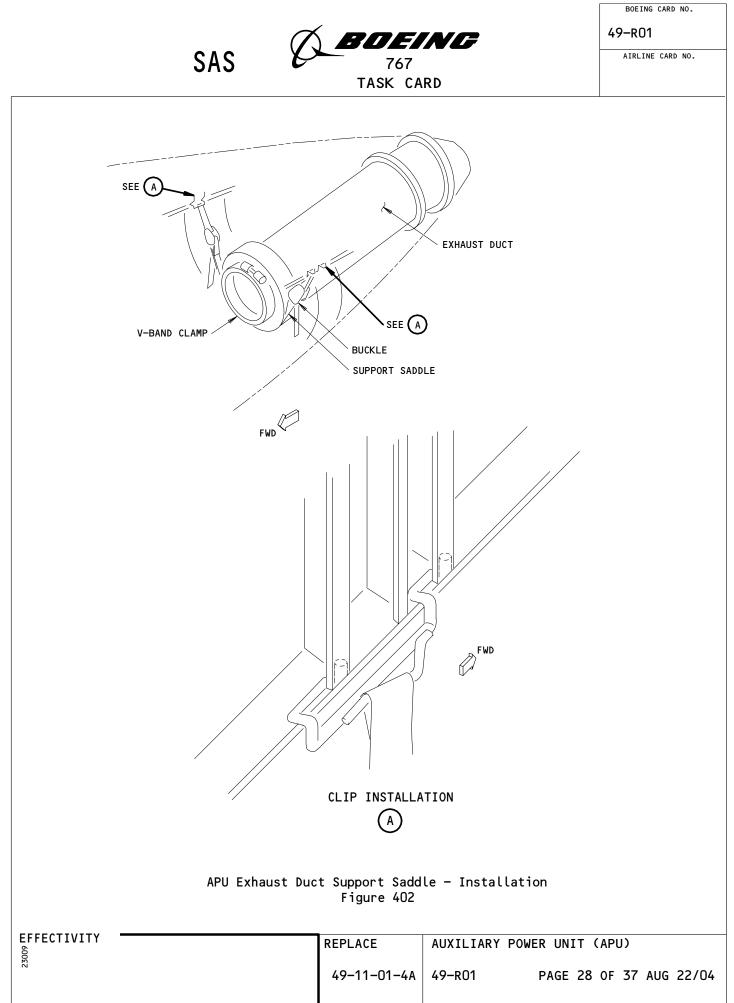
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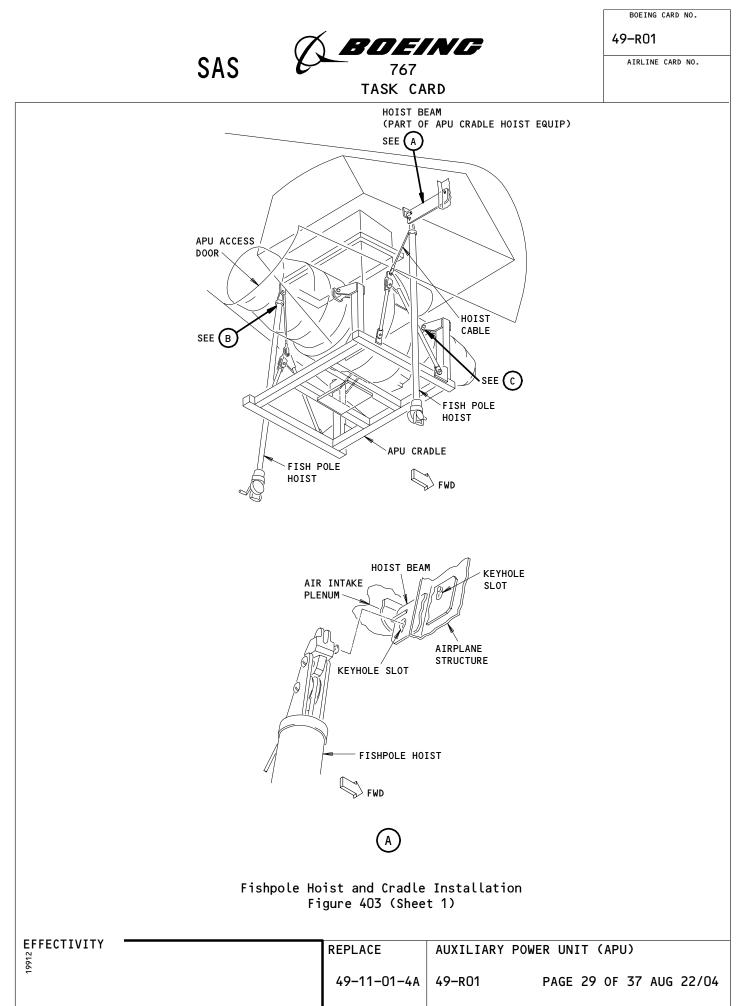
				TASK CARD				
MECH	INSP							
		(a)	Manually unloc access doors.	ck the two hold	-open struts	; from the t	wo APU	
				rn the center k b to manually u				the
		(b)	Lift the right holds the acce	t access door u ess door on the			ngages	and
		(c)	Lift the left approximately		til the two	APU access o	doors	are
		(d)	Close the two	APU access doo	rs.			
		(e)	Close the four	hatches on th	e right acce	ess door.		
EFF	ECTI	VITY		REPLACE	AUXILIARY F	POWER UNIT (	APU)	
				49-11-01-4A	49-R01	PAGE 25	OF 37	AUG 22/04



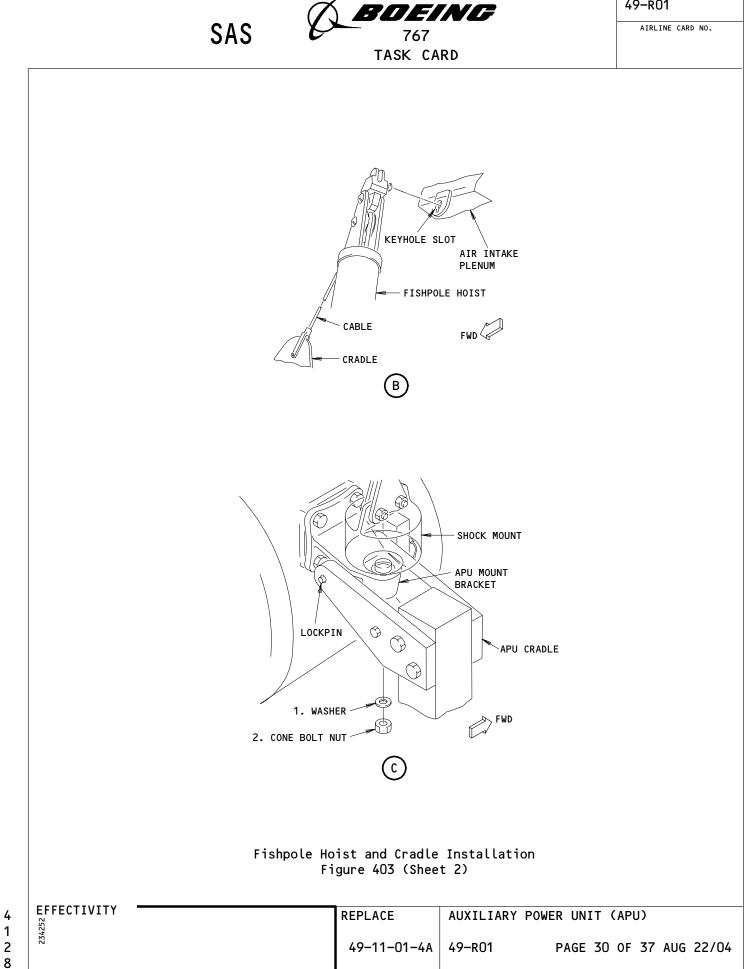
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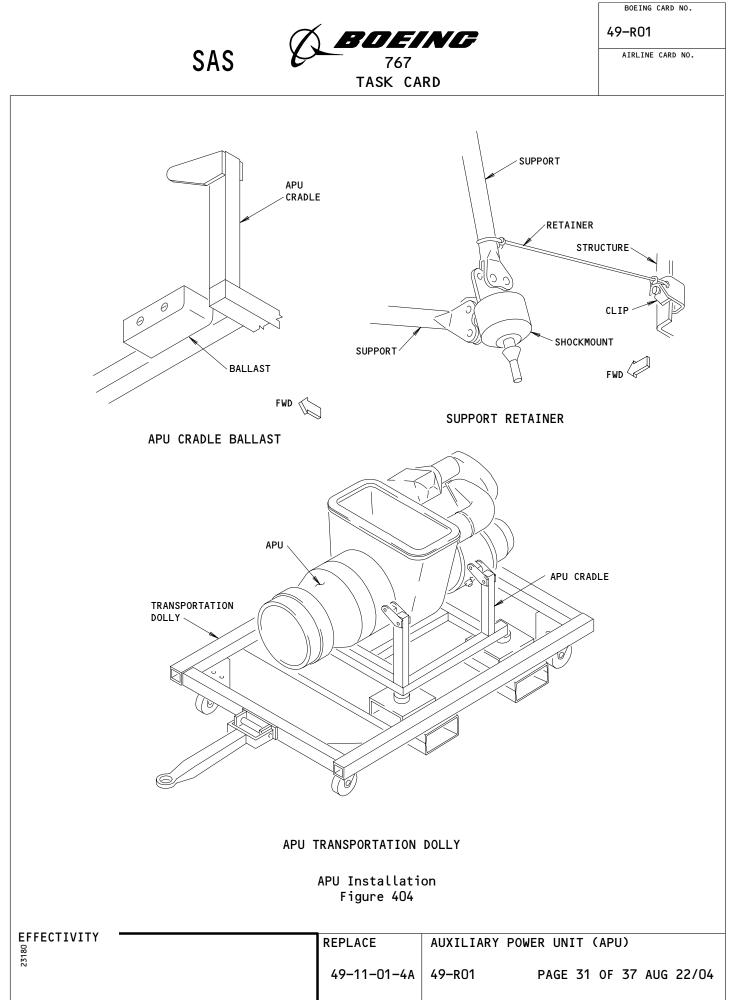




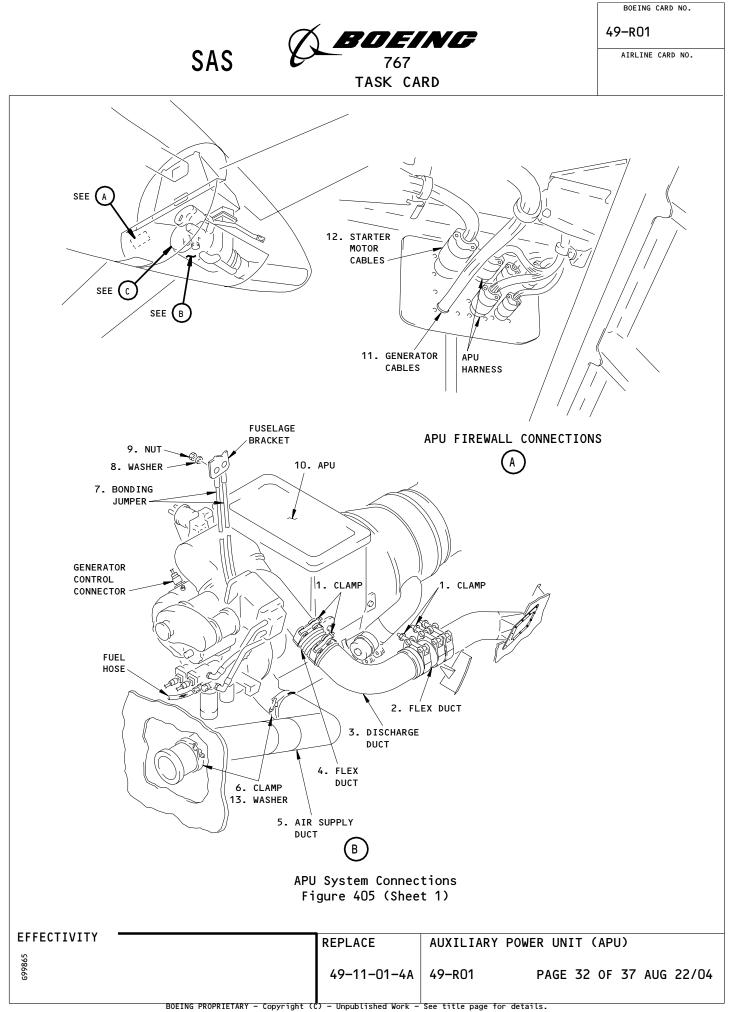


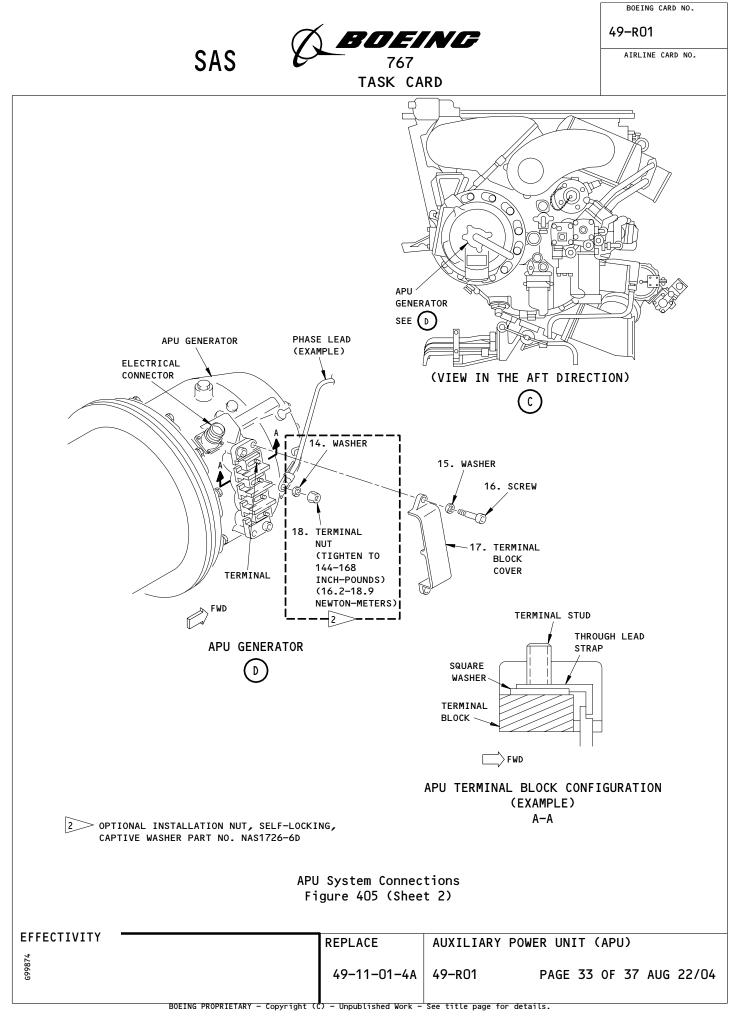


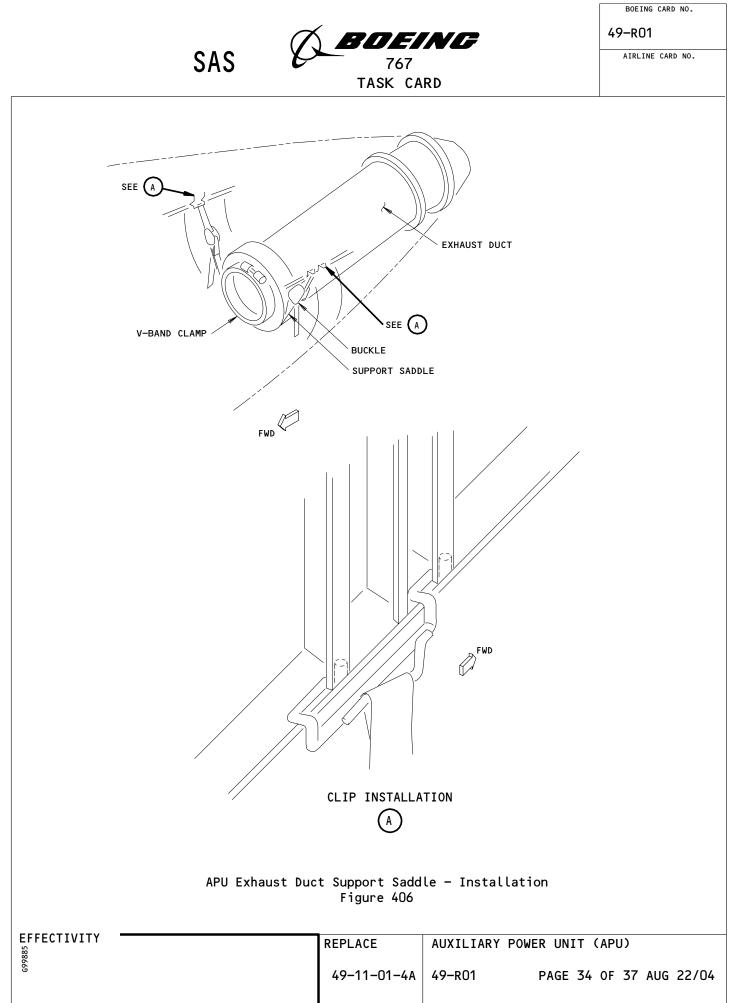




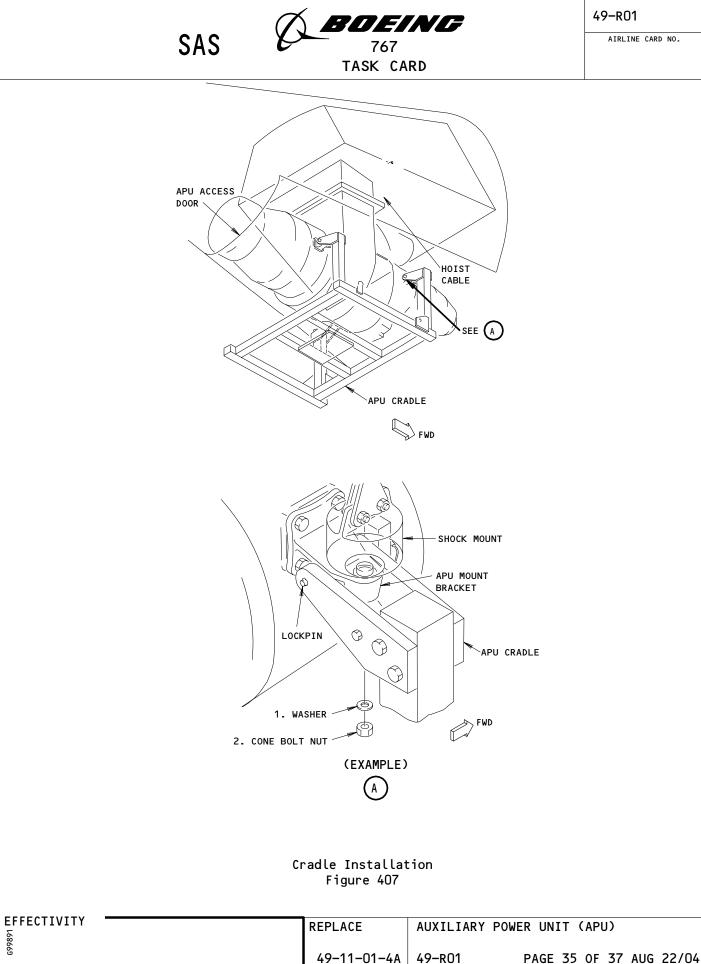
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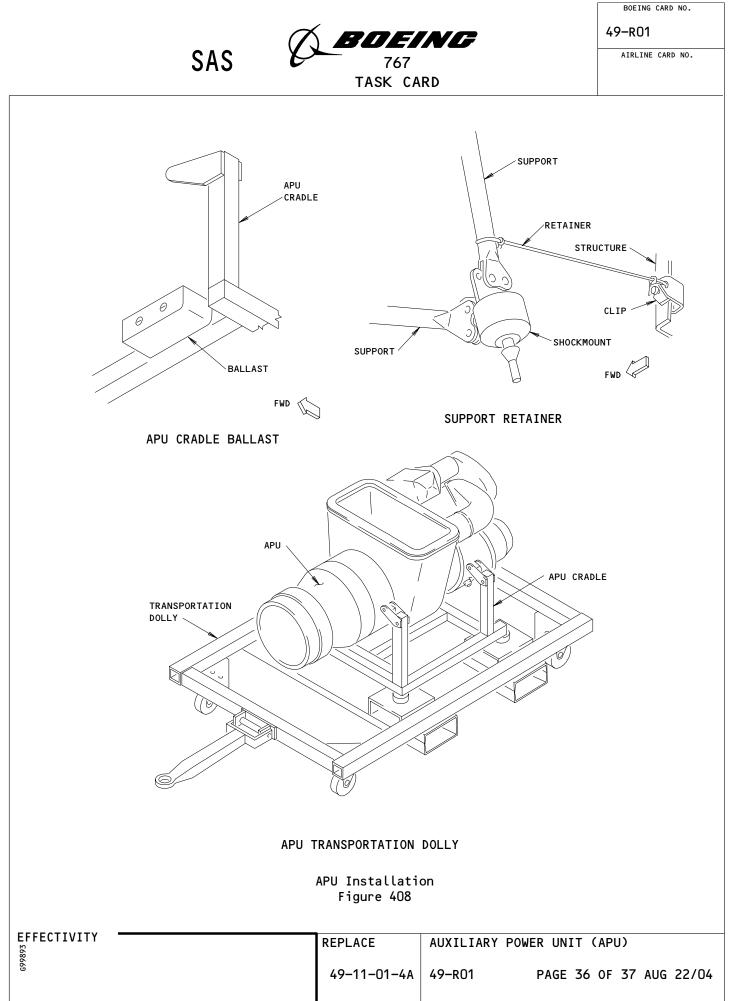


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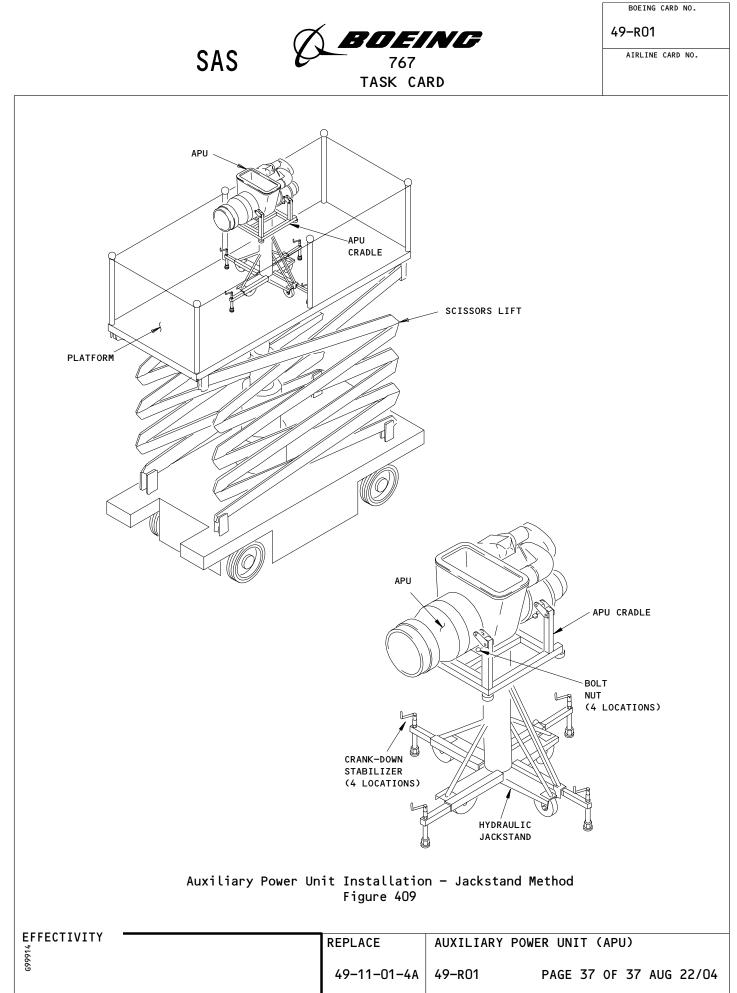


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BOEING CARD NO.



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STAT	ION							BOEING CARD NO.
TAIL	NO.			$\Lambda$	BOEIN	G		49-R02
DA	TE		SAS	$\mathcal{U}^{-}$	767 TASK CARD			AIRLINE CARD NO.
SKILL	WORK ARE	A	RELATED TASK		IASK CARD INTERVAL		PHASE	MPD TASK CARD REV REVISION
	STABLIZ	R BX						003 AUG 22/05
TASK	E	APU	AIR INTAKE DOC		JATOR	STRUCTURAL ILLUSTRATION	REFERENCE	APPLICABILITY AIRPLANE ENGINE
	ZONES					ACCESS PANELS		NOTE ALL
314			312AR					
MECH INSP								MPD ITEM NUMBER
	REPLAC	E THE	APU AIR INTAK	E DOOR	ACTUATOR.			49-15-06-4A
	AIRPLANE NOTE: APPLICABLE TO ALL MODELS EXCEPT THE 767-400ER. 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.							
			AIR INTAKE DOC	R ACTU	JATOR - REMOVAL	/INSTALLATION		
	1. <u>Air</u>	Inta	<u>ke Door Actuat</u>	or Rem	<u>oval</u> (Fig. 401	, Fig. 401A, Fig	g. 402)	
	Α.	Refe	erences					
		(1)	AMM 29-11-00/	201, M	Iain Hydraulic	Systems		
		(2)	SSM 49-00-04					
		(3)	WDM 49-15-11					
	в.	Proc	edure					
		(1)	Do this task:	Remo	ove the Hydrau	ic Power (AMM 29	9–11–00	/201).
		(2)		-		ROL SHUTOFF TAII attach DO-NOT-(		
		(3)	Make sure the attach a DO-N			on the P5 overh	ead pane	el is OFF and
		(4)	Open these ci	rcuit	breakers and a	attach DO-NOT-CL	OSE tage	5:
			(a) P11 Over	head P	Panel			
EFFFAT								
EFFECTI	ντιτ				REPLACE	APU AIR INTAKE	DOOR A	CTUATOR
					49-15-06-4A	49-R02 I	PAGE 1	OF 12 AUG 22/05
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49-R02



AIRLINE CARD NO.

					TASK CARD			
MECH	INSP							
			1)	11B35, APU	J ALTN CONT			
			2)	11H17, L-F	LT CONT SHUTOF	F TAIL		
			3)	11Н18, СТБ	R-FLT CONT SHUT	OFF TAIL		
			4)	11H27, R-F	LT CONT SHUTOF	F TAIL		
			(b) P49	APU Auxili	ary Panel			
			1)	49C2, APU	PRIME CONT			
			2)	49C3, APU	START			
			3)	49C4, APU	INLET DOOR ACT	R		
		WARNI	TO ( WEI)	GET ACCESS	ACCESS DOOR MUS TO THE STABILI EASE THE SPRIN OCCUR.	ZER TORSIO	N BOX COMPAR	TMENT. YOUR
		(5)	Open the	service ac	cess door, 312	AR .		
				necessary, por, 312AR.	, install a ser	vice platf	orm over the	service
					TWO ACCESS PAN lisconnect the			000R;
					otive screws (2 surface of the			s (1) from
					bolt (5), the om the actuato		the washer (	3), and the
				t the door air intake	with your hand door.	to discon	nect the act	uator from
					THE TWO ACCESS lisconnect the			KE DOOR;
				ove the fou ake door.	ır bolts (1) fr	om the ext	ernal surfac	e of the air
EFF	ECTIVIT	Y			REPLACE	APU AIR I	NTAKE DOOR A	CTUATOR
					49-15-06-4A	49-R02	PAGE 2	OF 12 APR 22/02

49-R02



AIRLINE CARD NO.

					TASK CARD				
MECH	INSP	-							
				t the air uator rod.	intake door wit	h your hand	l to get acce	ess to th	e
					d bolt (7), the rom the actuato		, the nut (6	6), and t	he
					tting assembly ir intake door.		e actuator r	rod and k	eep
		(9)	Do these port:	steps to r	remove the actu	ator housin	g from the a	air intak	e
			(a) Dis	connect the	e electrical co	nnector.			
			1)	Put caps o	on the electric	al connecto	ors.		
					lts (3), the wa bund straps (6)				ıt
			(c) Rem	ove the V-k	cand clamp (1)	from the ac	tuator hous	ing.	
			(d) Rem	ove the act	tuator housing	from the ai	r intake por	rt.	
		(10)	Do these	steps to r	remove the actu	ator from t	he actuator	housing:	
			<u>CAUTION</u> :	AND THE H	JLL ON THE ELEC HOUSING. IF YO D THE WIRE, THE	U PULL ON T	HE WIRE, YOU	J CAN CAU	
					rews (25), the trical receptac				
					t (24), the was tuator (2) to t			t (18) th	at
					lts (8), the wa bund straps (7)			s (10) th	at
			(d) Rem	ove the act	tuator (2) from	the actuat	or housing.		
EF	FECTI				REPLACE		ITAKE DOOR AG		
	-								
					49-15-06-4A	49-R02	PAGE 3	OF 12 AU	G 22/01

BOEING	CARD	NO.
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AIRLINE	CARD	N0.	
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					<u>A</u>	BOEIN	Œ		4	9-R02
				S	SAS 🖉		_			AIRLINE CARD N
						TASK CARD				
INSP	_									
			(11)		t is necessary, ing.	remove the cl	evis (1	9) from the	actuat	or
				<u>NOTE</u>		the clevis fro replace the a	-		ess it	is
				(a)	Remove the sma washer (22) fr				ut (20)	, and the
	2.	<u>Air</u>	Inta	<u>ke Do</u>	or Actuator Ins	<u>tallation</u> (Fig	. 401,	Fig. 401A, A	ig. 40	12)
		Α.	Refe	rence	S					
			(1)	SWPM	20-20-00, Elec	trical Bonding				
			(2)	AMM	29-11-00/201, M	ain Hydraulic	Systems	5		
			(3)		49-15-06/501, A	-	-			
						FO ATT ITTAKE	DOOL AU			
					49-00-04					
			(5)	WDM	49–15–11					
		Β.	Equi	pment						
			(1)	Ohmm	eter (or altern	ative tool)				
				(a)	C15292 Ohmmete (recommended) OH 44105-4166			ng (also cal )409 Meech An		
				(b)	Model 1010–A M Micro–ohms to Barberree Cust Vancouver, BC	200 Ohms, Accu om Design 1401	racy: Laurie	0.05% (alter	rnative	)
		с.	Part	S						
			AMM					A	[PC	
		FIG	IT	EM	NOM	ENCLATURE		SUBJECT	FIG	ITEM
		402		2	Actuator Assem Actuator)	bly (Air Intak	e Door	49-15-05	01 02	280 or 400
									•	<b>-</b>
ЕСТІ	IVIT	Y -				REPLACE		R INTAKE DO		
						49-15-06-4A	49-R02	2 PAGE	E 40F	12 AUG 2

SAS **BOEING** 

TASK	CARD

AIRLINE CARD NO.

49-R02

				TASK CARD
MECH	INSP			·
		D.	Proc	edure
			(1)	If the clevis (19) was removed from the housing, do these steps to install the clevis:
				(a) Install the adjustment nut (23) on the clevis (19) and put them in the housing.
				(b) Install the washer (22), the large locknut (20), and the small locknut (21) to attach the clevis to the housing.
			(2)	Do these steps to install the actuator in the actuator housing:
				<ul><li>(a) Connect the ground straps (7) to the actuator with the bolts</li><li>(8), the washers (9), and the nuts (10).</li></ul>
				(b) Connect the actuator to the clevis (19) with the bolt (18), the washers (17), and the nut (24).
				(c) Connect the ground straps (6 and 7) to the side of the actuator housing with the bolts (8), the washers (9), and the nuts (10).
				(d) Attach the electrical receptacle to the actuator housing with the screws (25), the nuts (27), and the washers (26).
			(3)	Attach the actuator and the actuator housing to the air intake port with the V–band clamp.
				<u>NOTE</u> : Do not tighten the V-band clamp at this time.
			(4)	AIRPLANES WITH THE TWO ACCESS PANELS ON THE AIR INTAKE DOOR; Do these steps to connect the air intake door:
				(a) Attach the actuator to the air intake door with the bolt (5), the bushing (6), the washer (3), and the nut (4).
				(b) Attach the two access panels (1) to the air intake door with the captive screws (2).
			(5)	AIRPLANES WITHOUT THE TWO ACCESS PANELS ON THE AIR INTAKE DOOR; Do these steps to connect the air intake door:
				(a) Lift the air intake door with your hand to get access to the actuator rod.
EFF	ECTI	VITY -		REPLACE APU AIR INTAKE DOOR ACTUATOR
				49-15-06-4A 49-R02 PAGE 5 OF 12 AUG 22/00

49-R02



AIRLINE CARD NO.

MECH	INSP								
					ting assembly the bushing (8				
				n the fitt e the door	ing assembly (	4) with the a	air intak	ke door ar	nd
			(d) Inst door		olts (1) on the	external su	face of	the air -	intake
			-	ten the V- con-meters)	band clamp (1) -	to 160–180 ·	inch-pour	nds (18.1-	-20.3
				-	ound straps (6 the washers (				ith
		(6)			ng resistance is not more th		•		
		(7)	Connect t	he electri	cal connector	to the actua	tor.		
			(a) Inst	all a lock	wire on the el	ectrical con	nector.		
		(8)			ntake door is Illy closed.	in the tolera	ance show	wn on Fig.	. 402
		(9)		r intake d (AMM 49-15	loor is not in -06/501).	the tolerance	e limits,	, adjust 1	the
		(10)	Do a chec	k of the a	ctuator operat	ion:			
			<u>CAUTION</u> :		THE TRANSFER OR YOU CAN CAU				JAL
				MANUAL DR TOO MUCH	IRN THE MANUAL/ IVE IF THERE I TORQUE, YOU CA PERATION PLACA	S TOO MUCH TO N CAUSE DAMAO	DRQUE. 3 GE TO THE	LF YOU SUF	PPLY
			(a) Put shaf		square drive	into the manu	ual/elec1	trical se	lector
EF	FECTIVITY				REPLACE	APU AIR INT	AKE DOOR	ACTUATOR	
					49-15-06-4A	49-R02		6 OF 12 /	AUG 22/01
								5 51 IL I	

49-R02



AIRLINE CARD NO.

MECH	INSP				
				<ol> <li>Push the square drive in and turn counterclockwise (about 100°) unti drive socket.</li> </ol>	
				<u>NOTE</u> : Do not apply more than 10 i (1.12 newton-meters) of tor	
			(b)	Put a square drive into the manual dri counterclockwise (to extend the actuat sudden increase of torque.	
				<u>NOTE</u> : Do not apply more than 65 inch- (7.34 newton- meters) of torque	
			(c)	Turn the manual drive socket clockwise actuator) until you feel a sudden incr	
			(d)	Put the square drive into manual/elect	crical selector shaft.
				<ol> <li>Push the square drive in and turn until you cannot see the socket ar</li> </ol>	
		(1		sure you remove all the tools and mate um and the air intake door.	erials from the inlet
		(1		he service platform was installed over R, remove the service platform.	the service access door,
		(1	3) Clos	e the service access door, 312AR.	
		(1	4) Remo	ve the DO-NOT-CLOSE tags and close thes	se circuit breakers:
			(a)	P49 APU Auxiliary Panel	
				1) 49C2, APU PRIME CONT	
				2) 49C3, APU START	
				3) 49C4, APU INLET DOOR ACT	
			(b)	P11 Overhead Panel	
				1) 11B35, APU ALTN CONT	
				2) 11H17, L-FLT CONT SHUTOFF TAIL	
EFF	ECTI	VITY -		REPLACE APU AIR I	NTAKE DOOR ACTUATOR
				49–15–06–4A 49–R02	PAGE 7 OF 12 AUG 22/01
1					

BOEING	CARD	NO.
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AIRLINE CARD NO.

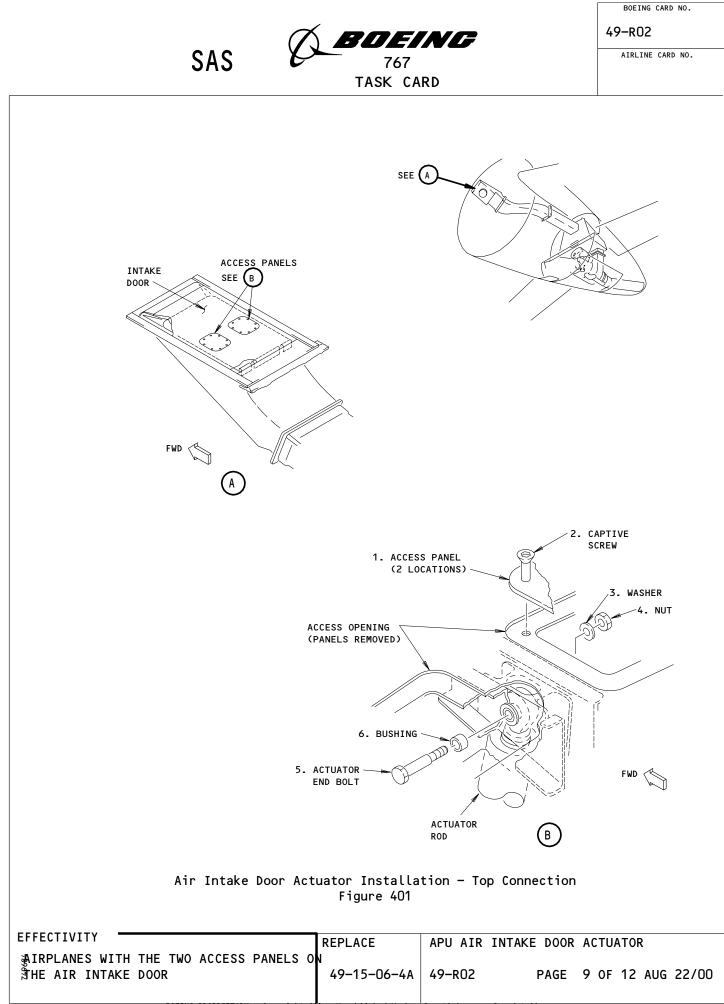
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~ • •	A BOEING
SAS	767
	TASK CARD

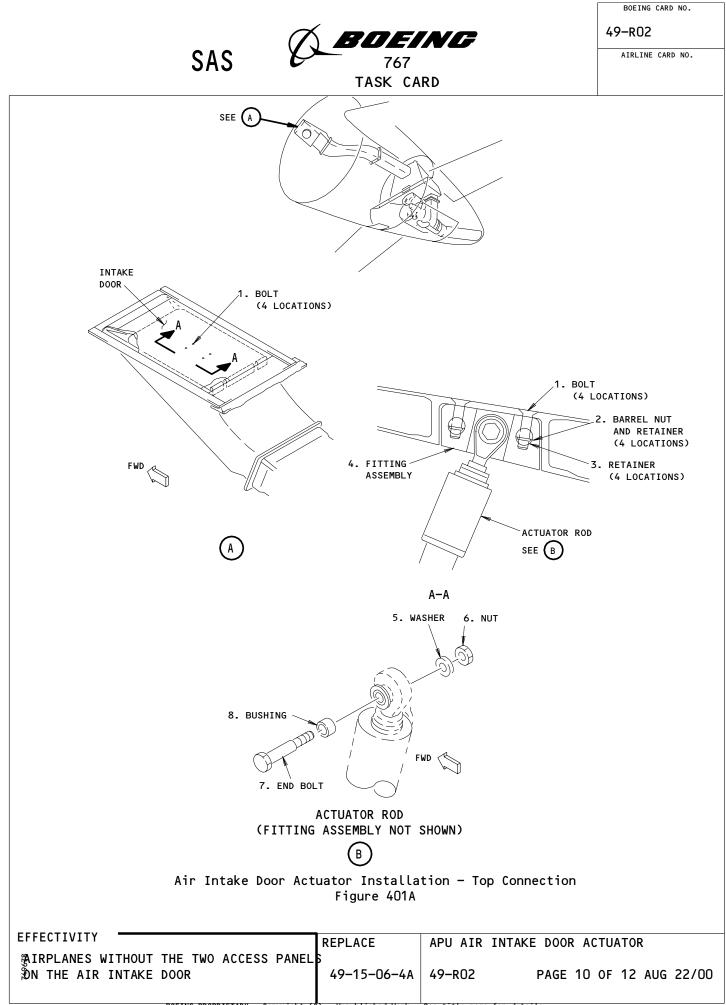
				TASK CARD		
MECH	INSP					
			3) 11H	18, CTR-FLT CONT SHU	TOFF TAIL	
			4) 11H	27, R-FLT CONT SHUTO	FF TAIL	
		(15)	Remove the D overhead pan	0-NOT-OPERATE tag fro el.	om the APU control s	switch on the P5
		(16)		0-NOT-OPERATE tags fi switches on the P61		FLT CONTROL
		(17)		essary supply hydrau , and the center sys <sup>.</sup>		
		(18)	position to	master control switc make sure all of the te correctly.		
		(19)	Put the APU OFF position	master control switcl •	n on the P5 overhead	d panel in the
EFF	ECTIV	ITY		REPLACE	APU AIR INTAKE DO	OR ACTUATOR
				1		

49-15-06-4A 49-R02

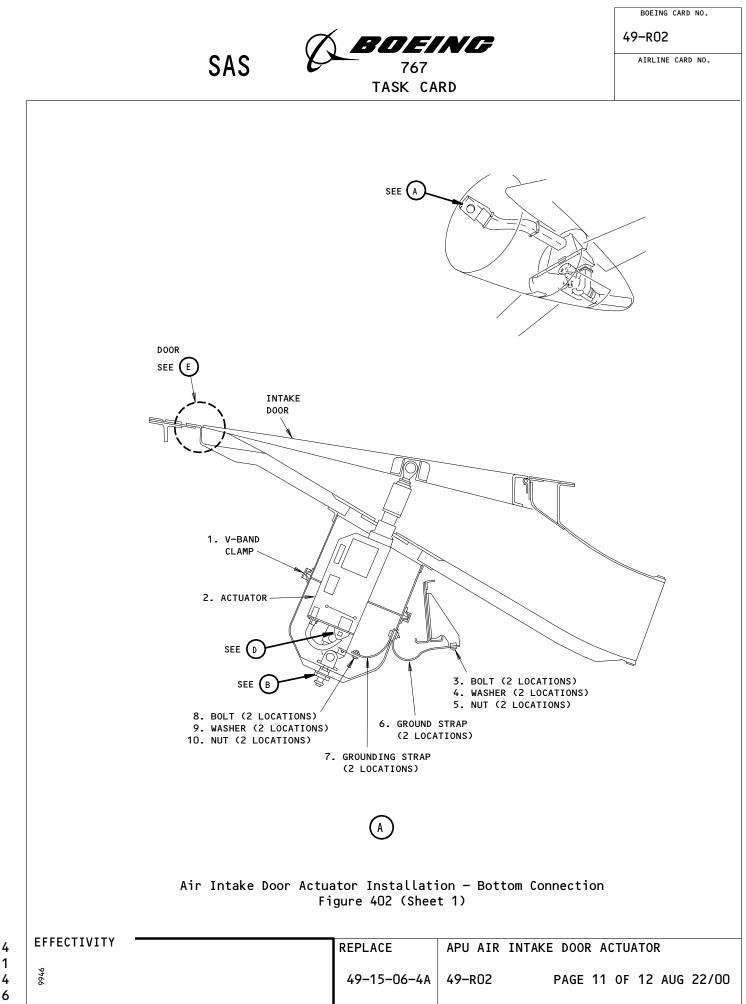
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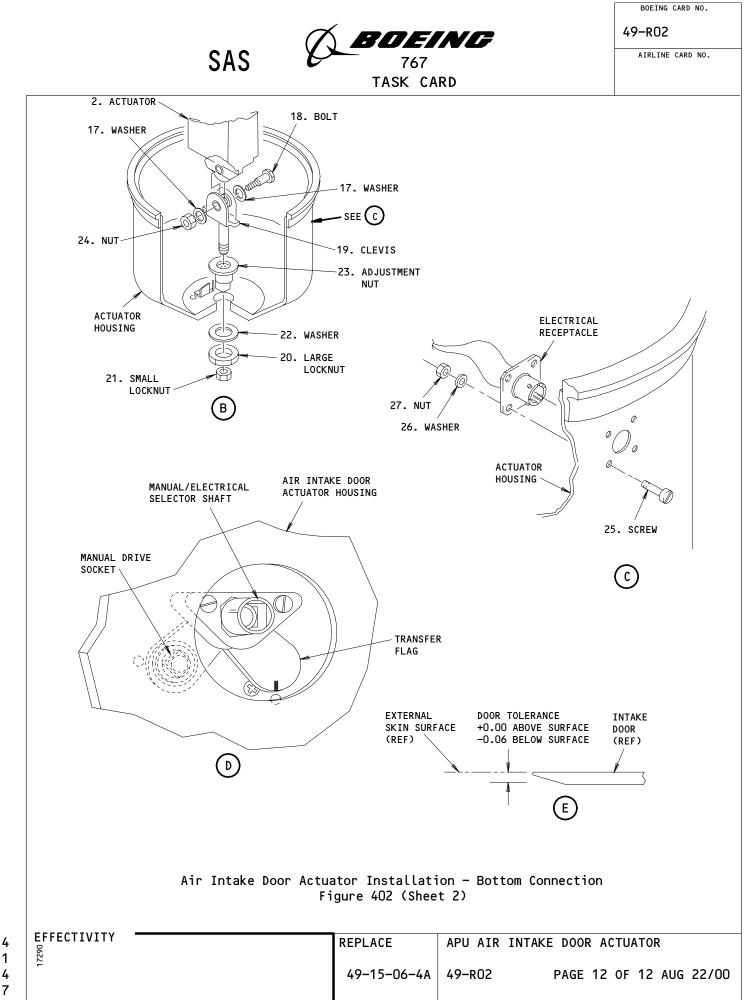
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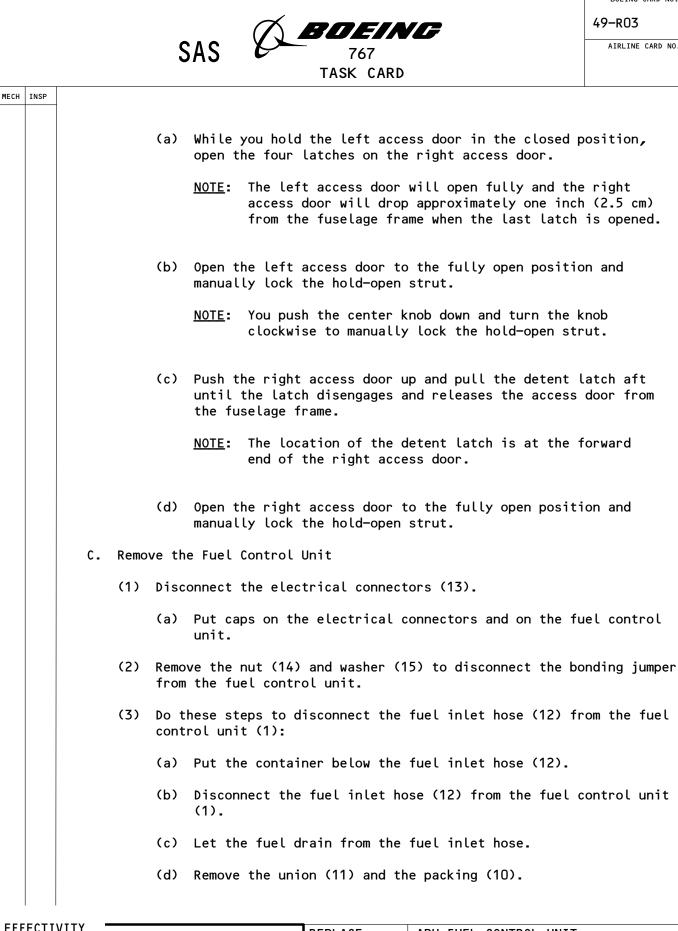


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ST	TATION	1						BOE	ING CARD NO.	
TA	IL NO.	-		ろ	BOEIN	G		49-R	03	
	DATE		sas Y		767	_		AIRL	INE CARD NO.	
	DATE				TASK CARD					
SKILL	WORK AR	EA F	RELATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN		1PT						003	DEC 22/07	
REPLA			CONTROL UN			STRUCTURAL ILLUSTRATION R	EFERENCE	AP AIRPLAN	PLICABILITY E ENGINE	
KEPL/	ACE	APU FUEL	CUNTRUL UN	11				NOT	E ALL	
315	zones 316		315AL 31	16AR		ACCESS PANELS				
MECH INSF	P							M	MPD ITEM NUMBER	
		E THE APU	FUEL CONTRO	OL UN	IT.			49-3	1-01-4A	
	COMPC CONVE APPEN DOCUM CHANG	DNENT CHANG ENIENCE DU NDIX A OF MENT,D622T( GE CARDS.	GE CARD AND RING UNSCHEI THE 767 MAIN DO1, FOR A I	IT I DULED NTENA DESCR	NCE PLANNING D IPTION OF THE	COPERATOR CTIVITIES. SEE ATA (MPD)				
	1. <u>Fue</u>	<u>el Control</u>	Unit Remova	<u>al</u> (F	ig. 401)					
	Α.	Equipmen	t							
		(1) Con <sup>.</sup>	tainer – Fue	el Re	sistant, 1 Gal	lon (4 Liters)				
	В.	Prepare	to Remove th	the Fuel Control Unit						
			e sure the A NOT-OPERATE			is in the OFF po	sition	and a	ttach a	
		(2) Oper	n these circ	cuit	breakers and a	ittach DO-NOT-CLC	SE tage	6:		
		(a)	P11 Overhe	ead P	anel					
			1) 11B35,	, APU	ALTN CONT					
		(b)	P49 APU Au	uxili	ary Panel					
			1) 49C2,	APU	PRIME CONT					
			2) 49C3,	APU	START					
		(3) Oper 316/		APU a	ccess door, 31	5AL, and right A	NPU acce	ess do	or,	
EFFECT	TIVITY				REPLACE	APU FUEL CONTRO	L UNIT			
					49-31-01-4A	49-R03 F	PAGE 1	0F 8	DEC 22/03	

AIRLINE CARD NO.



EFFECTIVITY 4 REPLACE APU FUEL CONTROL UNIT 1 49-31-01-4A 49-R03 PAGE 2 OF 8 DEC 22/03 4 9 BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

AIRLINE CARD NO.

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			TASK CARD
MECH	INSP		
			(e) Discard the packing (10).
			(f) Install caps on the fuel inlet hose and on the fuel inlet of the fuel control unit.
		(4)	Do these steps to disconnect the flow divider tube (5B) from the fuel control unit:
			(a) Put the container below the flow divider tube (5B).
			(b) Disconnect the flow divider tube (5B) from the left side of the fuel control unit.
			1) Let the fuel drain from the flow divider tube.
			2) Put a cap on the flow divider tube.
			(c) Remove the union (6A) with the packing (6B).
			1) Remove and discard the packing (6B).
			2) Put a cap on the port of the fuel control unit.
		(5)	Do these steps to disconnect the IGV pressure hose (4) from the fuel control unit (1):
			(a) Put the container below the IGV pressure hose (4).
			(b) Disconnect the IGV pressure hose (4) from the fuel control unit (1).
			(c) Let the fuel drain from the pressure hose.
			(d) Put caps on the pressure hose and on the fuel control unit.
		(6)	Do these steps to disconnect the IGV return hose (7) from the fuel control unit:
			(a) Put the container below the IGV return hose (7).
			(b) Disconnect the IGV return hose (7) from the fuel control unit.
			(c) Let the fuel drain from the return hose.
			(d) Remove the union (8) and the packing (9).
			(e) Discard the packing (9).
EFF	ECTIV	иту <u>— — — — — — — — — — — — — — — — — — —</u>	
			REPLACE APU FUEL CONTROL UNIT

49-31-01-4A 49-R03

4

1 5

								BOEING CARD NO.				
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					SAS XX	767		AIRLINE CARD NO.				
					0710	TASK CARD						
MECH	INSP											
					(f) Put caps on th	he return hose	and on the fu	el control unit.				
				(7) Do these steps to disconnect the drain tube disconnect from the bottom of the fuel control unit:								
				(a) Put the container below the drain tube disconnect.								
		(b) Disconnect the drain tube disconnect from the bottom of the fuel control unit.										
		(c) Put caps on the drain tube disconnect and fuel control unit.										
	(8) Remove the coupling (2) to remove the fuel control unit (1).											
					<u>NOTE</u> : A small quan unit is remo		ill drain when	the fuel control				
					(a) Remove and dis	scard the packi	ing (3).					
					(b) Remove the cor	ntainer.						
		2.	<u>Fue</u>	<u>l Con</u>	<u>trol Unit Installat</u>	<u>ion</u> (Fig. 401)						
			Α.	Cons	umable Materials							
				(1)	DOO2O5 Grease - Bra	aycote 248						
				(2)	DOO341 Lubricant -	Santovac 5 or						
				(3)		Petrolatum Jel	lly - VV-P-236					
			Β.	Part	S							
			· -									
EFF	ECTI	IVIT	r –			REPLACE	APU FUEL CON	TROL UNIT				
						49-31-01-4A	49-R03	PAGE 4 OF 8 AUG 22/05				





AIRLINE CARD NO.

49-R03

IECH INSP	-												
		 MM				A ]	[PC	]					
	FIG	ITEM	NOME	NOMENCLATURE		ЕСТ	FIG	ITEM					
	401	1	Fuel Control A Packing	ssembly	49-3 49-3	1–00 1–02 1–05 1–10	01 01 01 01	65 or 50 or 50 or 50 154					
		6B 9 10	Packing Packing Packing		49-1 49-1	1-00 1-01	01 01	14 52 185 or 120					
	c.	References											
		(1) AMM	49-11-00/201, A	uxiliary Power	Unit								
		(2) AMM	49-61-05/201, A	PU Control Uni	t								
	D.	Fuel Con	trol Unit Instal	lation									
		(1) Remove all of the caps from the fuel tubes and from the ports on the fuel control unit.											
		(2) Lubricate the new packing (3) with a light coat of lubricant.											
		(3) Install the packing (3) on the mount flange of the lube pump.											
		<u>CAUTION</u> :	CAREFULLY ALIG UNIT. IF THE CAN DAMAGE THE	SHAFT AND THE	SHAFT COUPLIN	G ARE	NOT AL						
		(4) Put	the fuel contro	l unit (1) on	the mount fla	nge.							
		(a)	Make sure the	index pin is a	ligned.								
		(b) Install the coupling (2).											
		<pre>(c) Tighten the coupling to 20-22 inch-pounds (2.26-2.49 newton meters).</pre>											
EFFECTI	 :vity <b>-</b>			REPLACE	APU FUEL CON		JNIT						
				49-31-01-4A	49-R03	PAGE		F 8 DEC 22					

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AIRLINE CARD NO.

49-R03

C V C	A BOEING
SAS	767
	TASK CARD

MECH	INSP			
			(5)	Connect the flow divider tube:
				(a) Lubricate the new packing (6B) with a light coat of lubricant.
				(b) Install the union (6A) on the fuel control unit with the packing (6B).
				(c) Connect the flow divider tube (5B) to the union (6A).
			(6)	Connect the drain tube to the bottom of the fuel control unit (1).
			(7)	Connect the pressure hose (4) to the fuel control unit (1).
			(8)	Lubricate the new packing (9) with a light coat of lubricant.
			(9)	Install the union (8) with the packing (9) on the fuel control unit (1).
			(10)	Connect the return hose (7) to the union (8).
			(11)	Lubricate the new packing (10) with a light coat of lubricant.
			(12)	Install the union (11) with the packing (10) on the fuel control unit (1).
			(13)	Connect the fuel inlet hose (12) to the union (11).
			(14)	Connect the bonding jumper to the fuel control unit with the nut (14) and the washer (15).
				<pre>(a) Tighten the nut (14) to 50-55 inch-pounds (5.65-6.21 newton meters).</pre>
			(15)	Connect the electrical connectors (13).
		Ε.	Put	the Airplane in its Usual Condition
			(1)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
				(a) P49 APU Auxiliary Panel
				1) 49C2, APU PRIME CONT
				2) 49C3, APU START
				(b) P11 Overhead Panel
EFF	ECTIV	ITY -		REPLACE APU FUEL CONTROL UNIT

49-31-01-4A 49-R03

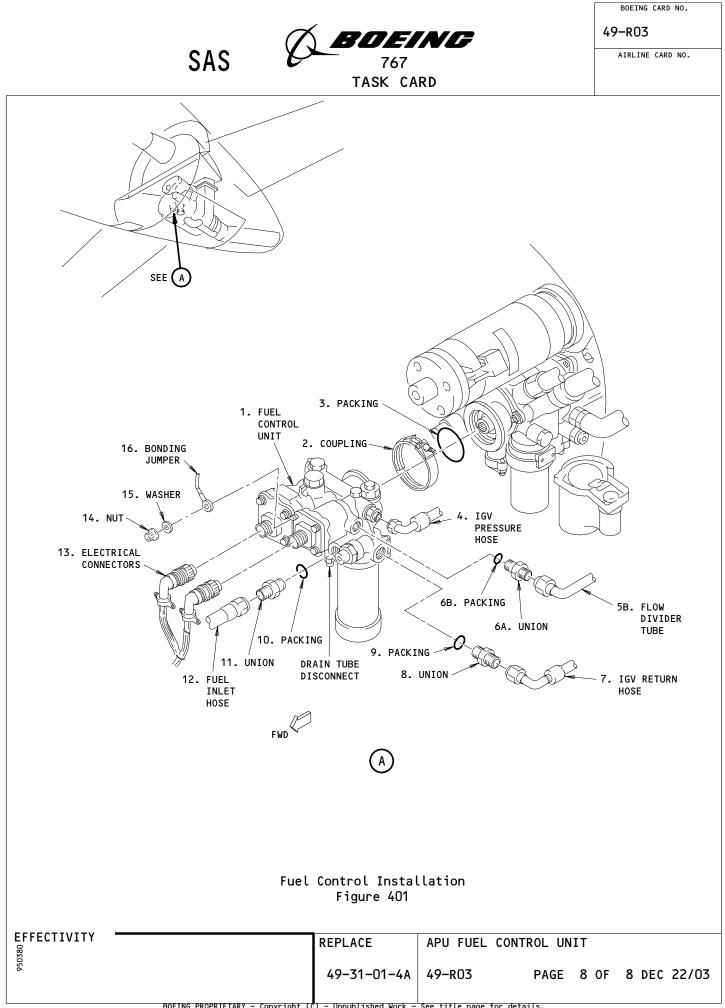
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~ . ~	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

						TASK CARD					
MECH	INSP										
					1) 11B35, APU	J ALTN CONT					
			(2)	Do t	he APU Control	Unit - BITE pr	ocedure (AMM 4	9-61-05/2	201)	-	
			(3)	Remo	ve the DO-NOT-C	PERATE tag fro	m the APU cont	rol swite	ch.		
			(4)	Do t	his task: APU	Starting and O	peration (AMM	49-11-00/	/201	).	
			(5)	Exam	ine the APU for	leakage.					
			(6)	Do t	his task: APU	Shutdown Proce	dure (AMM 49-1	1-00/2012	)_		
			(7)	Clos 316A	e the left APU R:	access door, 3	15AL, and righ	t APU aco	cess	door,	
				(a)	Manually unloc access doors.	k the two hold	-open struts f	rom the 1	two	APU	
						on the center k to manually u			-	ull the	
			(b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.								
				(c)	Lift the left approximately	access door un aligned.	til the two AP	U access	doo	rs are	
				(d)	Close the two	APU access doo	rs.				
				(e)	Close the four	latches on th	e right access	door.			
EFF	ECTI	VITY -									
						REPLACE	APU FUEL CONT		• -		<b></b>
						49-31-01-4A	49-R03	PAGE 7	OF	8 AUG	22/05



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ST	ATION			4						<sup>вое</sup> 49–R	ING CARD NO.
TAIL NO.			SAS	$\mathcal{O}$	<b>BDE</b> 767		G				INE CARD NO.
I	DATE				TASK C	ARD					
			RELATED TASK		INT	ERVAL		Р	HASE	MPD REV	TASK CARD REVISION
ENGIN TAS REPLA	sk		ARTFR	TITLE STRUCTURAL ILLUSTRA			STRUCTURAL ILLUSTRA	TION REFERE	INCE	003 AP AIRPLAN	AUG 22/06 PLICABILITY E ENGINE
										NOT	E ALL
315	<sup>ZONES</sup>		315A	l 316AF	R		ACCESS PANELS				
MECH INSF										M	IPD ITEM NUMBER
	REPLAC	E THE A	PU STARTE	R.						49-4	1-01-4A
	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. 1. <u>Starter Motor Removal</u> (Fig. 401) A. References										
		(1) AI	MM 49-41-	05/401 <b>,</b>	APU Crank C	contac	tor				
		(2) AI	MM 49-41-	06/601,	Starter Clu	ıtch					
	в.	Proced	ure								
					control swi PERATE tag.	tch o	n the P5 ove	erhead	pane	el is (	0FF and
		(2) OJ	pen these	circui	t breakers a	nd at	tach DO-NOT-	-CLOSE	tags	5:	
		(	a) P11 O	verhead	Panel						
			1) 1	1B35, AF	PU ALTN CONT	-					
		()	b) P33 F	orward I	Miscellaneou	is Ele	ctrical Equ <sup>.</sup>	ipment	Pane	el	
			1) 3	3E5, BA <sup>-</sup>	TTERY CHARGE	R APU					
		(			liary Panel						
			1) 4	9C2, APU	U PRIME CONT						
EFFECT					REPLACE		APU STARTER				

AIRLINE CARD NO.

49-r04



						TASK CARD				
MECH	INSP									
				2) 49	C3, APU	START				
				3) 49	E4, APU	BAT CHGR				
		(3)		ese st attery	•	isconnect the	electrical	connector D	300 fr	om the
		(4)	0pen 316AR		ft APU a	ccess door, 31	5AL, and ri	ght APU acco	ess do	or,
						the left acce latches on the			positi	on,
				<u>NOTE</u> :	access	t access door door will drop e fuselage fra	approximat	ely one incl	h (2.5	cm)
						access door to the hold—open		open positio	on and	
				<u>NOTE</u> :	-	h the center k se to manually				
				until	-	access door u h disengages a rame.				
				<u>NOTE</u> :		ation of the d right access d		is at the <sup>·</sup>	forwar	d end
						t access door to the fully open position and the hold-open strut.				
		(5)	(PRE-	SB 49-	36);	APU CRANK CONT nspect the APU				-703cd)
			(a)	Get ac	cess to	the P49 APU au	xiliary pan	el.		
EFF	ECTI					REPLACE	APU STARTE	R		
						49-41-01-4A	49-R04	PAGE 2	0F 9	AUG 22/06

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			TASK CARD
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		(b)	Make sure the APU crank contactor, K117, did not fail in the closed position or show signs of an overheated condition as follows:           NOTE:         If you find discoloration on the terminal studs or the structural components of the starter motor, the starter motor was overheated because of a defective APU crank contactor.
			<ol> <li>Remove the APU crank contactor (AMM 49-41-05/401).</li> <li>Remove the screw, lockwasher and terminal shield from the</li> </ol>
			APU crank contactor.
			<ol> <li>Get access to the internal parts of the APU crank contactor by removing the cover plate and cover assembly.</li> </ol>
			4) Examine the internal parts of the APU crank contactor:
			a) Two main contactors show pitting on more than 75% of the total area.
			b) Two main contactors for a shorted (welded) condition or show signs of burn or discoloration marks.
			c) Two contact posts or two coil terminal posts for stripped studs or show signs of pitting and burned or discoloration marks.
			d) Contactor coil shows signs of wrapping discoloration or a distorted bobbin.
			e) If you find one or more of the above damage, replace the APU crank contactor.
			f) If you find no damage, assemble the APU crank contactor by installing the cover assembly, cover plate and terminal shield.
			5) Install the APU crank contactor (AMM 49–41–05/401).
EFF	ECTI	VITY	REPLACE APU STARTER
			49-41-01-4A 49-R04 PAGE 3 OF 9 AUG 22/06

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AIRLINE CARD NO.

MECH	INSP					
		Ĭ	WARNING:	STARTER MOTOR. AT THE TERMINA OPENED. PUT O	IT IS POSSIB L POSTS EVEN W N PROTECTIVE G	CT THE ELECTRICAL CABLES FROM THE LE THAT THERE IS ELECTRICAL POWER ITH THE APU POWER CIRCUIT BREAKERS LOVES AND USE INSULATED TOOLS. BY AN ELECTRICAL SHOCK.
			(6) Remov	ve the starter i	motor:	
			(a)	Remove the two washer (15).	terminal nuts	(5) or the locknut (4) and the
			(b)	Disconnect the assembly (7) f		trical cables (6) and the fuse al post.
			(c)		o disconnect t	(8) or the locknut (13) and the he negative electrical cables (9)
			(d)	Remove the nut the starter mo		bonding jumpers (10 and 12) from
				will mo	ve freely in t ry to replace	ie-bolt stud is loosened, the stud he starter motor. It is not the starter because this is a usual
			<u>WARN</u>			IL STAY ON YOUR SKIN. YOU CAN ALS THROUGH YOUR SKIN FROM THE OIL.
			(e)	Remove the cou the gearbox.	pling (3) and	pull the starter motor (1) out of
				1) Remove and	discard the p	acking (2).
			(7) Do tl	his task: Star	ter Clutch Ins	pection (AMM 49-41-06/601).
		2. <u>Star</u>	<u>ter Motor</u>	Installation (	Fig. 401)	
		Α.	Consumable	e Materials		
			(1) D500	56 Oil, Aircraf	t Turbine Engi	ne (AMM 12-13-04/301) or
EFF	ECTI	VITY —			REPLACE	APU STARTER

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	AMM	1	A									
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG ITEM								
401	1 2	Starter Motor Packing	49-41-01	01 50 170								
C.	Referenc	ces										
	(1) AMM	1) AMM 12-13-04/301, APU Servicing										
	(2) AMM	(2) AMM 49–11–00/201, Auxiliary Power Unit										
	(3) AMM	AMM 49-41-06/601, Starter Clutch										
	(4) AMM	AMM 49-61-05/201, APU Control Unit cedure										
D.	Procedu											
	(1) Cle	1) Clean the gearbox mounting flange for the starter motor.										
	(2) Ins	(2) Install the APU starter motor:										
	(a)	Lubricate the new packing (2) oil.	with a light coat	t of lubricant								
	(b)	Install the packing (2) on the	e starter motor (1	1).								
	(c)	• Lubricate the splines on the s with oil.	shaft of the start	ter motor (1)								
	(d)	Install the starter motor (1)	on the APU gearbo	ox.								
	<u>NOTE</u> : Make sure the index pin is aligned when you install the starter motor on the gearbox.											
	(e)	(e) Install the coupling (3) on the starter motor (1).										

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			1) Tighten newton-m		e coupling (3) ers).	to 50-55 ir	nch-pounds	(5.7-6.	2	
			2) Loosen a sure the			ry to m	lake			
					ding jumpers ( cor (1) with t			bolt st	uds on	
			will neces	mo\ ssar	e nut on the t ve freely in t vy to replace ondition.	he starter m	notor. It	is not		
			1) Tighten meters).		e nuts (11) to	100 inch-po	ounds (11.3	newton	ı <b>—</b>	
		-	(g) Connect the positive electrical cables (6) to the starter motor:							
			<ol> <li>Put the positive electrical cables (6) and the fuse assembly (7) on the starter motor (1).</li> </ol>							
			<ol> <li>Let the positive electrical cables (6) go to their free position.</li> </ol>							
		:		n ar	ositive electr nd install the ).				ŗ	
			-		e terminal nut to 75-80 inc	•			ers).	
			Connect the (1):	neg	gative electri	cal cables (	(9) to the	starter	motor	
			<ol> <li>Put the negative electrical cables (9) on the starter matrix (1).</li> </ol>							
			<ol> <li>Let the positior</li> </ol>	-	gative electri	cal cables (	(9) go to t	heir fr	ee	
		:	positior	n ar	egative electr nd install the the locknut	washer (14)			iinal	
EFF	ECTI				REPLACE	APU STARTER				
					49-41-01-4A	49-R04	PAGE 6	0F 9	AUG 22/05	

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			TASK CARD
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			4) Tighten the two terminal nuts (8), one at a time, or the locknut (13) to 50–55 inch–pounds (5.7–6.2 newton– meters).
		(3)	Do these steps to connect the APU battery connector:
			(a) Connect the APU battery connector to the APU battery.
			(b) Close the access cover on the forward side of the E6 rack.
		(4)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
			(a) P49 APU Auxiliary Panel
			1) 49C2, APU PRIME CONT
			2) 49C3, APU START
			3) 49E4, APU BAT CHGR
			(b) P33 Forward Miscellaneous Electrical Equipment Panel
			1) 33E5, BATTERY CHARGER APU
			(c) P11 Overhead Panel
			1) 11B35, APU ALTN CONT
		(5)	Do this task: APU Control Unit – BITE Test (AMM 49–61–05/201).
		(6)	Remove the DO-NOT-OPERATE tag from the APU control switch on the P5 overhead panel.
		(7)	Do an operational test of the starter motor clutch:
			(a) Remove the end cap on the starter motor.
			<u>CAUTION</u> : IMMEDIATELY DO AN APU SHUTDOWN IF THE STARTER MOTOR DOES NOT DISENGAGE AT THE OPERATIONAL SPEED OF THE APU. DAMAGE TO THE STARTER MOTOR AND THE STARTER MOTOR CLUTCH CAN OCCUR.
			(b) Do this task: APU Starting and Operation (AMM 49-11-00/201).
			(c) During the APU start procedure, look at the starter motor to make sure the shaft disengages at the APU operational speed.
FFF	ECTIVITY		

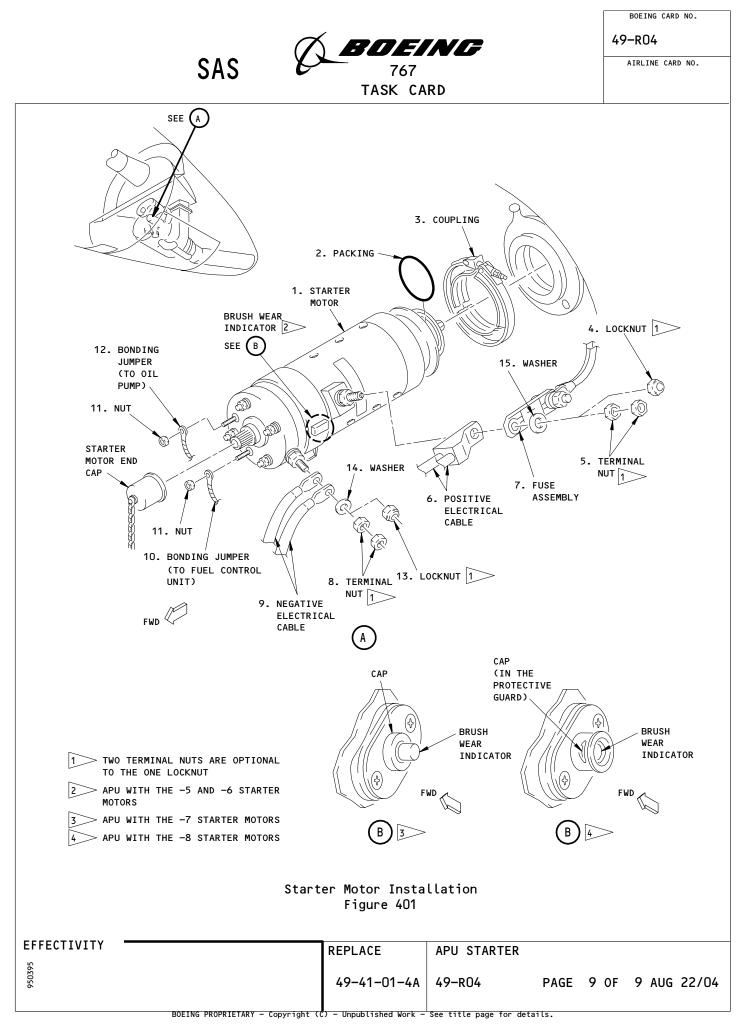
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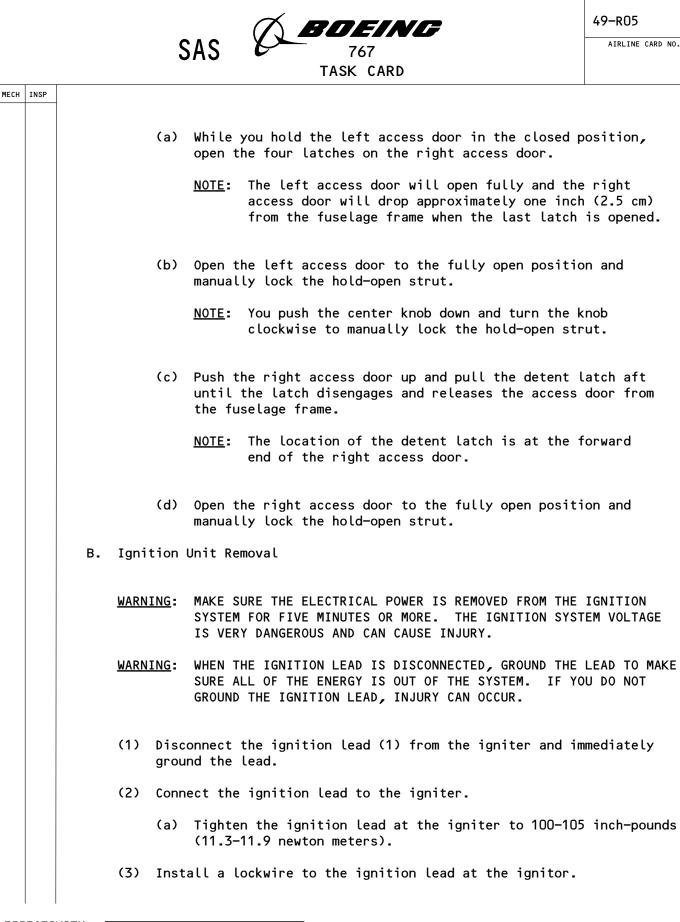
MECH	INSP	-												
				(d)	If the starter motor does not disengage at the APU operational speed, do these steps:									
					1) Do this task: APU Shutdown Procedure (AMM 49-11-00/201).									
					<ol> <li>Do this task: Starter Clutch Inspection (AMM 49-41-06/601).</li> </ol>									
				(e)	Do this task: APU Shutdown Procedure (AMM 49-11-00/201).									
				(f)	Install the end cap on the starter motor.									
			(8)	Clos 316A	e the left APU access door, 315AL, and right APU access door, R:									
				(a)	Manually unlock the two hold-open struts from the two APU access doors.									
					<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold-open strut.									
				(b)	b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.									
				(c)	(c) Lift the left access door until the two APU access doors are approximately aligned.									
				(d)	Close the two APU access doors.									
				(e) Close the four latches on the right access door.										
FFF	ECTI	νττγ												
	2011				REPLACE APU STARTER									
					49-41-01-4A 49-R04 PAGE 8 OF 9 AUG 22/05									



ST	ATION	1							BOE	ING CARD NO.
TAI	IL NO.	-			$\boldsymbol{\sigma}$	BOEIN			49-R	.05
			SA	S	$\mathcal{L}$	- 767			AIR	LINE CARD NO.
[	DATE		07			TASK CARD				
SKILL	WORK AF	REA	RELATI	ED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	APU CO	MPT							003	DEC 22/08
			IGNITIO		E		STRUCTURAL ILLUSTRATION	REFERENCE	AF AIRPLAN	PPLICABILITY E ENGINE
									NOT	E ALL
315	ZONES			315AL	716AD		ACCESS PANELS			
515	510				JIOAK					
MECH INSP	>		I						I	MPD ITEM NUMBER
		се тне	APU IG	ΝΤΤΤΟΝ					/.0_/.	1-03-4A
			. AFO IG	NITION	UNIT.				47-4	1-05-4A
						LL MODELS EXCL	EPT THE 767-ER.			
						S PROVIDED FOR				
							ACTIVITIES. SEE			
						NCE PLANNING I IPTION OF THE				
		GE CAR		,						
	1. Iq	nitior	<u>Unit R</u>	emoval	(Fia.	401)				
	Α.	Prep	bare for	Igniti	on Uni	t Removal				
		(1)		ure the -OPERAT			is in the OFF p	osition	and a	ttach a
		(2)	Open t	hese ci	rcuit	breakers and a	attach DO-NOT-CL	.OSE tag	s:	
			(a) P	11 Over	head P	anel				
			1	) 11B3	5, APU	ALTN CONT				
			2	) 49C2	, APU	PRIME CONT				
			3	) 49C3	, APU	START				
		(3)	Open t 316AR:	he left	APU a	ccess door, 3′	15AL, and right	APU acc	ess do	or,
EFFECT	ΓΙVΙΤΥ					REPLACE	APU IGNITION U	JNIT		
									o	100 00 (00
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AIRLINE CARD NO.



EFFECTIVITY REPLACE APU IGNITION UNIT 49-41-03-4A 49-R05 PAGE 2 OF 5 DEC 22/08 BOEING PROPRIETARY - Copyright (C) - Unpublished Work - See title page for details.

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<ul> <li>(4) Disconnect the ignition lead (1) and the electrical plug (5) from the ignition unit.</li> <li>(a) Put caps on all of the electrical connectors.</li> <li>(5) Remove the bolts (2) and the bonding jumpers.</li> <li>(6) Remove the ignition unit (3) and the insulator (4).</li> <li>2. Ignition Unit Installation (Fig. 401) <ul> <li>A. Parts</li> </ul> </li> <li>AMM <u>APerts</u> <ul> <li>AIPC <u>FIG ITEM NOMENCLATURE SUBJECT FIG ITEM</u></li> <li>401 3 Ignition Unit (Exciter) 49-41-00 01 25</li> </ul> </li> <li>B. References <ul> <li>(1) AMM 49-11-00/201, Auxiliary Power Unit</li> <li>(2) AMM 49-61-05/201, APU Control Unit</li> </ul> </li> <li>C. Procedure <ul> <li>(1) Put the insulator (4) and the ignition unit (3) in their position of the compressor case.</li> <li>(2) Install the bonding jumpers and the bolts (2).</li> <li>(a) Tighten the bolts (2) to 50 inch-pounds (5.65 newton meters).</li> <li>(3) Remove all of the caps on the electrical connectors.</li> <li>(4) Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).</li> <li>(a) Tighten the ignition lead to 100-105 inch-pounds (11.3-11.9 newton meters).</li> <li>(b) Install a lockwire to the ignition lead at the ignition unit.</li> </ul></li></ul>				SAS &	767			AIRLINE CARD NO			
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A. Parts         AMM       AIPC         F16       ITEM       NOMENCLATURE       SUBJECT       F16       ITEM         401       3       Ignition Unit (Exciter)       49-41-00       01       25         B. References       (1)       AMM 49-61-00/201, Auxiliary Power Unit       (2)       AMM 49-61-05/201, APU Control Unit         C. Procedure       (1)       Put the insulator (4) and the ignition unit (3) in their position of the compressor case.       (2)         Install the bonding jumpers and the bolts (2).       (a)       Tighten the bolts (2) to 50 inch-pounds (5.65 newton meters).         (3)       Remove all of the caps on the electrical connectors.       (4)         (4)       Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).         (a)       Tighten the ignition lead to 100-105 inch-pounds (11.3-11.9 newton meters).         (b)       Install a lockwire to the ignition lead at the ignition unit.			(6) Rem	ove the igni	ition unit (3) and the	e insulator (4)					
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the compressor case.         (2) Install the bonding jumpers and the bolts (2).         (a) Tighten the bolts (2) to 50 inch-pounds (5.65 newton meters).         (3) Remove all of the caps on the electrical connectors.         (4) Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).         (a) Tighten the ignition lead to 100–105 inch-pounds (11.3–11.9 newton meters).         (b) Install a lockwire to the ignition lead at the ignition unit.		C.	(2) AMM	49-61-05/20		APU Control Unit (4) and the ignition unit (3) in their position on					
<ul> <li>(2) Install the bonding jumpers and the bolts (2).</li> <li>(a) Tighten the bolts (2) to 50 inch-pounds (5.65 newton meters).</li> <li>(3) Remove all of the caps on the electrical connectors.</li> <li>(4) Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).</li> <li>(a) Tighten the ignition lead to 100-105 inch-pounds (11.3-11.9 newton meters).</li> <li>(b) Install a lockwire to the ignition lead at the ignition unit.</li> </ul>		c.	(1) Put	the insulat	_						
<ul> <li>(3) Remove all of the caps on the electrical connectors.</li> <li>(4) Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).</li> <li>(a) Tighten the ignition lead to 100–105 inch-pounds (11.3–11.9 newton meters).</li> <li>(b) Install a lockwire to the ignition lead at the ignition unit.</li> </ul>							nauton	matana)			
<ul> <li>(4) Connect the electrical plug (5) and the ignition lead (1) to the ignition unit (3).</li> <li>(a) Tighten the ignition lead to 100–105 inch-pounds (11.3–11.9 newton meters).</li> <li>(b) Install a lockwire to the ignition lead at the ignition unit.</li> </ul> FFECTIVITY REPLACE APU IGNITION UNIT				-		-		meters).			
ignition unit (3). (a) Tighten the ignition lead to 100–105 inch-pounds (11.3–11.9 newton meters). (b) Install a lockwire to the ignition lead at the ignition unit. FFECTIVITY REPLACE APU IGNITION UNIT					-			to the			
(11.3–11.9 newton meters). (b) Install a lockwire to the ignition lead at the ignition unit. FFECTIVITY REPLACE APU IGNITION UNIT				to the							
REPLACE APU IGNITION UNIT											
REPLACE AFO IGNITION UNIT			(b)	Install a	lockwire to the ignit	tion lead at the	e ignit	ion unit.			
REPLACE AFO IGNITION UNIT	EFFECT	IVITY -					<u>т</u>				

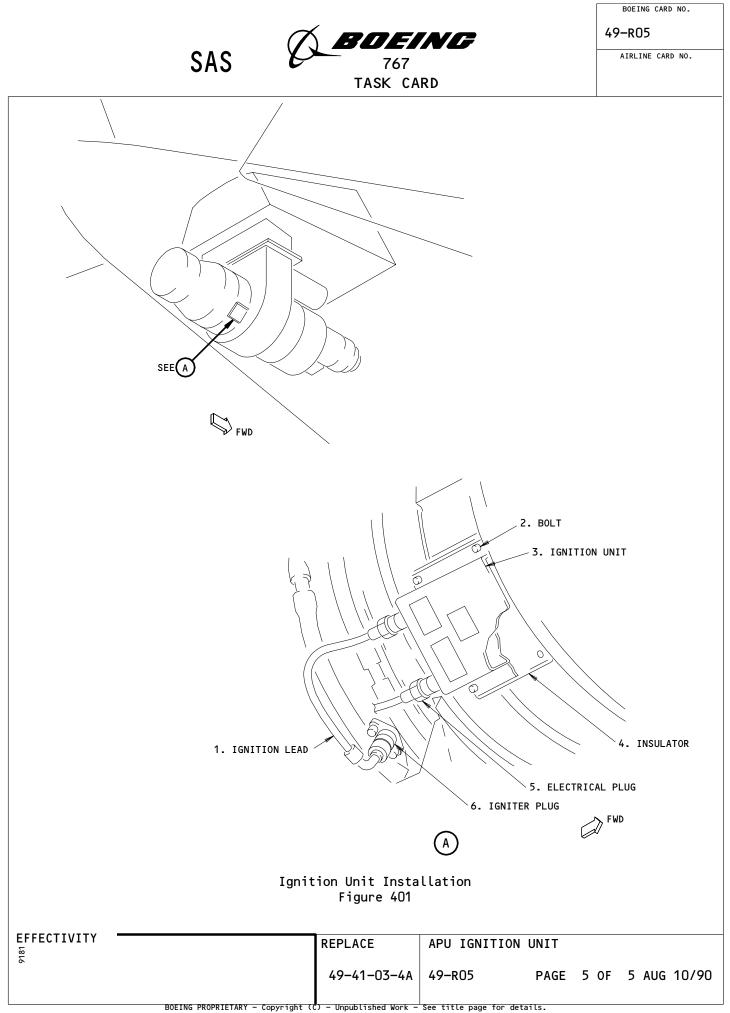
49-R05



AIRLINE CARD NO.

INSP		
		(5) Do this task: APU Control Unit - BITE Test (AMM 49-61-05/201).
	D.	Put the Airplane Back to its Usual Condition
		(1) Close the left APU access door, 315AL, and right APU access door, 316AR:
		(a) Manually unlock the two hold—open struts from the two APU access doors.
		<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold—open strut.
		(b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.
		(c) Lift the left access door until the two APU access doors are approximately aligned.
		(d) Close the two APU access doors.
		(e) Close the four latches on the right access door.
		(2) Remove the DO-NOT-CLOSE tags and close these circuit breakers:
		(a) P49 APU Auxiliary Panel
		1) 49C2, APU PRIME CONT
		2) 49C3, APU START
		(b) P11 Overhead Panel
		1) 11B35, APU ALTN CONT
		(3) Remove the DO-NOT-OPERATE tag from the APU control switch.
		(4) Do this task: APU Starting and Operation (AMM 49-11-00/201).
		(a) Make sure the APU starts correctly.
		(5) If it is not necessary, do this task: APU Shutdown Procedure (AMM 49-11-00/201).
ECTIVI	TY	REPLACE APU IGNITION UNIT
		49-41-03-4A 49-R05 PAGE 4 OF 5 DEC 22/07
_		

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ST	TATION	]							BOE	ING CARD NO.		
TA	AIL NO.	BOEING								49-R06		
	DATE	-	SAS 67 767							LINE CARD NO.		
SKILL	WORK AR	FA	DEI	ATED TASK		TASK CARD		PHASE	MPD	TASK CARD		
ENGIN			KEE			INTERVAL		TIASE	REV 003	REVISION		
					TITLE		STRUCTURAL ILLUSTRATION	REFERENCE		PLICABILITY		
REPL	ACE	APU :	INLET	GUIDE	VANE ACT	UATOR			NOT	E ALL		
315	ZONES			74 5 41	316AR		ACCESS PANELS					
212	510			STJAL	JIOAR							
MECH INS	SP		•						Ν	MPD ITEM NUMBER		
	REPLA	E THE	APU I	NLET G	UIDE VAN	E ACTUATOR.			49-5	2-02-4A		
			0TF• 4			ALL MODELS EXCE	PT THE 767-400E	8.				
	THIS	CARD	IS NOT	A SCH	EDULED M	IAINTENANCE TAS	K. IT IS A					
						S PROVIDED FOR MAINTENANCE A	COPERATOR					
						NCE PLANNING D						
		GE CARI		1, IUK	A DESCR		COMPONENT					
	1. <u>In</u>	<u>let Gu</u>	<u>ide Va</u>	ne (IG	<u>V) Actua</u>	ator Removal (F	ig. 401 and 402	)				
	Α.	Proce	edure									
		(1)			he APU c ATE tag.		on the P5 panel	is OFF	and a	ttach a		
		(2)	0pen	these	circuit	breakers and a	ttach DO-NOT-CL	OSE tags	S:			
			(a)	P11 0v	erhead F	Panel						
				1) 11	B35, APL	J ALTN CONT						
				-		iary Panel						
				1) 49	C2, APU	PRIME CONT						
				2) 49	C3, APU	START						
		(3)	0pen 316AR		ft APU a	access door, 31	5AL, and right /	APU acce	ess do	or,		
	I											
EFFEC	TIVITY					REPLACE	APU INLET GUID	E VANE /	ACTUAT	OR		
						49-52-02-4A	49-R06 I	PAGE 1	0F 10	APR 22/02		
L			BOEING PR	OPRIETARY	- Copyright (	C) – Unpublished Work –	See title page for detail	S.				

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AIRLINE CARD NO.

MECH	INSP							
			(a)	While you hold the left access door in the closed position, open the four latches on the right access door.				
				<u>NOTE</u> : The left access door will open fully and the right access door will drop approximately one inch (2.5 cm) from the fuselage frame when the last latch is opened.				
			(b)	Open the left access door to the fully open position and manually lock the hold-open strut.				
				<u>NOTE</u> : You push the center knob down and turn the knob clockwise to manually lock the hold-open strut.				
			(c)	Push the right access door up and pull the detent latch aft until the latch disengages and releases the access door from the fuselage frame.				
				<u>NOTE</u> : The location of the detent latch is at the forward end of the right access door.				
			(d)	Open the right access door to the fully open position and manually lock the hold-open strut.				
		(4)	Get	access to the IGV actuator:				
			(a)	Put the container below the fuel control unit.				
			<u>WARN</u>	ING: BE CAREFUL WHEN YOU LOOSEN THE FUEL LINES AND MOVE THE IGV ACTUATOR. A SPRAY OF FUEL CAN COME FROM THE FUEL LINES. A SPRAY OF FUEL CAN CAUSE INJURY TO PERSONS.				
			(b)	Loosen the fuel inlet line and the return line on the fuel control unit.				
				<u>NOTE</u> : This will permit the movement of the IGV actuator shaft.				
				1) Let the fuel fully drain out of the fuel lines.				
		(c) Remove the bolts (11 and 12), the washers (10 and 13), the nut (9), and the cover (14) from the bottom mounting bracket.						
EFF	ECTI	VITY		REPLACE APU INLET GUIDE VANE ACTUATOR				
				49-52-02-4A 49-R06 PAGE 2 OF 10 APR 22/99				

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AIRLINE CARD NO.

				TASK CARD						
MECH	INSP									
			(d) Remove t bellcran	he nut and the bolt k.	that attach the	e IGV rod	to the IG	iV		
		(5)	Do a check of guide vane:	the opening force t	hat is necessa	ry for the	e inlet			
			(a) Push the	IGV linkage rod in	until it stops	-				
				he IGV linkage rod c 1-01/401).	oes not move, i	replace t	he APU (AM	M		
			(b) Connect	the force scale test	er to the IGV ı	rod beari	ng.			
				scale and measure t t guide vanes.	he force that <sup>·</sup>	is necess	ary to ope	n		
				opening force must n newtons).	ot be more than	n 15 pound	ds			
				pening force is more the APU (AMM 49-11-C		s (67 new <sup>.</sup>	tons),			
			IGVs are	pening force is 15 p satisfactory. Inst ine on the fuel cont	all the fuel in					
			(f) Attach t the nut.	he rod end bearing t	o the bellcran	k with the	e bolt and			
				<ol> <li>Tighten the nut to 40-42 inch-pounds (4.5-4.8 newton-meters).</li> </ol>						
		(6)	Disconnect th	connect the IGV actuator:						
			(a) Disconne	ct the electrical co	nnector from tl	he actuat	or (4).			
			(b) Remove t (4).	he bolts (1) and the	retainer (2) <sup>.</sup>	from the a	actuator			
			<u>WARNING</u> : STAY CLEAR WHEN YOU REMOVE THE FUEL HOSES OR MOVE THE IGV ACTUATOR SHAFT. FUEL WILL COME OUT OF THE FUEL HOSES AND ACTUATOR WHEN THE HOSES ARE DISCONNECTED AND CAN CAUSE INJURY.							
EFF	ECTI	VITY		REPLACE	APU INLET GUI	DE VANE A	CTUATOR			
				49-52-02-4A	49-R06	PAGE 3	OF 10 AUG	22/01		

49-R06

SAS 767 TASK CARD

AIRLINE CARD NO.

				TASK CARD
MECH	INSP			
			(c)	Disconnect the fuel return hose and the fuel inlet hose from the IGV actuator.
				1) Remove and discard the packings (3A and 3B).
			(d)	Put caps on the fuel hoses and the actuator.
			(e)	Disconnect the drain tube from the elbow (8).
			(f)	Remove the elbow (8), the nut (7), the retainer (6), and the packing (5) from the actuator (4).
				1) Remove and discard the packing (5).
				2) Put caps on the drain tube and the actuator.
		(7)	Remo	ve the IGV actuator:
			(a)	Remove the two nuts (17), four washers (16) and two bolts (15) from the bottom mounting bracket.
			(b)	Remove the two bolts (19) from the upper mount bracket (20).
			(c)	Push the bellcrank back until it is clear of the block assembly (21) and remove the two bushings (22) from the block assembly.
				1) Discard the two bushings (22).
			(d)	Remove the bracket (20) with the actuator (4).
			(e)	Remove the two bolts (18) and bracket (20) from the actuator (4).
	2	. <u>Inlet G</u>	uide V	ane (IGV) Actuator Installation (Fig. 401)
		A. Par	ts	
EFF	ECTIV			REPLACE APU INLET GUIDE VANE ACTUATOR
				49-52-02-4A 49-R06 PAGE 4 OF 10 DEC 22/03





INSP											
ſ		AMM				AIPC					
	FIG	ITEM		NOME	NCLATURE		SUBJECT F		G ITEM		
-	401	3A 3B		acking acking		· · · · · · · · · · · · · · · · · · ·	49-31-00	01	44 48		
		4 5 22	Actu Pack Bush	ing			49–52–02	02	140 165 70		
	в.	References (1) AMM 49–11–00/201, Auxiliary Power Unit									
		(2) AMM 49-61-05/201, APU Control Unit									
	С.	Consumab	le Mat	erials							
		(1) DOO3	341 Lu	bricant –	Santovac 5 or						
		(2) DOO5	504 Lu	bricant –	Petrolatum Jel	lly - VV-	P-236				
	D.	Access									
	Ε.	Procedure	ocedure								
	(1) Install the IGV actuator:										
		<u>CAU</u>	<u>FION</u> :		THE BUSHINGS SHINGS DO NOT AN OCCUR.						
		(a)	a) Install new bushings (22) on the block assembly (21).								
	<u>CAUTION</u> : MAKE SURE THE "OUT" ON THE CHAMFER SIDE OF THE BLO ASSEMBLY IS INSTALLED ON THE OUTBOARD SIDE. IF TH ASSEMBLY IS NOT INSTALLED CORRECTLY, DAMAGE TO THE LINKAGE CAN OCCUR.										
FECTIV	ІТҮ -				REPLACE	APU INL	ET GUIDE	VANE AC	TUATOR		
					49-52-02-4A	49-R06	PA	GE 50	F 10 AUG 2		

	EAC BOEING 49-R06			49-R06		
		S	sas 🖉	767		AIRLINE CARD NO.
				TASK CARD		
ECH INSP						
		(b)	Install the b	olock assembly (	(21) in the ac	tuator shaft.
				thin-wall, one- the actuator sha		en-end wrench to
				the block assemb 1 newton-meters		0-125 inch-pounds
		(c)	Attach the up two bolts (18		ket (20) to th	e actuator with the
			1) Tighten t newton-me		18) to 50-53 i	nch-pounds (5.7-6.0
		(d)		ator (4) and the bugh the bottom		oly (21) in their ket.
		(e)	Attach the bl	ock assembly (2	21) to the bel	lcrank.
				e the "OUT" on t is outboard of		de of the block
				bellcrank as no in the arms of		stall the block
		(f)	Attach the up bolts (19).	oper mount brack	ket (20) to th	e APU with the two
			1) Tighten t newton-me		19) to 50-53 i	nch-pounds (5.7-6.0
		(g)		tuator to the b the washers (16)		g bracket with the s (17).
			1) Tighten t newton me		o 100-120 inch	-pounds (11.3-13.5
	(2)	) Attach the cover (14) with the bolts (11 and 12), the washer (10 and 13), and the nut (9).				2), the washers
		(a) Tighten the bolt (12) and the nut (9) to 100–120 inch-pour (11.3–13.5 newton-meters).			100-120 inch-pounds	
	(3)	Connect the IGV actuator:				
		(a)	Lubricate the	e new packing (	5) with a ligh	t coat of lubricant.
FFECTIVITY				REPLACE		IDE VANE ACTUATOR
				49-52-02-4A	49-R06	PAGE 6 OF 10 DEC 22

49-r06



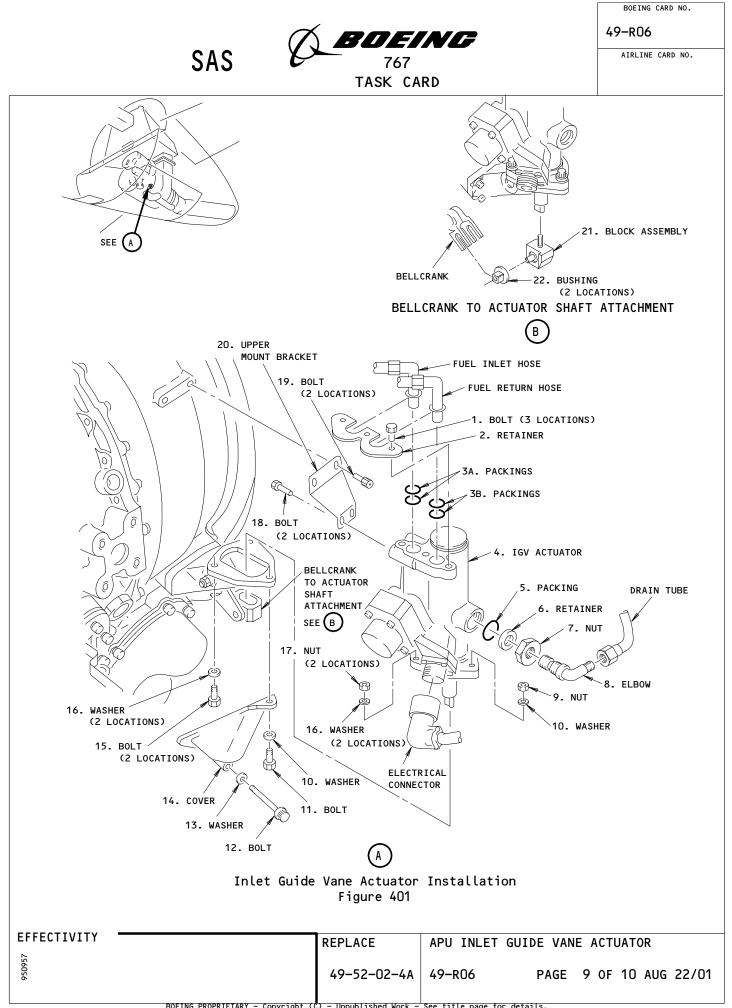
MECH	INSP		
			(b) Install the elbow (8), the nut (7), the retainer (6), and the packing (5) on the actuator (4).
			(c) Connect the drain tube to the elbow (8).
			(d) Lubricate the new packings (3A and 3B) with a light coat of lubricant.
			(e) Install the packings (3A and 3B) on the fuel inlet and fuel return hoses.
			(f) Connect the fuel inlet and fuel return hoses to the actuator (4).
			(g) Attach the retainer (2) to the actuator (4) with the bolts (1).
			(h) Connect the electrical connector to the actuator.
		(4)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
			(a) P49, APU Auxiliary Panel
			1) 49C2, APU PRIME CONT
			2) 49C3, APU START
			(b) P11, Overhead Panel
			1) 11B35, APU ALTN CONT
		(5)	Do this task: APU Control Unit - Self-Test (AMM 49-61-05/201).
		(6)	Remove the DO-NOT-OPERATE tag from the APU control switch on the P5 panel.
		(7)	Do a leakage check of the APU:
			(a) Do this task: APU Starting and Operation (AMM 49-11-00/201).
			(b) During the APU operation, examine the APU for leakage.
			(c) Do this task: APU Shutdown Procedure (AMM 49-11-00/201).
		(8)	Close the left APU access door, 315AL, and right APU access door, 316AR:
EFF	ECTIVITY		REPLACE APU INLET GUIDE VANE ACTUATOR
1			49-52-02-4A 49-R06 PAGE 7 OF 10 DEC 22/03

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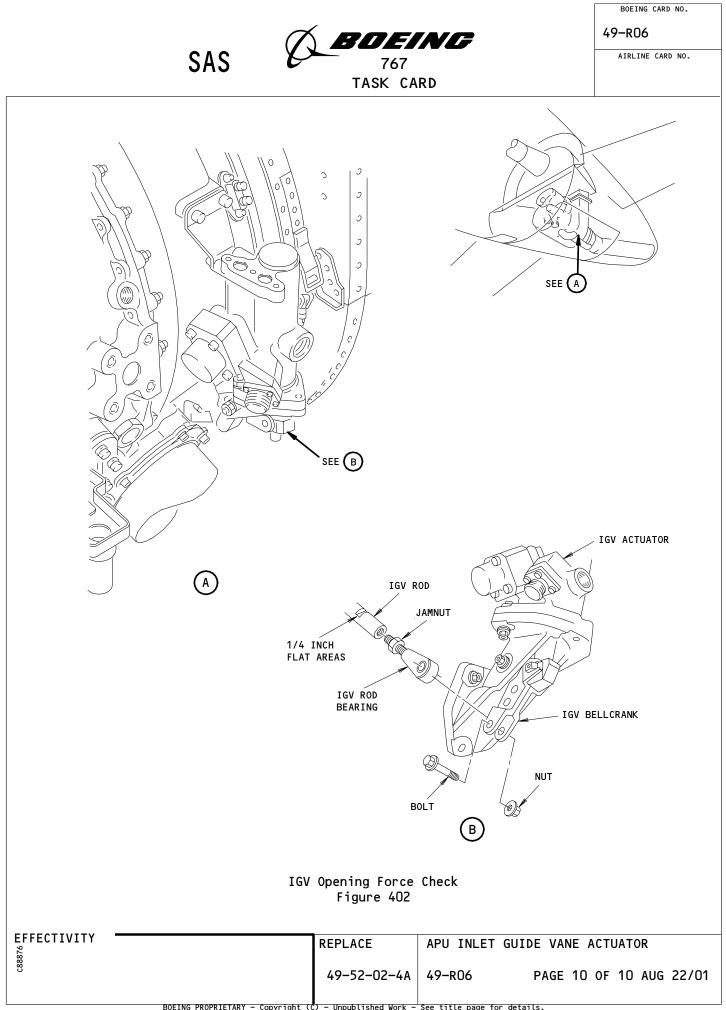


AIRLINE CARD NO.

				TASK CARD				
MECH	INSP	-						
		(a)	access doors.	k the two hold n the center k				
				o to manually u				
				ess door on the	fuselage fra	me.		
			Lift the left approximately	aligned.		PU access	doors are	
		(d)	Close the two	APU access doo	ors.			
		(e)	Close the four	latches on th	e right acces	s door.		
				_				
EFF	ECTI	VITY		REPLACE	APU INLET GU	IDE VANE	ACTUATOR	
				49-52-02-4A	49-R06	PAGE 8	OF 10 DEC 2	22/03



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51	TATION	1							BOE	EING CARD NO.
								49-R		
TA	TAIL NO.		c	AS	$(\mathcal{Q})$	BOEIN				LINE CARD NO.
	DATE	-	3	AJ	C	767 TASK CARD				
SKILL	WORK AR	EA	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN		1PT							003	DEC 22/07
REPL	ASK ACE		SURGE		ITLE		STRUCTURAL ILLUSTRATION R	EFERENCE	AI AIRPLAN	PPLICABILITY NE ENGINE
			JONGE						NOT	E ALL
315	ZONES			315AI	316AR		ACCESS PANELS			
0.5	010			012712	010/11					
MECH INS	SP								l	MPD ITEM NUMBER
	REPLAC	E THE	APU S	URGE V	ALVE.				49-5	3-01-4A
					RIF TO	ALL MODELS EXC	EPT THE 767-400ER			
						MAINTENANCE TA		•		
						IS PROVIDED FO	R OPERATOR ACTIVITIES. SEE			
						ANCE PLANNING				
		-		1, FOR	A DESC	RIPTION OF THE	COMPONENT			
	CHANG	GE CAR	05.							
	1. <u>Sur</u>	<u>ge Co</u>	ontrol	Valve	<u>Removal</u>	(Fig. 401)				
	Α.	Prep	are fo	r the	Surge C	control Valve R	emoval			
		(1)	Make	sure t	he APU	control switch	is in the OFF po	sition	and a	ittach a
					ATE tag					
		(2)	0pen	these	circuit	breakers and	attach DO-NOT-CLO	SE tag	s:	
			(a)	P11 0v	erhead	Panel				
				1) 11	B35, AP	U ALTN CONT				
			(b)	P49 APU Auxiliary Panel						
				1) 49	C2, APU	PRIME CONT				
				2) 49	C3, APU	START				
		(3)	-		ft APU	access door, 3	15AL, and right A	PU acc	ess do	por,
			316AR	•						
	I									
EFFEC	TIVITY					REPLACE	APU SURGE VALVE			
						49-53-01-4A	49-R07 P	AGE 1	0F 8	AUG 22/05

			(	5	BOEIN	Æ	49-R07			
		S	as V		767	-		AIRLINE CARD NO.		
		•			TASK CARD					
MECH INSP										
					the left acce latches on the			position,		
		ļ	acce	SS	t access door door will drop e fuselage fra	approximat	tely one inc	h (2.5 cm)		
					access door to the hold–open		open positi	on and		
		ļ			h the center k se to manually					
		I		atc	access door u h disengages a rame.					
		ļ			ation of the d the right acce		n is at the	forward		
				-	access door t the hold-open	-	/ open posit	ion and		
В.	Surge	e Cont	rol Valve R	emo	val					
	(1)	Disco valve		lec	trical connect	or (10) fro	om the surge	control		
		(a)	Put caps on	th	e electrical c	onnectors.				
	(2)	VALVE	(PRE-HONEY	WEL	OLATION VALVE L-SB 49-7192); sure tube (14)					
			Disconnect from the un		pressure tube (13).	(14) for t	the fan isol	ation valve		
			Remove the (3).	uni	on (13) and pa	cking (12)	from the su	rge valve		
		<ul><li>(c) Discard the packing (12).</li><li>(d) Put caps on all of the open ends of the tubes and on the surge control valve.</li></ul>								
						on the surge				
EFFECTIVITY										
· <b>- · - · · ·</b> ·					REPLACE	APU SURGE				
					49-53-01-4A	49-R07	PAGE 2	OF 8 APR 22/0		

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	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

MECH	INSP	-										
			COM	PRESSOR (ALLIEDS	SOLATION VALVE CONNECTED TO THE FIRST STAGE SIGNAL SB 49-7192); ssure tube (9) for the compressor discharge air.							
			(a)	Put caps on the open end of the tube and on the surge control valve.								
				ove the coupling embly (2).	g (4), the duct clamps (1), and the duct							
		(5) If necessary, remove the aft coupling (6) and the elbow duct (7) to help release the surge control valve (3).						ıct (7) to				
		(6) Remove the bolts (5) to remove the surge control valve (3).										
		2. <u>Surge Control Valve Installation</u> (Fig. 401)										
		A. References										
		(1) AMM 49-11-00/201, Auxiliary Power Unit										
		(2) AMM 49-61-05/201, APU Control Unit										
		в.	Consumab	le Materials								
			(1) DOO4	408 Lubricant – (	Graphite Dry F	ilm, DGF 123						
		c.	Parts									
			AMM				AIPC					
		FIG	ITEM	NOM	NOMENCLATURE			ITEM				
		401	3	Surge Control	Valve	49-53-06	01	50				
			11 12	Plug Packing		49–53–00 49–53–00	01 01	247 248				
			13	Union		49-53-00	01	250 245				
		D.	Surge Cor	ntrol Valve Inst	allation		<b>1</b>					
			(1) Remove all of the caps from the tubes and from the surge control valve.									
EFF	ECTI	VITY -			REPLACE	APU SURGE VALVE						
					49-53-01-4A	49-R07 PA	GE 3 OF	8 APR 22/07				





AIRLINE CARD NO.

MECH	INSP								
		(2)	Attach the surge control valve (3) to the APU with the bolts (5) and the coupling (4).						
		(3)	Lubricate the ends of the duct assembly (2) with a thin layer of the graphite dry film lubricant.						
		(4)	Install the duct assembly (2) with the clamps (1).						
		(5)	If you removed the elbow duct (7) during the surge control valve removal, install the elbow duct (7) with the clamp (6).						
		(6)	Tighten the coupling (4) and the aft coupling (6):						
			<u>NOTE</u> : Tighten the aft coupling (6) if the elbow duct (7) was removed during the surge control valve removal.						
			<ul><li>(a) Tighten the coupling (4) and (6) to 55–60 inch-pounds</li><li>(6.22–6.78 newton meters).</li></ul>						
			(b) Lightly hit all around the couplings (4) and (6) with a rubber hammer to seal the coupling.						
			(c) Tighten the couplings (4) and (6) again until the coupling nut stays at the specified torque after you lightly hit it.						
		(7)	Tighten the bolts (5) to 50–55 inch-pounds (5.65–6.22 newton meters).						
		(8)	Tighten the clamps (1) to 25–27 inch–pounds (2.83–3.05 newton meters).						
		(9)	Lubricate the union connections on the surge control valve with a thin layer of the graphite dry film lubricant.						
		(10)	APU WITH THE FAN ISOLATION VALVE CONNECTED TO THE SURGE CONTROL VALVE (PRE-HONEYWELL-SB 49-7192); Connect the pressure tube (14) for the fan isolation valve.						
			(a) Lubricate the new packing (12) with a light coat of lubricant.						
			(b) Remove the cap from the pressure tube (14) for the fan isolation valve.						
			(c) Install the union (13) to the pressure tube (14) for the fan isolation valve.						
EF	FECTI	VITY	REPLACE APU SURGE VALVE						
			49-53-01-4A 49-R07 PAGE 4 OF 8 APR 22/07						

49-R07



AIRLINE CARD NO.

MECH	INSP			
				(d) Install the packing (12) and the pressure tube (14) for the fan isolation valve to the surge valve (3).
			(11)	APU WITH THE FAN ISOLATION VALVE CONNECTED TO THE FIRST STAGE COMPRESSOR OR WITHOUT THE FAN ISOLATION VALVE (POST-HONEYWELL-SB 49-7192 OR POST-HONEYWELL-SB 49-7392); Install a plug (11) and packing (12) on the surge valve (3).
				(a) Tighten the plug to 65 inch-pounds (7.35 N.m).
			(12)	APU WITH THE FAN ISOLATION VALVE CONNECTED TO THE FIRST STAGE COMPRESSOR (ALLIEDSIGNAL SB 49-7192); Connect the pressure tube (9) for the compressor discharge air:
				(a) Connect the tube to the surge control valve (3).
			(13)	Connect the electrical connector (10) to the surge control valve (3).
				(a) Install a lockwire on the electrical connector.
		Ε.	Put	the Airplane Back to its Usual Condition.
			(1)	Close the left APU access door, 315AL, and right APU access door, 316AR:
				(a) Manually unlock the two hold-open struts from the two APU access doors.
				<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold—open strut.
				(b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.
				(c) Lift the left access door until the two APU access doors are approximately aligned.
				(d) Close the two APU access doors.
				(e) Close the four latches on the right access door.
			(2)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:
				(a) P49 APU Auxiliary Panel
EFF	ECTI	/ITY		REPLACE APU SURGE VALVE
				49-53-01-4A 49-R07 PAGE 5 OF 8 DEC 22/0

4 1 8

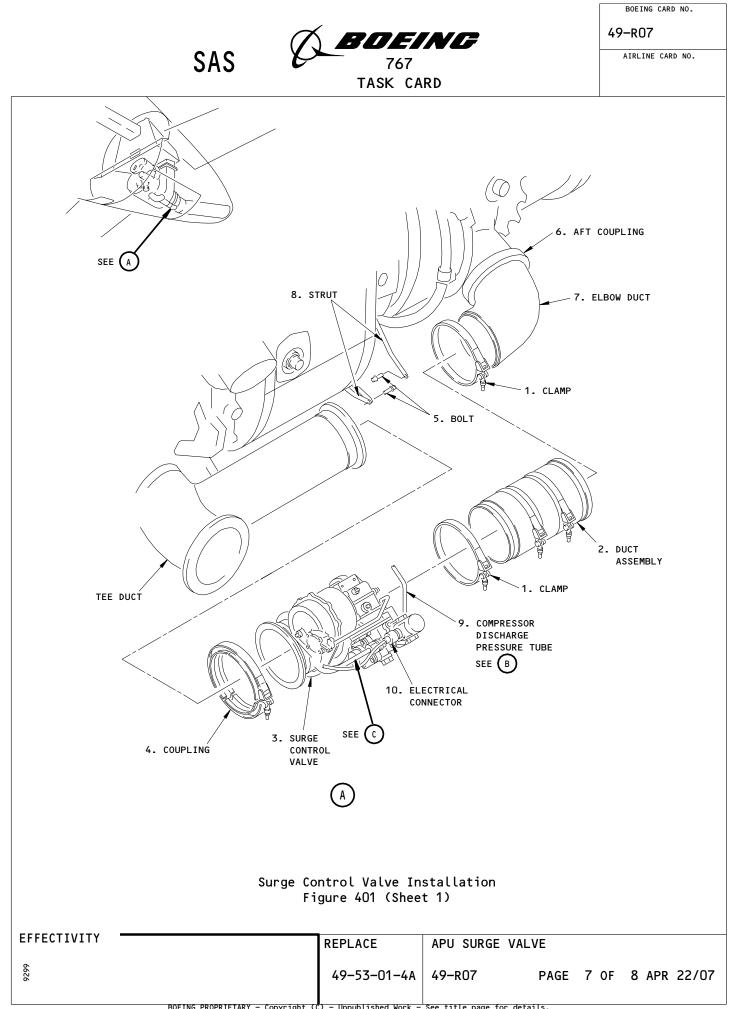
AIRLINE CARD NO.

49-R07

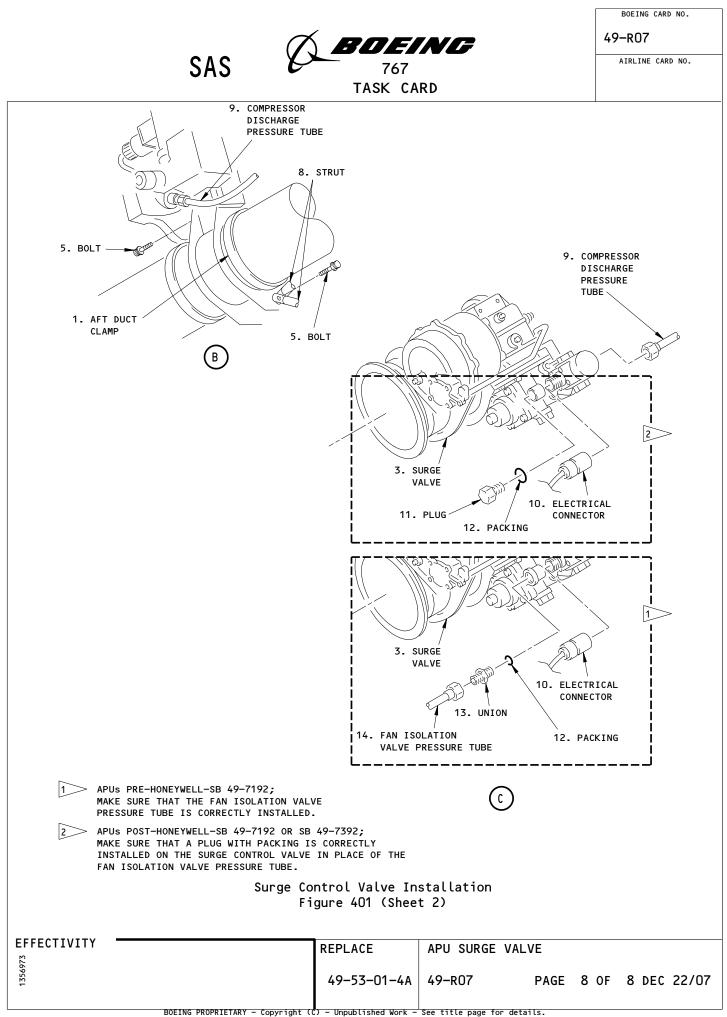
	A BOEING
SAS	767
	TASK CARD

						THER CHIE					
MECH	INSP										
				1) 49	9C3, APU S	START					
				(b) P11 0	verhead Pa	anel					
				1) 1 <sup>,</sup>	1B35, APU	ALTN CONT					
		(	(3)	Remove the	DO-NOT-OF	PERATE tag fro	m the APU con	trol swit	ch.		
		(	(4)	Do this ta	sk: APU S	Starting and O	peration (AMM	49-11-00	0/201	).	
		(		After five (AMM 49-11		do this task:	APU Shutdow	n Procedu	ıre		
		(	(6)	Do this ta	sk: APU (	Control Unit -	BITE Procedu	re (AMM 4	9-61	-05/201	).
EFF	ECTI	VITY -				REPLACE	APU SURGE VA	LVE			
						49-53-01-4A	49-R07	PAGE 6	5 OF	8 APR	22/07

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STATI	ION								BOE	ING CARD NO.	
TAIL	NO.	SAS OBDEING							49-008-01 AIRLINE CARD NO.		
DAT	ſE										
					TASK			1			
SKILL	WORK ARE		RELATE	ED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION	
ENGIN TASK	STABLIZ	RBX		APU         CNG         STRUCTURAL ILLUSTRATION REFE			99XXX		DEC 22/07		
CHECK/	INSP	APU	AIR INT	AKE DUCT	- INTERNAL						
	ZONES						ACCESS PANELS		NOT	E ALL	
314				315AL 3'	6AR						
MECH INSP									٩	IPD ITEM NUMBER	
	GENERA	L INS	SPECTION	OF INTER	NAL PORTION	OF THE	APU AIR INTAKE		49-1	5-01-4B	
	DUCT F	OR CC	ONDITION	AND SECU	JRITY.						
	AIRPLA	NE NC			S APPLICABLE 767-400ER.	TO ALL	MODELS				
	1. <u>Air</u>	Inta	ake Duct	Removal	(Fig. 401)						
	Α.	Refe	erences								
		(1)	AMM 29	-11-00/20	)1, Main (Lef	t, Rig	ht, and Center)	Hydraul	ic Sy	stems	
	в.	Proc	edure								
		(1)	Do this	s task:	Remove Hydra	ulic P	ower (AMM 29-11-	-00/201)	-		
		(2)			APU control s G-OPERATE tag		on the P5 overhe	ead pane	lis	0FF and	
		(3)	0pen tl	hese ciro	cuit breakers	and a	ttach DO-NOT-CLO	)SE tags	:		
			(a) P'	11 Overhe	ead Panel						
			1	) 11B35	, APU ALTN CO	NT					
			(b) P4	49 APU Au	uxiliary Pane	ι					
			1	) 49C2,	APU PRIME CO	NT					
			2	) 49C3,	APU START						
			3	) 4904,	APU INLET DO	OR ACT					
EFFECTI	VITY				CHECK/I	NSP	APU AIR INTAKE	DUCT -	INTER	NAL	
					49-15-	01-4B	49-008-01 F	PAGE 1	0F 9	DEC 22/07	
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49-008-01



AIRLINE CARD NO.

MECH	INSP	
		WARNING: THE CONTROLS ACCESS DOOR MUST NOT BE USED TO HOLD YOUR WEIGHT TO GET ACCESS TO THE STABILIZER TORSION BOX COMPARTMENT. YOUR WEIGHT CAN RELEASE THE SPRING-LOADED LATCHES. INJURY TO PERSONNEL CAN OCCUR.
		(4) Open the service access door, 312AR.
		(5) If it is necessary, install a service platform over the service access door, 312AR.
		(6) Do these steps to remove the forward intake duct (3):
		<u>NOTE</u> : It is necessary to loosen the air intake port before you can correctly remove the forward intake duct.
		It is recommended that you use two persons to remove the forward intake duct. The location of the first person is on the outside of the airplane, on a service platform near the air intake door. The location of the second person is in the stabilizer torsion box compartment and near the forward intake duct.
		(a) Disconnect the ground wires from the bracket that grounds the intake door actuator (1) to the airplane.
		(b) Disconnect the electrical connector from the side of the housing for the intake door actuator (1).
		(c) Remove the bolts (2) that attach the intake port (10) to the external side of the airplane.
		(d) Remove the bolts (11) and the washers (12) that attach the forward intake duct (3) to the bulkhead (9).
		(e) Move the forward intake duct (3) at an angle with the aft end down.
		(f) Move the forward intake duct (3) aft to disconnect it from the air intake port (10).
		(g) Remove the forward intake duct (3).
EFF	ECTI	CHECK/INSP APU AIR INTAKE DUCT - INTERNAL
		49-15-01-4B 49-008-01 PAGE 2 OF 9 AUG 22/01

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49-008-01

							A.	BOEIN	162		49-008-01			
					ç	SAS	XX	767			AIRLINE CARD	NO.		
						////	•	TASK CARD						
MECH	INSP													
				<i>(</i> <b>-</b> )										
				(7)	Do t	hese	steps to r	emove the aft	intake duct (	(6):				
					<u>NOTE</u>	<u>OTE</u> : The forward intake duct must be removed before you can remove the aft intake duct.								
					WARN	<u>ING</u> :	WEIGHT GE COMPARTME	OLS ACCESS DOC T ACCESS TO TH NT. YOUR WEIG INJURY TO PER	IE STABILIZER GHT CAN RELEAS	TORSION BO	X			
					(a)	0pen	the contr	ols access doc	or, 313AL.					
					(b)			sary, install s door, 313AL.		atform over	` the			
		Remo				Remo shie	ve the fou	NIR INTAKE DUCTS WITH THE DRIP SHIELD; we the four bolts (16), four washers (17) and drip d (15) from the four brackets (18) on the aft air intake (6).						
					(d)	Remo (13)		teners that at	tach the slip:	o ring (7)	to the cli	ps		
					(e)			ring (7) forwa the adapter (8		nect the af	ft intake			
					(f)		ove the bol plenum.	ts (14) that a	ittach the aft	t intake du	uct (6) to			
					(g)	Remo	ve the aft	intake duct (	6).					
				(8)			moved duct examine th	s are to be ir e ducts:	nstalled in th	ne airplane	e again,			
					(a)		ine the in s, and cra	ternal sides c cks.	of the duct(s)	) for forei	ign objects	,		
					(b)	Exam	ine the ex	ternal side of	the duct(s)	for cracks	S.			
		2.	<u>Air</u>	<u>Inta</u>	<u>ke Du</u>	<u>ct In</u>	<u>stallation</u>	(Fig. 401)						
			Α.		rence			-						
								laata D-						
				(1)	AMM	24-22	-UU/2U1, E	lectrical Powe	er – control					
EFF	FECTI	IVIT	Y -					CHECK/INSP	APU AIR INTA	AKE DUCT -	INTERNAL			
								49-15-01-4B	49-008-01	PAGE 3	OF 9 DEC	22/03		

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AIRLINE CARD NO.

49-008-01

A BOEING SAS 767 TASK CARD

(2) AMM 29-11-00/201, Main (Left, Center, and Right) Hydraulic Systems (3) AMM 51-31-01/201, Seals and Sealing (1) Ohmmeter (or alternative tool) C15292 Ohmmeter - Electrical Bonding (also called T477W) (recommended) Avtron Mfg. Inc.

10409 Meech Ave., Cleveland, OH 44105-4166

(b) Model 1010-A Micro-Ohmmeter - Autoranging/Autotest, 10 Micro-ohms to 200 Ohms, Accuracy: 0.05% (alternative) Barberree Custom Design 1401 Laurier House, 1600 Beach Ave., Vancouver, BC Canada V6G 1Y6, DC

C. Consumable Materials

Equipment

(a)

Β.

- (1) A00247 Sealant, Pressure and Environmental BMS5-95
- (2) B00130 Alcohol, Isopropyl - TT-I-735
- (3) GOOO34 Cloth, Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) - BMS15-5 or
- (4) G02330 Brush, Stiff Bristle, Non-Metallic Tampico GA55-1
- D. Parts

MECH INSP

AI	ММ		AIPC				
FIG	ITEM	NOMENCLATURE	SUBJECT	FIG	ITEM		
401	3	Duct Assembly (Forward Air Intake Duct)	49-15-01	01	20		
	6	Duct Assembly (Aft Air Intake Duct)			51		

E. Procedure

1

1

(1) Do these steps to install the aft intake duct (6):

EFFECTIVITY 4 CHECK/INSP APU AIR INTAKE DUCT - INTERNAL 9 49-15-01-4B 49-008-01 PAGE 4 OF 9 AUG 22/05

			$\mathbf{A}$	BOEIN	49-008-01		
		<u> </u>	SAS	- 767		AIRLINE CARD NO.	
				TASK CARD			
MECH INSP							
		(a)	Put the aft in	take duct (6)	in its position.		
		(b)	Install the bo the plenum.	lts (14) that	attach the aft intake	duct (6) to	
		(c)	Move the slip	ring (7) over	the aft intake duct (	6).	
		(d)	Install the fa clips (13).	steners that a	ttach the slip ring (	7) to the	
		(e)	Seal the aft e (AMM 51–31–01/		intake duct (6) with	a fillet seal	
		(f)	If the adapter seal at the bu		red, seal the adapter -31-01/201).	with a fillet	
		(g)		ip shield (15)	E DRIP SHIELD; to the four brackets the four washers (17		
	(2)	Do t	hese steps to i	nstall the for	ward intake duct (3):		
		<u>NOTE</u>			removed, it must be ward intake duct.	installed	
		(a)	Put the forwar	d intake duct	(3) on the intake por	t (10).	
		(b)	Attach the for bolts (11) and		ct (3) to the bulkhea 12).	d (9) with the	
		(c)	Seal the aft e seal (AMM 51–3		ard intake duct (3) w	ith a fillet	
		(d)	Make sure the	intake ducts a	re installed correctl	y:	
		(e)	Make sure the and at the ple		the intake port, at	the bulkhead,	
		(f)	Make sure the	ducts are seal	ed correctly.		
	(3)	Do t	hese steps to i	nstall the air	intake port (10):		
		(a)	-	lts (2) that a	ttach the intake port	(10) to the	
EFFECTIVITY				CHECK/INSP	APU AIR INTAKE DUCT	- INTERNAL	
				49-15-01-4B	49-008-01 PAGE	5 OF 9 AUG 22/05	

49-008-01



AIRLINE CARD NO.

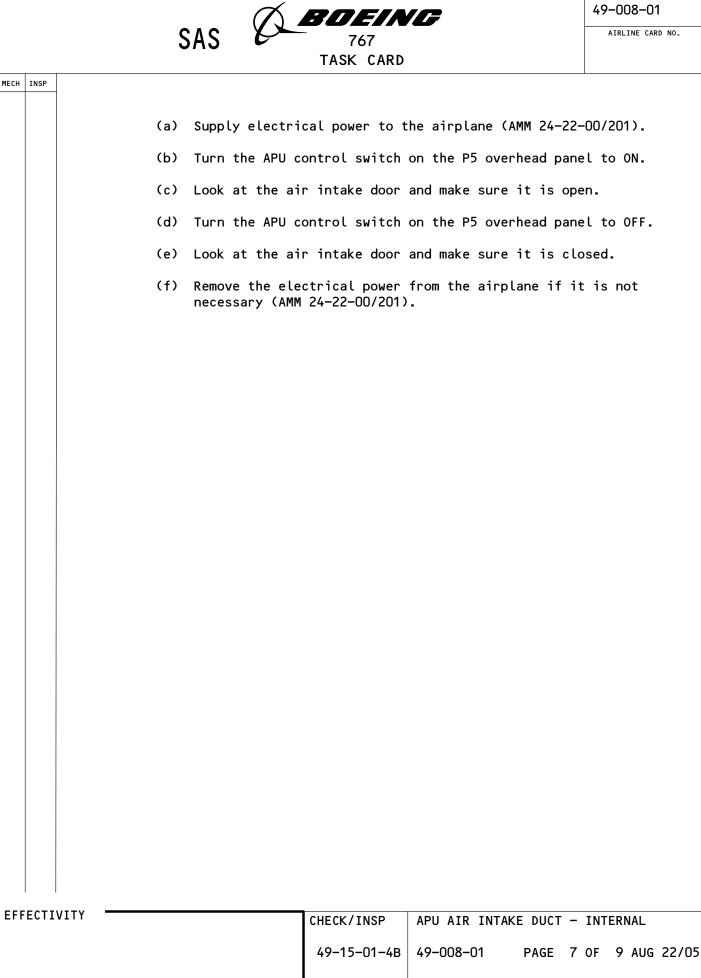
MECH	INSP				
				(b)	Clean the surfaces of the bracket and the ground wires with alcohol and a cloth or brush.
				(c)	Use a small amount of pressure on the cloth or brush while you clean the surfaces of the bracket and the ground wires.
				(d)	Continue to clean the surfaces until there is no visible residue on the surfaces.
				(e)	Install the ground wires to the bracket.
				(f)	Use an ohmmeter to make sure the bonding resistance between the actuator for the air intake door and the airplane structure is less than 0.001 ohm.
				(g)	Connect the electrical connector to the housing for the intake door actuator (1).
		F.	Put	the A	irplane Back to Its Usual Conditions
			(1)	Remo	ve the service platforms that you used.
			(2)	Clos 313A	e the service access door, 312AR and controls access door, L.
			(3)	Remo	ve the DO-NOT-CLOSE tags and close these circuit breakers:
				(a)	P49 APU Auxiliary Panel
					1) 49C2, APU PRIME CONT
					2) 49C3, APU START
					3) 49C4, APU INLET DOOR ACT
				(b)	P11 Overhead Panel
					1) 11B35, APU ALTN CONT
			(4)		ve the DO-NOT-OPERATE tag from the APU control switch on the P5 head panel.
			(5)		t is necessary, supply hydraulic pressure to the left, the t, and the center hydraulic system (AMM 29–11–00/201).
			(6)	Do a	n operational test of the air intake door:
EFF	ECTI	VITY			CHECK/INSP APU AIR INTAKE DUCT - INTERNAL
					49-15-01-4B 49-008-01 PAGE 6 OF 9 AUG 22/05

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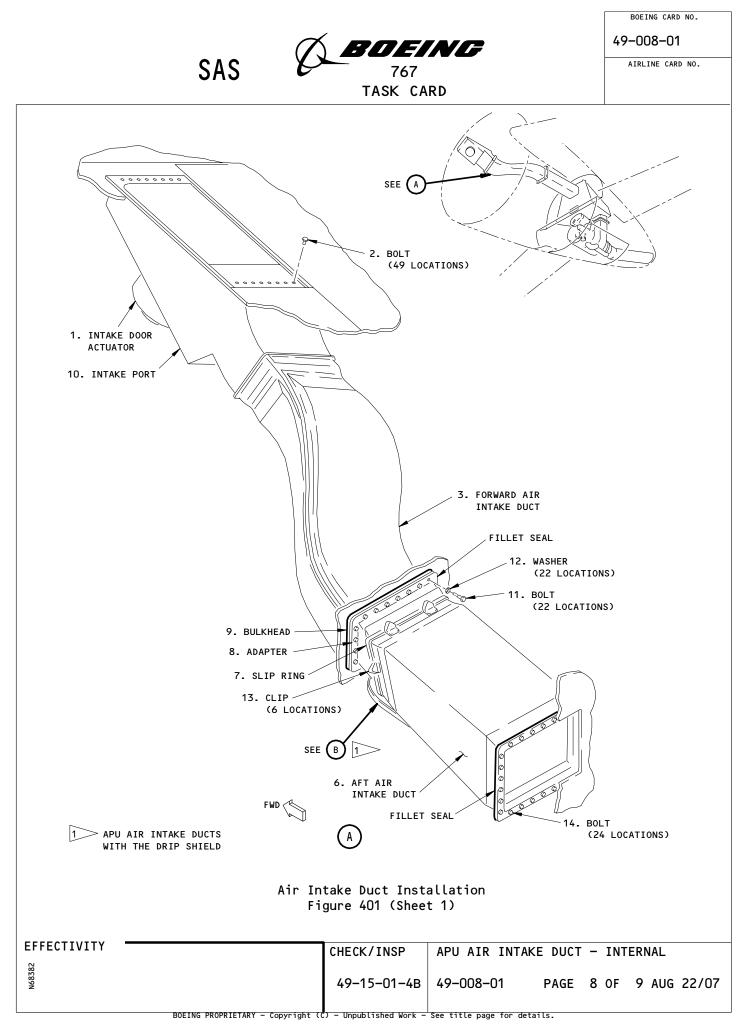
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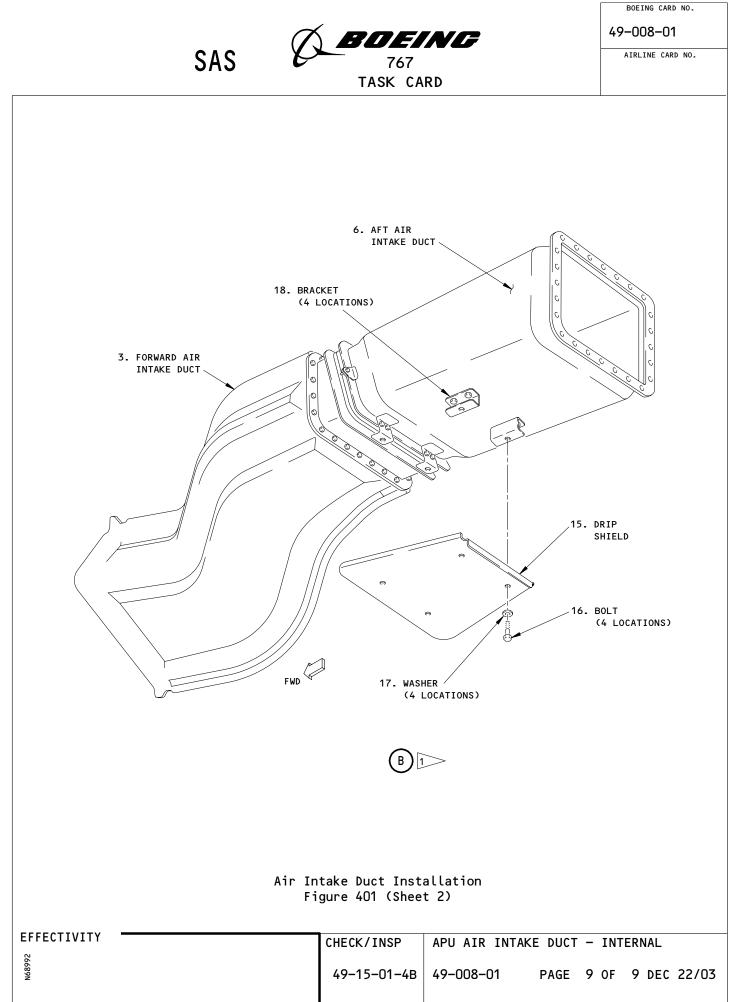
AIRLINE CARD NO.



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5	STATION	]							BOE	ING CARD NO.
т	AIL NO.	-			$\langle n \rangle$	BOEI	NG		49-0	13–01
	DATE	_	S	٩S	<pre>V</pre>				AIRI	LINE CARD NO.
						TASK CAF				
SKILL	WORK AF		RELA	TED TASK		INTERV	AL	PHASE	MPD REV	TASK CARD REVISION
	N APU COI	MPT		т	ITLE	10	STRUCTURAL ILLUSTRATION	REFERENCE		APR 22/09
CHEC	CK/INSP	APU	DRAIN M	IAST					AIRPLAN	
	ZONES						ACCESS PANELS		NOT	<u>E ALL</u>
315				315AL						
MECH IN										MPD ITEM NUMBER
neen in										
			HECK THA H THE DR			MAST IN THE A	PU ACCESS PANEL		49–1	6-00-A
	ALIGN	S WIIF	1 INC UF	CAIN I	UBE3.					
	AIRPL	ANE NO				PPLICABLE TO THE 767-400EF	ALL AIRPLANE			
			MC	JUELS I	EXCEPT	THE (07-400EF	-			
EEE <i>C</i>	CTIVITY					<b>.</b>				
	~ 1 T V T I I					CHECK/INSP	APU DRAIN MAST			
						49-16-00-4	49-013-01	PAGE 1	0F 1	APR 22/09

STA	ATION					BOE	ING CARD NO.
TAI	IL NO.	(	A BOEII			49-0	14-C1
1	DATE	SAS &	767			AIRL	INE CARD NO.
L			TASK CAR	)			
SKILL	WORK AREA	RELATED TASK	INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	APU COMPT	TITLE	00400 HRS	NOTE STRUCTURAL ILLUSTRATION F		012	DEC 22/07
		O MAGNETIC CHIP DE	TECTORS	SIRUCIURAL ILLUSIRATION P	EFERENCE	AIRPLAN	
	ZONES			ACCESS PANELS		NOT	E ALL
315	316	315AL 31	6AR				
MECH INSP	P					Μ	IPD ITEM NUMBER
	VISUALLY DETECTORS	INSPECT THE APU GE	ARBOX MAGNETIC CH	IIP 49-2	27-04-6A		7-04-6А 7-04-6В
		INSPECT THE APU CO AND TURBINE BEARI			- 27–04–68	3	
	INTERVAL AIRPLANE	NOTE: APU HOURS. NOTE: THIS TASK I EXCEPT THE		LL AIRPLANE MODEL	.s		
	1 M			(01)			
		ic Chip Detector I	nspection (Fig. 6	501)			
	A. Re	eferences					
	(1	) AMM 49-11-00/20	1, Auxiliary Powe	er Unit			
	(2	2) AMM 49-11-01/40	1, Auxiliary Powe	er Unit			
	(3	3) AMM 49-27-04/40	1, Magnetic Chip	Detector and Dra	in Plug		
	B. Ec	quipment					
	(1	) Compressed Air	Source - 30 psig	maximum			
	C. Cc	onsumable Materials					
	(1	) B00074 Solvent	- Degreasing, MIL	-PRF-680 (Superse	edes P-D	-680)	
	D. Pr	ocedure					
	(1	) Do this procedu (AMM 49-27-04/4		Detector Remova	_		
EFFECT	ΤΙVΙΤΥ		CHECK/INSP	APU MAGNETIC CH	IIP DETE	CTORS	
			49-27-04-64	49-014-C1 F	PAGE 1	0F 5	DEC 22/07

49-014-c1



AIRLINE CARD NO.

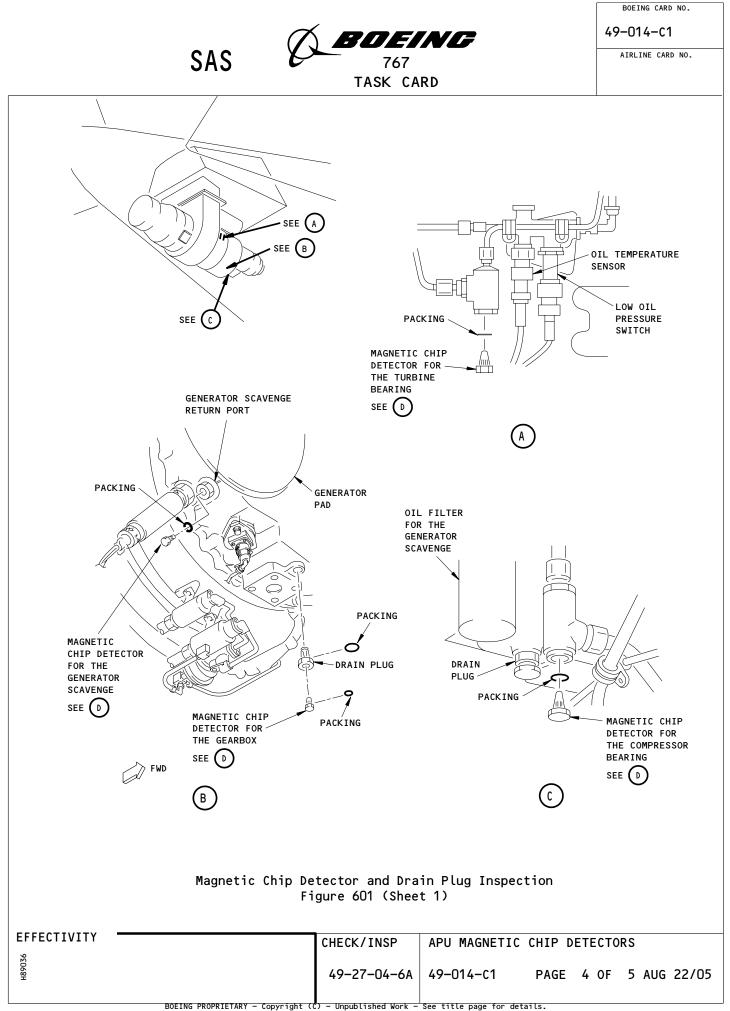
MECH	INSP								
		(2) Examine the magnetic chip detector for metal particles.							
		<u>NOTE</u> : Metal particles on the magnetic chip detector give an indication of internal damage to the engine. If you see metal particles on the magnetic chip detector, examine the engine to find the cause and quantity of damage.							
		(a) If the magnetic chip detector is free of metal particles, the APU is satisfactory.							
		(b) A small quantity of metal particles that are not silver color are permitted.							
		(c) Silver color particles are not permitted.							
		<u>NOTE</u> : Silver color particles give an indication of damage to the APU.							
		<ol> <li>If you find silver color particles, replace the APU (AMM 49-11-01/401).</li> </ol>							
		(d) If you find a medium quantity of metal particles that are not silver color, then do these steps:							
		WARNING: DO NOT GET THE SOLVENT IN YOUR MOUTH OR EYES, OR ON YOUR SKIN. DO NOT BREATHE THE FUMES FROM THE SOLVENT. PUT ON A PROTECTIVE SPLASH GOGGLE AND GLOVES WHEN YOU USE THE SOLVENT. KEEP THE SOLVENT AWAY FROM SPARKS, HEAT, AND FLAME. THE SOLVENT IS POISONOUS AND FLAMMABLE AND CAN CAUSE INJURY TO PERSONS AND DAMAGE TO EQUIPMENT.							
		1) Put the magnetic chip detector in the solvent.							
		2) Dry the magnetic chip detector with the compressed air.							
		3) Do this procedure: Magnetic Chip Detector Installation (AMM 49-27-04/401).							
4) Do this task: APU Starting and Operation (AMM 49-11-00/201).									
EFF	ECTI	VITY CHECK/INSP APU MAGNETIC CHIP DETECTORS							
		49-27-04-6A 49-014-C1 PAGE 2 OF 5 AUG 22/05							

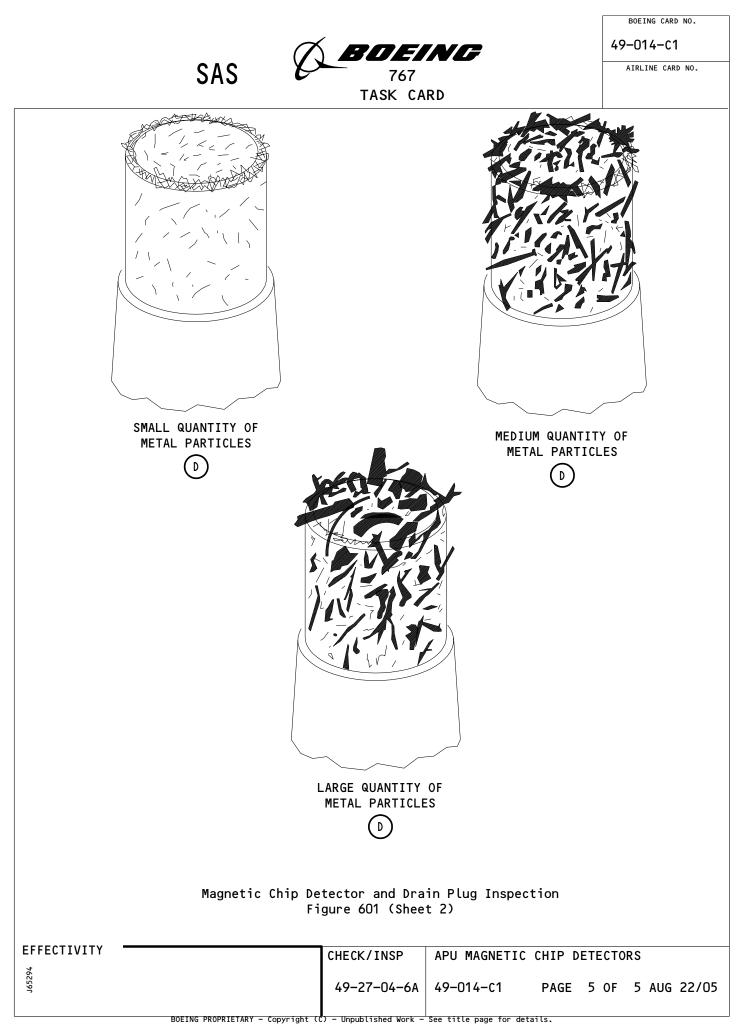
49-014-C1



AIRLINE CARD NO.

				TASK CARD					
MECH	INSP								
		5)	After 15 m (AMM 49-11	inutes, do thi -00/201).	s task: AF	PU Shutdown	Proce	edure	
		6)	Do this ta (AMM 49-27	sk: Magnetic -04/401).	Chip Detect	tor Removal			
		7)	Examine th	e magnetic chi	p detector	for metal p	partic	les.	
		8)	More metal permitted.	particles on	the magnet	ic chip det	ector	are no	ot
				find more met 9-11-01/401).	al particle	es, replace	the A	\PU	
		9)	If no more satisfacto	metal particl	es are four	nd, the APU	is		
		(e) Al	arge quanti	ty of metal pa	rticles is	not permit	ted.		
		<u>NOT</u>		quantity of m rnal damage to			n indi	catior	า
		1)		d a large quan MM 49-11-01/40		tal particlo	es, re	eplace	
			procedure: 27-04/401).	Magnetic Chip	Detector	Installatio	n		
EFF	ECTIVITY			CHECK/INSP	APU MAGNE	TIC CHIP DE	TECTOR	s	
				49-27-04-6A	49-014-c1	PAGE	3 OF	5 AUG	22/05
1				1	1				





	STAT	ON	1									BOEI	NG CARD NO.
TAIL NO.		-			$\mathcal{A}$	B	DEIN	1G		49	-01	9–01	
	DATE		SAS 767								AIRLINE CARD NO.		
	DAI	E					Т	ASK CARD					
SKII	L	WORK AR	EA	RE	ELATED TASK			INTERVAL		PHASE	E MPI RE		TASK CARD REVISION
ѕно	PS					L	IFE	LMT	NOTE	99X)			AUG 22/99
	TASK					TITLE			STRUCTURAL ILLUSTRATION	REFERENCE		APF	PLICABILITY ENGINE
RE	PLAC	E	APU	TURBI	NE DIS	KS						LL	ALL
		ZONES							ACCESS PANELS				
MECH	INSP											MF	PD ITEM NUMBER
					DISKS.						49	-21	-00-A
		INTER	AL NO			UFACTUREF PU MANUAL		PECIFIED	LIFE LIMIT				
	I												
EFF	ECTI	VITY					REP	LACE	APU TURBINE DI	ISKS			
							49	-21-00-A	49-019-01	PAGE	1 OF	1	AUG 22/99
							1						

STA	TION								BOE	ING CARD NO.
TAIL NO.					Ø	BOEII			49-0	21–01
DATE			AS	<i>V</i>	767			AIRI	INE CARD NO.	
DA	ATE		C			TASK CARI	)			
SKILL	WORK ARE	A	REL	ATED TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	APU COM	РТ			TITLE	00100 HRS	NOTE STRUCTURAL ILLUSTRATION R		010	AUG 22/08
SERVI		APU	OIL LE	VEL					AIRPLAN	E ENGINE
	ZONES						ACCESS PANELS		NOT	<u>E ALL</u>
315				315A	L					
MECH INSP									1	MPD ITEM NUMBER
	СНЕСК	APU C	IL LEV	/EL AN	D SERVI	CE AS REQUIRED.			12–1	3-04-3A
	INTERV	AL NO	TE: A	APU HO	URS.					
	NOTE:				T REQUII NSTALLEI	RED WHEN OPTION D.	AL OIL LEVEL			
	1. <u>APU</u>	– Se	rvicir	<u>ng Pro</u>	<u>cedure</u>					
	Α.	Gene	ral							
		(1)					l the APU gearbox side of the APU			The oil
		(2)	The A	APU ge	arbox h	olds 6.2 quarts	(5.8 liters).			
		(3)	Use c	only t	hese ty	pes and brands	of oil:			
			(a)		etic Bas to 54°		- MIL-PRF-7808 (-	∙65°F to	0 130°	F,
				1) B	P Aero <sup>.</sup>	Turbine Oil 15				
				2) B	P Turbo	0il 2389				
				3) B	rayco 8	80				
	4) Castrol 3C									
				5) C	astrol	399				
			(b)	Def S	tan 91-9	94, Type I (-65	°F to 130°F, -54°	C to 54	°C):	
				1) A	eroshel	l Turbine Oil 3	90			
				2) C	astrol :	325				
EFFECT	IVITY -					SERVICE	APU OIL LEVEL			
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				TASK CARD					
MECH	INSP	-							
				<pre>(c) Synthetic Base Oil, Type II - MIL-PRF-23699 (-40°F to 130°F, -40°C to 54°C):</pre>					
				1) Aeroshell or Royco Turbine Oil 500					
				2) Aeroshell or Royco Turbine 0il 560					
				3) BP Turbine 0il 2197					
				4) Castrol 5000					
				5) Hatco 3611					
				6) Mobil Jet 0il 254					
				7) Mobil Jet Oil II					
				8) Royco 899					
				(d) DOD-L-85734 and Def Stan 91-100, Type II (-40°F to 130°F, -40°C to 54°C):					
				1) Aeroshell Turbine Oil or Royco 555					
		В.	Consu	umable Materials					
			(1) D00068 Oil, Aircraft Turbine Engine, Synthetic Base, Type II – MIL–PRF–23699 or D00071 Oil, Aircraft Turbine Engine, Synthetic Base, Type I – MIL–PRF–7808 or						
			(2)	DOOO77 Aeroshell Turbine Oil 555, DOD–L–85734 and Def Stan 91–100, Type II or					
			(3)	DOO635 Aeroshell Turbine Oil 390, Def Stan 91–94, Type I or					
			(4)	DOO636 Castrol 325, Def Stan 91-94, Type I or					
			(5)	D50031 Royco 555, D0D-L-85734 and Def Stan 91-100, Type II					
		c.	Refer	rences					
			(1)	AMM 24-22-00/201, Electrical Power - Control					
			(2)	AMM 31-41-00/201, EICAS					
			(3)	AMM 49–11–00/201, Auxiliary Power Unit					
EFF	ECTI	VITY		SERVICE APU OIL LEVEL					
				12-13-04-3A 49-021-01 PAGE 2 OF 12 APR 22/05					

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AIRLINE CARD NO.

SAS	
	TASK CARD

MECH	INSP	-										
			D.	Do a	Chec	k of	the	APU Oi	l Level.			
				(1)		one APU:	of tl	hese pr	ocedures to do	a check of t	he oil level	in
					(a)	Use	the	EICAS	display to do	a check of th	e oil level.	
						1)	Sup	oly ele	ctrical power	(AMM 24-22-00	/201).	
						2)		k for t play.	he APU OIL QTY	′message on t	he EICAS STA	TUS
						3)	If	the APU	OIL QTY messa	nge is on EICA	S, fill the	APU oil.
					(b)		the		T GAGE WITHOUT gage when the			•
						1)	-	n the l r <b>,</b> 316A	eft APU access R:	door, 315AL,	and right A	PU access
							a)		you hold the l on, open the f			
								<u>NOTE</u> :	right access	ess door will door will dro from the fus opened.	p approximat	ely one
							b) Open the left access door to the fully open position and manually lock the hold-open strut.					osition
								<u>NOTE</u> :	You push the clockwise to	center knob d manually lock		
							c)	aft un	he right acces til the latch rom the fusela	disengages an		
							<u>NOTE</u> : The location of the detent latch is at the forward end of the right access door.					
		 \/ <del>-</del> - \/	· -							1		
EFF	ECTI	VIIY							SERVICE	APU OIL LEVE	L	
									12-13-04-3A	49-021-01	PAGE 3 OF	12 APR 22/05

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	( BAFING	49-021-01
	SAS DEING	AIRLINE CARD NO.
	TASK CARD	
MECH INSP		
	d) Open the right access door to the full and manually lock the hold—open strut.	
	2) Look at the oil level in the sight gage.	
	3) If the oil level is below the ADD on the s APU OFF, fill the APU oil.	ight gage for the
	WARNING: DO NOT REMOVE THE OIL FILL CAP WHEN THE A OPERATION. IF THE OIL FILL CAP IS REMOVE OPERATES, INJURIES TO PERSONS OR DAMAGE T OCCUR.	D WHEN THE APU
	(c) ON AN OIL SIGHT GAGE WITH A FULL MARK FOR THE Use the sight gage when the APU operates to do oil level.	-
	<u>NOTE</u> : You can only do a check of the APU oil the engine operates if the sight gage h APU ON.	
	<ol> <li>Open the left APU access door, 315AL, and door, 316AR:</li> </ol>	right APU access
	<ul> <li>a) While you hold the left access door in position, open the four latches on the door.</li> </ul>	
	<u>NOTE</u> : The left access door will open right access door will drop app inch (2.5 cm) from the fuselage last latch is opened.	roximately one
	b) Open the left access door to the fully and manually lock the hold-open strut.	
	<u>NOTE</u> : You push the center knob down a	nd turn the knob
	clockwise to manually lock the	hold-open strut.
EFFECTIVITY	SERVICE APU OIL LEVEL	
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	A BOEING
SAS	767
	TASK CARD

AIRLINE CARD NO.

							TASK CARD			
MECH	INSP									
					c)	aft un	he right acces til the latch rom the fusela	disengages an	•	
						<u>NOTE</u> :	The location forward end o			
					d)	-	he right acces nually lock th			en position
				2)	Loo	k at th	e oil level in	the sight ga	ge.	
				3)		the oil se step	level is belo s:	w the FULL ma	rk for the	e APU ON, do
					a)		e APU Operatio 9-11-00/201).	n procedure t	o do the A	APU shutdown
					b)	Fill t	he APU oil.			
		Ε.	Fill	the APU	0il	(Fig. 3	01).			
			(1)	Make sur DO-NOT-O			ontrol switch	is in the OFF	position	and attach a
			(2)	Open thi DO-NOT-C			reaker on the	overhead pane	l P11 and	attach a
				(a) 11B	35,	APU ALT	N CONT			
			(3)	Open thi a DO-NOT			reaker on the	P49 APU Auxil	iary Pane	l and attach
				(a) 490	2, A	PU PRIM	E CONT			
			(4)	If it is APU acce			open the left 6AR:	APU access d	oor, 315AL	., and right
					-		the left acce latches on the			position,
				<u>NOT</u>		access	t access door door will drop e fuselage fra	approximatel	y one inch	n (2.5 cm)
							e rusetaye ira	me when the t	ασι ιαιιΠ	is opened.
EFF	ECTI	VITY -					SERVICE	APU OIL LEVE	L	
							12-13-04-3A	49-021-01	PAGE 5	OF 12 APR 22/07

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SAS **BOEING** 767 TASK CARD

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			TASK CARD
MECH	INSP		
		(b)	Open the left access door to the fully open position and manually lock the hold-open strut.
			<u>NOTE</u> : You push the center knob down and turn the knob clockwise to manually lock the hold-open strut.
		(c)	Push the right access door up and pull the detent latch aft until the latch disengages and releases the access door from the fuselage frame.
			NOTE: The location of the detent latch is at the forward end of the right access door.
		(d)	Open the right access door to the fully open position and manually lock the hold-open strut.
		<u>WARNING</u> :	DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE APU IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS. HOT COMPONENTS CAN BURN YOU.
		<u>WARNING</u> :	DO NOT LET HOT OIL GET ON YOU. PUT ON PROTECTIVE CLOTHES, GOGGLES, AND EQUIPMENT OR LET THE APU BECOME COOL. HOT OIL CAN BURN YOU.
		<u>WARNING</u> :	DO NOT LET THE OIL STAY ON YOUR SKIN. YOU CAN ABSORB POISONOUS MATERIALS FROM THE OIL THROUGH YOUR SKIN.
		<u>CAUTION</u> :	DO NOT LET OIL GET ON THE APU OR OTHER COMPONENTS. IMMEDIATELY CLEAN THE OIL WHEN IT FALLS ON THEM. OIL CAN CAUSE DAMAGE TO PAINT AND RUBBER.
		(5) Do t	hese steps to fill the APU gearbox with oil:
		(a)	Clean the oil fill cap before it is removed.
		WARN	ING: DO NOT REMOVE THE OIL FILL CAP IF THE APU IS HOT, AND THE OIL LEVEL IS AT OR ABOVE THE FULL MARK. THE HOT OIL CAN CAUSE INJURY.
		(b)	Remove the oil fill cap.
EFF	ECTI	VITY	SERVICE APU OIL LEVEL

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AIRLINE CARD NO.

MECH	INSP								
			<u>C.</u>	<u>AUTION</u> :	MIL-PRF-2 PERMITTED TYPE OF O	X TWO TYPES OF 3699) WHEN YOU TO MIX DIFFER IL WHEN YOU AD YPES OF OIL IN	ADD THE OIL ENT BRANDS OF D THE OIL IN	IN THE APU. OIL WITH THE THE APU. A M	IXTURE OF
			C	c) Slow	ıly add oil	until the oil	flows into t	he scupper dr	ain.
				<u>NOTE</u>		ecommended tha started in ve			
			(			ings on the oi or damage, do		f you find	
				1)	Replace th	e packing on t	he cap.		
				2)	Measure and	d record dimen	sion A.		
				3)	Remove the	chain from th	e handle asse	mbly.	
				4)	Remove the	nut, stop, sp	ring and cap	from the hand	le.
				5)	Replace th	e packing on t	he handle.		
					tighten th	e cap, spring, e nut until di teps is obtain	mension A you		
				7)	Install th	e chain onto t	he cap assemb	ly.	
			(	e) Inst	all the oi	l fill cap and	make sure th	e cap is tigh	t.
		F.	Fill t	he APU O	il (Pressu	re Fill Method	) (Fig. 301)		
					e the APU co PERATE tag.	ontrol switch	is in the OFF	position and	attach a
					circuit o DO-NOT-CLO	n the overhead SE tag:	circuit brea	ker panel, P1	1, and
			(	a) 11B3	5, APU ALT	N CONT			
EFF	ECTI	VITY				SERVICE	APU OIL LEVE	L	
						12-13-04-3A	49-021-01	PAGE 7 OF	12 DEC 22/07

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SAS 767 TASK CARD

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			TASK CARD
MECH	INSP		· · · · · · · · · · · · · · · · · · ·
		(3)	Open this circuit breaker on the P49 APU Auxiliary Panel and attach a DO-NOT-CLOSE tag:
			(a) 49C2, APU PRIME CONT
		(4)	If it is necessary, open the left APU access door, 315AL, and right APU access door, 316AR:
			(a) While you hold the left access door in the closed position, open the four latches on the right access door.
			<u>NOTE</u> : The left access door will open fully and the right access door will drop approximately one inch (2.5 cm) from the fuselage frame when the last latch is opened.
			(b) Open the left access door to the fully open position and manually lock the hold-open strut.
			<u>NOTE</u> : You push the center knob down and turn the knob clockwise to manually lock the hold-open strut.
			(c) Push the right access door up and pull the detent latch aft until the latch disengages and releases the access door from the fuselage frame.
			<u>NOTE</u> : The location of the detent latch is at the forward end of the right access door.
			(d) Open the right access door to the fully open position and manually lock the hold—open strut.
		(5)	Remove the caps from the pressure fill fittings.
		(6)	Clean the pressure fill fittings.
EFF	ECTIV	ІТҮ —	SERVICE APU OIL LEVEL
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AIRLINE CARD NO.

MECH	INSP	-		
			<u>CAUTION</u>	L: DO NOT MIX TWO TYPES OF OIL (MIL-PRF-7808 AND MIL-PRF-23699) WHEN YOU ADD THE OIL IN THE APU. IT IS PERMITTED TO MIX DIFFERENT BRANDS OF OIL WITH THE SAME TYPE OF OIL WHEN YOU ADD THE OIL IN THE APU. A MIXTURE OF THE TWO TYPES OF OIL IN THE APU CAN CAUSE DAMAGE TO THE APU.
				IF YOU DO NOT CLEAN THE OIL OFF, THE OIL CAN CAUSE A STAIN ON YOUR CLOTHES AND PAINT CAN BECOME SOFT.
				DO NOT PUT TOO MUCH OIL IN THE RESERVOIR OR YOU CAN CAUSE THE APU TO HAVE A SHUTDOWN FROM LOW OIL PRESSURE.
			(7) Cc	onnect the supply and the overflow hoses to the oil fill fittings.
			(8) SI	owly add oil until you can see oil in the overflow hose.
			NC	<u>)TE</u> : It is recommended that you use Type I oil if the APU will be started in very cold conditions below -40°F (-40°C).
				en the oil from the overflow hose is at a slow drip, remove the essure fill hoses.
			(10) Ir	nstall the caps on the pressure fill fittings.
		G.	Put the	e Airplane Back to its Usual Condition
				the APU OIL QTY message is shown on EICAS, do the Maintenance essage Erase Procedure (AMM 31-41-00/201).
				ose the left APU access door, 315AL, and right APU access door, 6AR:
			(a	a) Manually unlock the two hold-open struts from the two APU access doors.
				<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold—open strut.
			(b	b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.
			((	Dift the left access door until the two APU access doors are approximately aligned.
EFF	ECTI	VITY		SERVICE APU OIL LEVEL
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4 2 1

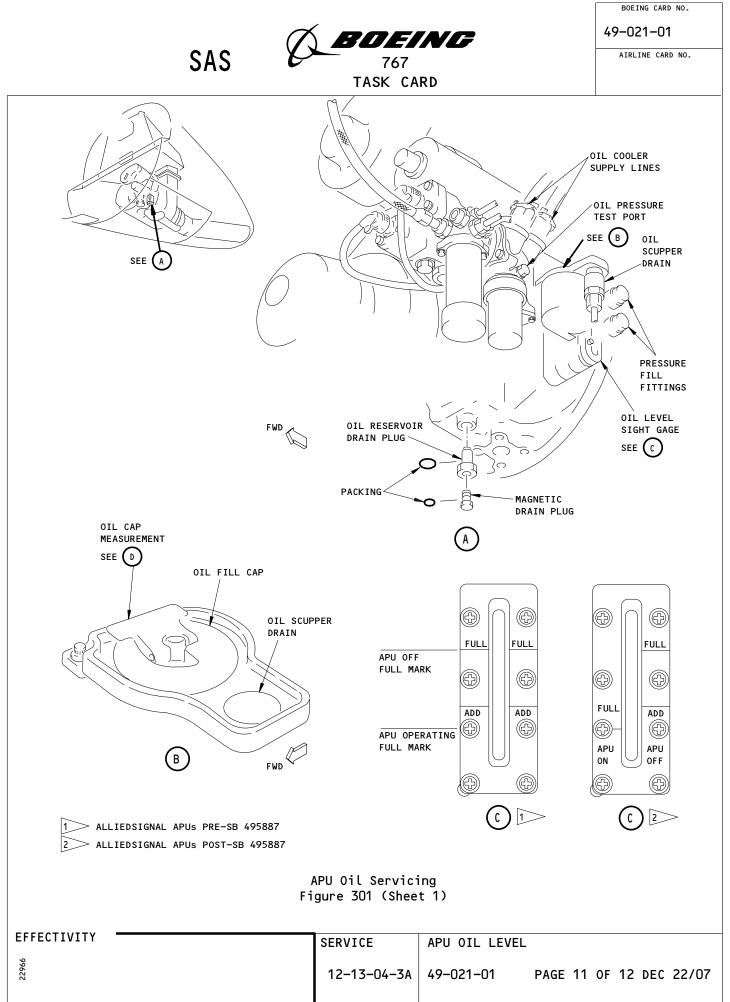
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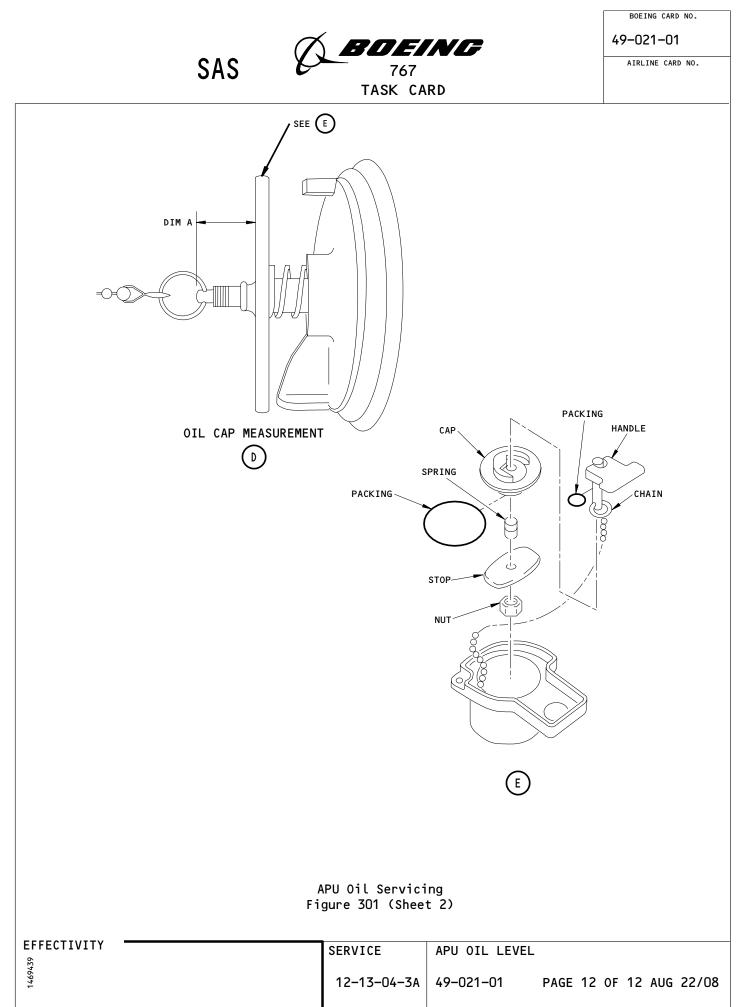
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AIRLINE CARD NO.

			TASK CARD
MECH	INSP	_	
			(d) Close the two APU access doors.
			(e) Close the four latches on the right access door.
		(3)	) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the P49 APU Auxiliary panel:
			(a) 49C2, APU PRIME CONT
		(4)	) Remove the DO-NOT-CLOSE tag and close this circuit breaker on the overhead panel P11:
			(a) 11B35, APU ALTN CONT
		(5)	) Remove the DO-NOT-OPERATE tag from the APU control switch.
		(6)	) Remove electrical power, if it is not necessary (AMM 24–22–00/201).
EFF	ECTI	VITY	SERVICE APU OIL LEVEL
			12-13-04-3A 49-021-01 PAGE 10 OF 12 DEC 22/07



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	STAT	ION	]							BOEING CARD NO.	
	TAIL	NO.	-		- (	t Bl	DEIN	IG		49-023-c1	
	DA	TE	-	SA	is k		767			AIRLINE CARD NO.	
						TA	SK CARD				
SKILI	L	WORK AR	EA	RELATE	ED TASK		INTERVAL		PHASE	MPD TASK CARD REV REVISION	
AIRF		APU COM	1PT		TITLE	01200	HRS	NOTE STRUCTURAL ILLUSTRATION F	102XX	003 AUG 22/0	3
REF	PLAC	E	APU	OIL PRE		SCAVENGE	FILTERS	STRUCTURAL ILLUSTRATION F	EFERENCE	AIRPLANE ENGIN	
		ZONES						ACCESS PANELS		NOTE ALL	
315	5				315AL						
MECH	INSP	_								MPD ITEM NUMBER	
		REPLAC PACKIN	CE GEN NG. /Al No	NERATOR S DTE: APU DTE: TH	SCAVENGE U HOURS. IS TASK I	FILTER EI	LEMENT & C		-03-4B -	49-27-03-4A 49-27-03-4B	
		1. <u>Luk</u>	<u>be and</u>	d <u>Genera</u>	tor Scave	enge Filte	er Element	<u>s Removal</u> (Fig.	401)		
		Α.	Proc	edure							
			(1)			APU contro F-OPERATE		on the P5 overhe	ead pane	l is OFF and	
			(2)	0pen tl	hese cira	cuit break	kers and a	attach DO-NOT-CLO	)SE tags	:	
				(a) P'	11 Overhe	ead Panel					
				1	) 11B35,	, APU ALTI	N CONT				
				(b) P4	49 APU Au	uxiliary A	Panel				
				1	) 49C2,	APU PRIME	E CONT				
				2	) 49C3,	APU STAR	г				
			(3)	Open tl 316AR:	he left A	APU access	s door, 31	5AL, and right /	\PU acce	ss door,	
EFFE	ЕСТІ	VITY				REPI	_ACE	APU OIL PRESS &	GEN SC	AVENGE FILTERS	
						49-	-27-03-4A	49-023-c1 F	PAGE 1	OF 7 AUG 22/0	1
				BOEING PROP	RIETARY – Copy	vright (C) – Unp	oublished Work -	See title page for detail	5.		

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SAS 767 TASK CARD

					TASK CARD					
MECH	INSP									
		,	(a)	While you hold open the four	d the left acce latches on the			posi	tion,	
				access	ft access door door will drop ne fuselage fra	approximately	y one in	ch (2	.5 cm)	
			(b)	Open the left manually lock	access door to the hold-open		en posit	ion a	nd	
					sh the center k ise to manually					
			(c)	Push the right until the lato the fuselage f	ch disengages a					
					ation of the c right access c		s at the	forw	ard end	
			(d)	Open the right manually lock	access door t the hold–open		pen posi	tion	and	
		(4)	Remov	ve the lube and	d the scavenge	filter elemen	ts:			
			(a)		kwire from the er housing (9).	-	ter hous	ing (	2) and	
		J	WARN:		EP THE OIL ON EAN THE OIL OF				IF YOU AUSE	
		,	(b)	Remove the sca housing (9).	avenge filter h	ousing (2) and	d the lu	be fi	lter	
		,	(c)		kings (7 and 1 nd the lube fil		-	filte	r	
				1) Discard th	ne packings (7	and 10).				
EFF	ECTIVITY				REPLACE	APU OIL PRES	S & GEN :	SCAVE	NGE FILT	ERS
					49-27-03-4A	49-023-c1	PAGE 2	2 OF	7 APR 2	2/00

			Ø	BOEING		49-023-c1		
			sas 🖄	767			AIRLINE CARD NO	
		·		TASK CARD				
I INSP	_							
		(d)		ilter elements (4 and venge filter housing				
		(e)		ction of the filter e and Generator Scaveng 3/601).				
				will give you an indi enerator.	cation of the	condit	ion of	
		(f)	Discard the 8).	packings (5 and 6) an	nd the filter o	element	s (4 and	
	2. <u>Lube</u>	and Gene	erator Scaveng	<u>e Filter Elements Ins</u>	stallation (Fig	g. 401)		
	Α.	Reference	es					
		(1) AMM	12-13-04/301,	APU – Servicing (Fil	l the Oil)			
		(2) AMM	49-11-00/201,	Auxiliary Power Unit	:			
	В.	Consumab	le Materials					
		(1) D500	D56 Oil, Aircr	aft Turbine Engine (A	MM 12-13-04/30	)1) or		
		(2) 0007	341 Lubricant	- Santovac 5				
	C.	Parts	T		········		·····	
	A	MM				AIPC		
	FIG	ITEM	NO	MENCLATURE	SUBJECT	FIG	ITEM	
	401	4	0il Filter E	lement Assembly	49-27-03	01	80	
		5	Packing Packing		49-27-00	01	85 175	
		7	Packing		49-21-00	01	170	
		8 10	0il Filter E Packing	lement Assembly	49-27-03	01	172 75	
l	L							
	D.	Procedure	9					
		(1) Inst	tall the lube	and the scavenge filt	er elements:			
есті	IVITY -			REPLACE APU	OIL PRESS & GI	EN SCAV	ENGE FILTF	
				49-27-03-4A 49-0	J23-C1 PAGE	E 30F	7 AUG 22	



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AIRLINE CARD NO.

			TASK CARD								
MECH	INSP										
			(a) Lubricate the new packings (5, 6, 7, and 10) with a light coat of lubricant or oil.								
			(b) Install the packings (5 and 6) on the filter elements (4 and 8).								
			(c) Momentarily put the filter elements (4 and 8) in a container of oil.								
			(d) Install the filter elements (4 and 8) in the scavenge filter housing (2) and the lube filter housing (9).								
			(e) Install the packings (7 and 10) on the lube filter housing (9) and the scavenge filter housing (2).								
			(f) Install the scavenge filter housing (2) and the lube filter housing (9) on the APU.								
			1) Tighten the filter housings (2 and 9) with your hands.								
			<ol> <li>Install lockwires on the scavenge filter housing (2) and the lube filter housing (9).</li> </ol>								
		(2)	Remove the DO-NOT-CLOSE tags and close these circuit breakers:								
			(a) P49 APU Auxiliary Panel								
			1) 49C2, APU PRIME CONT								
			2) 49C3, APU START								
			(b) P11 Overhead Panel								
			1) 11B35, APU ALTN CONT								
		(3)	Remove the DO-NOT-OPERATE tag from the APU control switch on the P5 overhead panel.								
		(4)	Do the installation test for the lube and generator scavenge filter elements:								
			(a) Do this task: APU Starting and Operation (AMM 49-11-00/201).								
			(b) Operate the APU for a minimum of five minutes.								
			(c) During the APU operation, examine the lube and generator scavenge filter housings for signs of oil leakage.								
EFF	ECTIVITY										
			REPLACE APU OIL PRESS & GEN SCAVENGE FILTERS								
			49-27-03-4A 49-023-C1 PAGE 4 OF 7 APR 22/0								

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

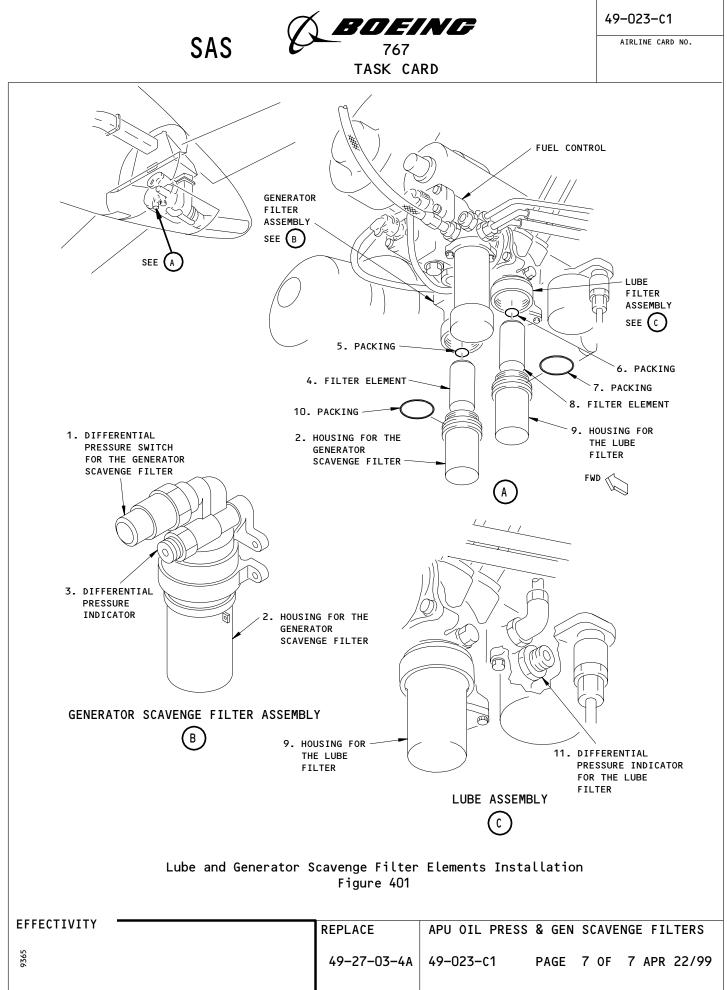
MECH	INSP				
				(d)	If you find oil leakage, then do these steps to repair the leakage:
					1) Do this task: APU Shutdown Procedure (AMM 49-11-00/201).
					<ol> <li>Attach a DO-NOT-OPERATE tag to the APU control switch on the P5 overhead panel.</li> </ol>
					3) Repair the cause of the oil leakage.
					4) Remove the DO-NOT-OPERATE tag from the APU control switch on the P5 overhead panel.
					5) Do this task: APU Starting and Operation (AMM 49-11-00/201).
					6) During the APU operation, examine the lube and generator scavenge filter housings for signs of oil leakage.
					7) If you find oil leakage, do the leakage repair again.
				(e)	If it is not necessary to do other tasks, do this task: APU Shutdown Procedure (AMM 49-11-00/201).
			(5)		sure the APU oil system is full. To check the oil level, do task: APU Oil Level Inspection (AMM 12–13–04/301).
		Ε.	Put	the A	irplane Back to its Usual Condition
			(1)	Close 316AI	e the left APU access door, 315AL, and right APU access door, R:
				(a)	Manually unlock the two hold—open struts from the two APU access doors.
					<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold-open strut.
				(b)	Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.
				(c)	Lift the left access door until the two APU access doors are approximately aligned.
				(d)	Close the two APU access doors.
EFF	ECTIV	/ITY -			REPLACE APU OIL PRESS & GEN SCAVENGE FILTERS
					49-27-03-4A 49-023-C1 PAGE 5 OF 7 APR 22/03

49-023-C1



AIRLINE CARD NO.

							CAR						
MECH	INSP												
			(2)	Close	the for	ur latche	e on t	the night	200000	doon			
			(e)	CLOSE	the lo	in tattie	5 011 0	the right	access	0001.			
	I												
EFF	ECTI	VITY				REPLAC	E			& GEN	SCAVE	NGE FILT	ERS
							-	/	- 18200	G OLN	JUNULI		LING
						49-27	-03-44	49-023	-c1	PAGE	6 OF	7 APR 2	2/03
							-						-
L			BOEING F	PROPRIFIARY	- Copyrigh	: (C) – Unpubli	shed Work	- See title n	age for deta	ils.			



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STA	TION	]								BOE	ING CARD NO.
TAI	L NO.	-		C	X	BOEII				49-0	24-01
	DATE	_	SAS	s X	ý –	767				AIRI	INE CARD NO.
						TASK CAR	D				
SKILL	WORK AF		RELATED	TASK		INTERVAL			PHASE	MPD REV	TASK CARD REVISION
ENGIN TAS		MPT		TITLE	0	0400 HRS	NOTE STRUCTURAL II	LLUSTRATION RE	003SC		AUG 22/01
CHECK	/INSP	APU/	GEN FILT	ER DIFF	PRES	S INDICATORS				AIRPLAN	
	ZONES						ACCESS PANEL	.S		NOT	
315			3'	15AL							
MECH INSP			1							٩	MPD ITEM NUMBER
						AVENGE FILTER FOR ACTIVATI		49-2	7-03-6A		7-03-6A 7-03-6B
						SURE FILTER FOR ACTIVATI	ON.	49-2	- 7-03-6B	ł	
	INTER	VAL NO	DTE: APU	HOURS.					-		
	AIRPL	ANE NO		S TASK EPT THE		PLICABLE TO A 400ER.	ALL AIRPLA	NE MODELS	S		
	1. <u>Fi</u>	<u>lter E</u>	lements	Differe	<u>ntial</u>	Pressure Inc	licators C	<u>heck</u>			
	Α.	Refe	erences								
		(1)	AMM 49-2	27-07/4	01, L	ube Filter Di	fferentia	l Pressu	re Indi	cator	
		(2)			-	enerator Filt					
	в.	Proc	edure								
		(1)				ontrol switch RATE tag.	n on the P	5 overhea	ad pane	lis	0FF and
		(2)	Open the	ese cir	cuit	breakers and	attach DO	-NOT-CLO	SE tags	:	
			(a) P1 <sup>,</sup>	1 Overh	ead Pa	anel					
			1)	11B35	, APU	ALTN CONT					
			(b) P4	9 APU A	uxili	ary Panel					
			1)	49C2,	APU I	PRIME CONT					
			2)	49C3,	APU	START					
EFFECT	IVITY					CHECK/INSP	APU/GEN	FILTER I	DIFF PR	ESS I	NDICATORS
						49-27-03-64			AGE 1		AUG 22/01

49-024-c1

SAS DEING 767 TASK CARD

AIRLINE CARD NO.

MECH	INSP											
			(3)	0pen 316AI		t APU a	access door, 31	5AL, and righ	t APU a	ccess	door,	
				(a)			I the left acce latches on the			d posi	tion,	
					<u>NOTE</u> :	access	t access door door will drop ne fuselage fra	approximatel	y one i	nch (2	.5 cm)	
				(b)	-		access door to the hold—open		en posi	tion a	nd	
					<u>NOTE</u> :	•	sh the center k se to manually					
				(c)		he lato	: access door u h disengages a rame.					
					<u>NOTE</u> :		ation of the d right access d		s at th	e forw	ard end	
				(d)	-	-	access door t the hold–open		pen pos	ition	and	
			(4)	Do tl	he visua	l inspe	ection of the d	ifferential p	ressure	indic	ators:	
				(a)			fferential pre venge filter as		or (1)	on the		
					fil tas	ter ele	licator (1) is ement for the g be and Generato h.	enerator scav	enge fi	lter.		
					<u>NOT</u>	— pre	s is an indica essure is more ement has block	than the limi			ter	
EFF	ECTI	VITY —					CHECK/INSP	APU/GEN FILT	ER DIFF	PRESS	INDICA	TORS
							49-27-03-6A	49-024-c1	PAGE	2 OF	5 AUG 2	22/01

49-024-c1

AIRLINE CARD NO.



MECH	INSP	-									
						2)	tasks: Lu and Lube a	be and Generat	s blockage, replace or Scavenge Filter cavenge Filter Elem 03/401).	Elements Removal	
						3)			es not have blockag dicator (1) in to s		
						4)		e differential	problem with this in pressure indicator	-	
					(b)		k at the di ter assembl		ssure indicator (2)	on the Lube	
						1)	pressure f		pushed out, do an in Do this task: Lul Inspection.		
						2)	tasks: Lu and Lube a	be and Generat	s blockage, replace or Scavenge Filter   cavenge Filter Elem 03/401).	Elements Removal	
						3)			lement does not have e indicator (2) in		
						4)		ential pressur	blem with this indi e indicator (2)	cator, replace	
			с.	Put	the A	irpl	ane Back to	its Usual Con	dition		
				(1)	Clos 316A		e left APU	access door, 3	15AL, and right APU	access door,	
					(a)		-		ntil the detent lat fuselage frame.	ch engages and	
					(b)		t the left roximately		til the two APU acc	ess doors are	
					(c)	Clo	se the two	APU access doo	rs.		
					(d)	Clo	se the four	latches on th	e right access door	•	
				(2)	Remo	ve t	he DO-NOT-C	LOSE tags and	close these circuit	breakers:	
EFF	ECTI	VITY	-					CHECK/INSP	APU/GEN FILTER DIF	E DDESS INDICATO	DC
								STIL GIL/ THOP	A DIGENTIETEN DIE	I TRESS INDICATO	

49-27-03-6A 49-024-C1 PAGE 3 OF 5 AUG 22/01

BOEING	CARD	N0.
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AIRLINE CARD NO.

49-024-c1

SAS	A BOEING
SAS	767
	TASK CARD

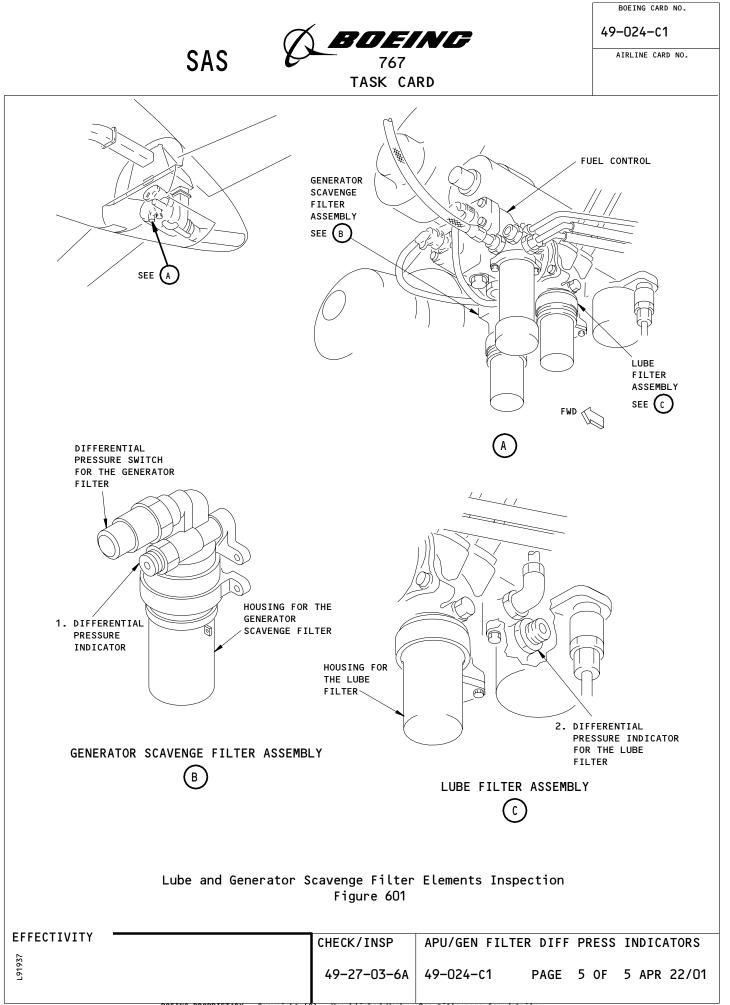
	(a)	P49	APU Auxiliary Panel
		1)	49C2, APU PRIME CONT
		2)	49C3, APU START
	(b)	P11	Overhead Panel
		1)	11B35, APU ALTN CONT
(3)	Remov over	ve tł head	ne DO-NOT-OPERATE tag from the APU control switch on the P5 panel.

EFFECTIVITY

4 2 2

6

MECH INSP



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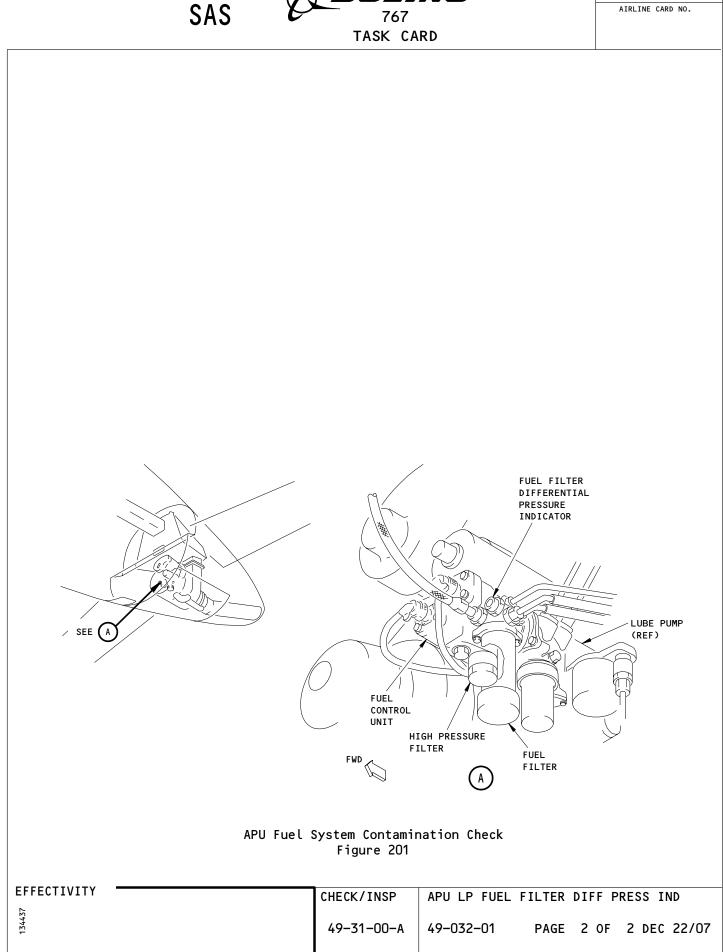
	STATI					$\mathcal{A}$	BØ	TE//	V <i>G</i>				EING CARD NO.
	DAT	E		S	AS			767				AIRI	LINE CARD NO.
SKIL		WORK AR		DEL	ATED TASK		TAS	SK CARD	)		PHASE	MPD	TASK CARD
		WORK AN		KEL	ATED TASK							REV	REVISION
SHO	PS TASK				TITL		SHOP \	/ST	NOTE STRUCTURAL	ILLUSTRATION RE	99XXX EFERENCE		AUG 22/99
FUI	NCTI	ONAL	GEAF	RBOX SH	IUTOFF VA	LVE						AIRPLAN	
		ZONES							ACCESS PANE	ELS		NOT	E ALL
MECH	INSP			Į								I	MPD ITEM NUMBER
		FUNCT: INTER	VAL NO	DTE: A V 1 DTE: T	/ISIT (TS ,000 APL	IOP VIS SLSV) I J HOURS ( IS AP	SIT IF S GRE# S. PPLICAE	TIME SI ATER THA BLE TO A	NCE LAST N OR EQU/ LL AIRPL/	AL TO		49–2	7-00-A
EFF	ECLI	VITY					FUNCT	TIONAL	GEARBO	K SHUTOFF	VALVE		
								27-00-A		-01 P		0F 1	AUG 22/99

	STATI	ON	]									BOE	ING CARD NO.
	TAIL	NO.	-	-		$\mathcal{A}$	BŰ		ſG			49-0	29–01
	DAT	E	-	S	SAS	e c	_	767				AIRI	LINE CARD NO.
							TAS	SK CARD					
SKII		WORK A	REA	RE	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION
SHO						TITLE	HOP	VST	NOTE STRUCTURAL ILLUS	STRATION RE	99XXX	002	AUG 22/99
FU		ONAL	GEAR	BOX P			ING V	ALVE			LILLIUL	AIRPLAN	
		ZONES			1				ACCESS PANELS			NOT	E ALL
MECH	INSP												MPD ITEM NUMBER
MECH	INSP	INTER		)TE: /	AT APU VISIT ( 1,000 A THIS TA	SHOP VIS TSLSV) I PU HOURS	SIT IF S GRE/ PLICAE	TIME SIN ATER THAN BLE TO AL	ING VALVE. NCE LAST SH N OR EQUAL LL AIRPLANE	0P T0			7–00–в
EFF	ECTI	VITY					FUNC	TIONAL	GEARBOX P	RESSURI	E REGUL	ATING	VALVE
							49-2	27-00-в	49-029-01	P	AGE 1	0F 1	AUG 22/99

	STAT	ION	1						BOEING CARD NO.
	TAIL		_		$\mathcal{A}$	BOEIN			49-032-01
		_		SAS					AIRLINE CARD NO.
	DAT	E		•		TASK CARD			
SKIL	L	WORK AF	REA	RELATED TASK		INTERVAL		PHASE	MPD TASK CARD REV REVISION
ENG	IN	APU CO	мрт			0400 HRS	NOTE	003SC	012 DEC 22/07
	TASK				TITLE		STRUCTURAL ILLUSTRAT		APPLICABILITY AIRPLANE ENGINE
CHI	ECK/	INSP	APU	LP FUEL FIL	TER DIFF	PRESS IND			
		ZONES					ACCESS PANELS		NOTE ALL
315	5			315A	L				
									MPD ITEM NUMBER
MECH	INSP								
		DIFFEI CHANGI INTER		L PRESSURE ER. TE: APU HO TE: THIS T	INDICATOR URS. ASK IS AP	ESSURE FUEL F . IF INDICATO PLICABLE TO AN THE 767-400ER.	OR IS POPPED,		49-31-00-A
		SEE F	IG 201						
EFF	ЕСТІ	VITY							
	1					CHECK/INSP	APU LP FUEL	FILIER DÍF	F PRESS IND
						49-31-00-A	49-032-01	PAGE 1	OF 2 AUG 22/99

49-032-01

AIRLINE CARD NO.



BOEING

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2

3

	AIL NO.	]		A BOEII	VG		49-04	ING CARD NO. 49-01 INE CARD NO.	
	DATE		SAS &	767 TASK CAR	D				
SKILL	WORK AR	EA	RELATED TASK	INTERVA	L	PHASE	MPD REV	TASK CARD REVISION	
AIRPL		RGO		00400 HRS NOTE 003SC					
	ASK RATIONAL	APU	CONTROL UNIT (E	CU)	STRUCTURAL ILLUSTRATION RE	FERENCE	AIRPLAN	PLICABILITY E ENGINE	
	ZONES				ACCESS PANELS		NOT	E ALL	
154			822						
MECH IN:	SP						M	IPD ITEM NUMBER	
	INTER	/AL NO	DTE: APU HOURS.				49–6	1-05-2A	
	AIRPL	ANE NC		S APPLICABLE TO AN PT THE 767-400ER.	L AIRPLANE				
	1. <u>APL</u>								
	Α.								
		(1)	AMM 24-22-00/2	01, Electrical Po	wer – Control				
		(2)	FIM 49-11-00/1	01, Auxiliary Powe	er Unit				
	В.	Proc	cedure						
		(1)	Supply electri	cal power (AMM 24	-22-00/201).				
		(2)	Make sure this panel, P11, is		on the overhead ci	rcuit b	oreake	r	
			(a) 11B35, AP	U ALTN CONT					
		(3)	Make sure the attach a DO-NO		n on the P5 overhe	ad pane	el is (	0FF and	
		(4)	Make sure the	APU RPM is less t	nan 7%.				
		(5)	Put the TEST s release the sw		control unit in th	e LAMP	posit	ion and	
			(a) Make sure	all of the lights	s come on, column	by colu	umn.		
			(b) If all of unit.	the lights do no	t come on, replace	the AF	PU con	trol	
	TIVITY '								
	, 1 T A T I I			OPERATIONAL	APU CONTROL UNI	T (ECU)			
				49-61-05-2	A 49-049-01 P	AGE 1	0F 3	DEC 22/07	

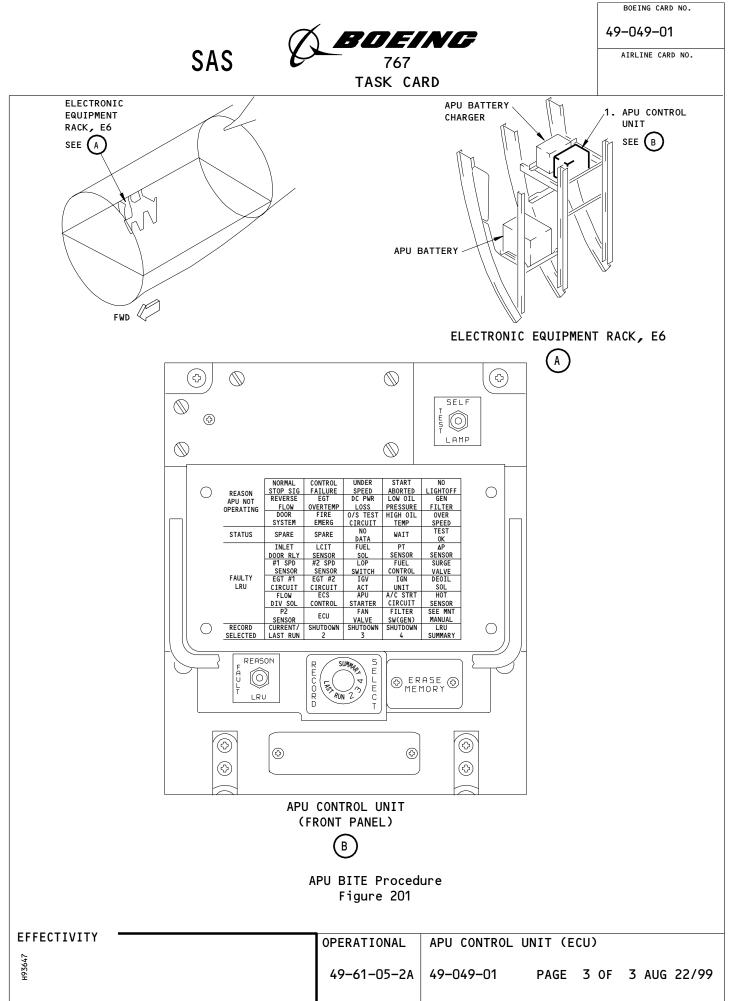


49-049-01

SAS TASK CARD

AIRLINE CARD NO.

MECH	INSP					
		<u>WARN</u>	<u>ING</u> :	DO NOT DO THE ECU BITE TEST AND MAINTENANCE SYSTEM AT THE SAME TIME. THE IGNITER LEAD E SELF-TEST AND CAN CAUSE AN INJURY.		
		(6)	Put	ne TEST switch to the SELF position and rele	ease the switch.	
			<u>NOTE</u>	This will do a test of the software in the unit and of the APU hardware.	e APU control	
			(a)	The WAIT light will come on during the test		
			(b)	The TEST OK light will come on if the self-t defective units.	est does not fi	nd
			(c)	Make a record of the FAULTY LRU lights that	come on.	
				<u>NOTE</u> : The FAULTY LRU lights will come on or 4 seconds (from the left to the right to the bottom of the control unit).		
			(d)	If FAULTY LRU lights came on, correct the fa (FIM 49–11–00, Fig. 103).	ilure	
EFF	ECTI	VITY		OPERATIONAL APU CONTROL UNI	T (ECU)	
				49-61-05-2A 49-049-01 F		G 22/99



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	STAT	ION	7									BOE	ING CARD NO.	
	TAIL	NO.	-			$\mathcal{O}$	BØ	EIA	I <b>G</b>			49-0	51–01	
				S	SAS			67	_			AIR	LINE CARD NO.	
	DA	IE		-				CARD						
SKI	LL	WORK AI	REA	RE	LATED TASK			INTERVAL			PHASE	MPD REV	TASK CARD REVISION	
ENG	SIN					s	HOP VST	г	NOTE		99XXX		AUG 22/99	
	TASK								STRUCTURAL ILLU	STRATION RE	FERENCE	AF AIRPLAN	PLICABILITY E ENGINE	
FU	JNCTI	ONAL	GENE	RATOR	OIL FL	TR DIFF	PRESS SV	VITCH				NOT	E ALL	
		ZONES							ACCESS PANELS					
MECH	INSP	_										l	MPD ITEM NUMBER	
		FUNCT	IONAL	CHECK	OF GEN	ERATOR O	IL FILTE	ER DIFF	ERENTIAL			49-2	7-00-c	
		PRESS							ACT OUCD N					
		INIER	VAL NO						AST SHOP V. WAL TO 1,0					
					APU HOU									
		AIRPL	ANE NO			SK IS AP EXCEPT T			L AIRPLANE					
EFF	ECTI	VITY					LUNCTT		CENEDATOR		TD		00 0UTTOU	
							FUNCTIO	JNAL	GENERATOR	UIL FL	_IK DI	FF PKE	SS SWITCH	
							49–27-	-00-c	49-051-01	P/	AGE 1	0F 1	AUG 22/99	

STA	TION								BOE	ING CARD NO.
TAIL	L NO.	-			$\boldsymbol{\sigma}$	BOEII	VÆ		49-0	60–01
		-	SA	S		- 767			AIRI	LINE CARD NO.
D	ATE		••••	•		TASK CARI	D			
SKILL	WORK AR	EA	RELATE	D TASK		INTERVAL		PHASE	MPD REV	TASK CARD REVISION
ENGIN	APU COM	IPT		TITL		0500 HRS	NOTE STRUCTURAL ILLUSTRATIO		003	DEC 22/07
REPLA		APU	SURGE VA			LEMENT	STRUCTURAL TELOSTRATI	UN REFERENCE	AIRPLAN	
	ZONES						ACCESS PANELS		NOT	E ALL
315	316		3	315AL	316AR					
										MPD ITEM NUMBER
MECH INSP	_								r	YFU ITEM NOMBER
	REPLAC CLEANE			RGE VAL	VE FIL	TER ELEMENT W	VITH A SHOP		49-5	3-06-2A
	INTERV	AL NO	TE: APU	J HOURS	-					
	AIRPLA	NE NO				PLICABLE TO A HE 767-400ER.				
	1. <u>Sur</u>	<u>ge Va</u>	lve Filt	ter Ele	<u>ment R</u>	<u>emoval</u> (Fig.	201)			
	Α.	Proc								
		(1)	Make su DO-NOT-			ontrol switch	on the P5 pane	el is Off	and a	ttach a
		(2)	0pen th	nese ci	rcuit	breakers and	attach DO-NOT-(	CLOSE tags	:	
			(a) P1	1 Over	head P	anel				
			1)	) 11B3	5 <b>,</b> APU	ALTN CONT				
			(b) P4	49 APU	Auxili	ary Panel				
			1)	4902	, APU	PRIME CONT				
			2)	<b>49</b> C3	, APU	START				
		(3)	Open th 316AR:	ne left	APU a	ccess door, 3	15AL, and right	t APU acce	ss do	or,
EFFECT	IVITY					REPLACE	APU SURGE VAL	VE FILTER	ELEM	ENT
						49-53-06-24	49-060-01	PAGE 1	0F 5	DEC 22/07

49-060-01



AIRLINE CARD NO.

					TASK CARD							
MECH	INSP											
			(a)	While you hold open the four				osition,				
				access	eft access door will open fully and the right s door will drop approximately one inch (2.5 cm) the fuselage frame when the last latch is opened.							
			(b)	Open the left manually lock			open positio	n and				
				<u>NOTE</u> : You pus clockwi	h the center k se to manually							
			(c)	Push the right until the latc the fuselage f	h disengages a							
					ation of the d right access d		is at the f	orward end				
			(d)	Open the right manually lock			open positi	on and				
		(4)	Remo	ve the filter e	element for the surge valve:							
			(a)	Disconnect the (4).	compressor di	scharge tub	e (3) from t	he reducer				
			(b)	Remove the red element housin		he packing	(2) from the	filter				
				1) Discard th	e packing (2).							
			(c)	Remove the spr filter element		e filter el	ement (1) fr	om the				
		2. <u>Surge V</u> a	alve F	<u>ilter Element I</u>	<u>nstallation</u> (F	ig. 201)						
				e Materials		-						
		(1)		06 Compound - P r Seez NSBT-8N		cial –						
		(2)	D006	67 Compound, Hi	gh Temperature	- Fel-Pro	C5					
EFF	ECTI	VITY			REPLACE		VALVE FILTER					
					49-53-06-2A	49-060-01	PAGE 2	OF 5 DEC 22/07				





AIRLINE	CARD	NO.

49-060-01

MECH INSP														
	В.	Parts												
		AMM					AIPC							
	FIG	ITEM	NOME	ENCLATURE	SUE	BJECT	FIG	ITEM						
	201	1 2	Filter Element Packing		49-	-53–06	01	75 65						
	C.	Referer (1) AM		s 49–11–00/201, Auxiliary Power Unit										
	D.	Procedu	re											
		(1) Ir	stall the filter	all the filter element for the surge control valve:										
		(a		Lubricate the threads on the filter housing (6) and the reducer (4) with the antiseize compound.										
		<u>C</u> A	INTO THE SPRING MU INSTALLED	E YOU INSTALL T HOUSING BEFORE JST TOUCH THE R D. IF YOU DO N CAN OCCUR THAT	YOU INSTALL EDUCER WHEN OT INSTALL 1	_ THE SI THE FII THE FIL	PRING. LTER AS TER COR	THE SSEMBLY IS RECTLY, /						
		(b	) Install the fi (2), and the r	ilter element ( reducer (4) in										
				the open end c element housi		r (1) e	lement	goes into						
		(0	) Connect the co	ompressor disch	arge tube (3	3) to t	he redu	ıcer (4).						
		(2) Re	move the DO-NOT-(	CLOSE tags and	close these	circui	t break	ers:						
		(a	) P49 APU Auxili	ary Panel										
			1) 49C2, APU	PRIME CONT										
			2) 49C3, APU	2) 49C3, APU START										
		(b	) P11 Overhead F	Panel										
EFFECTIV				REPLACE	APU SURGE \	ALVE F	ILTER E							

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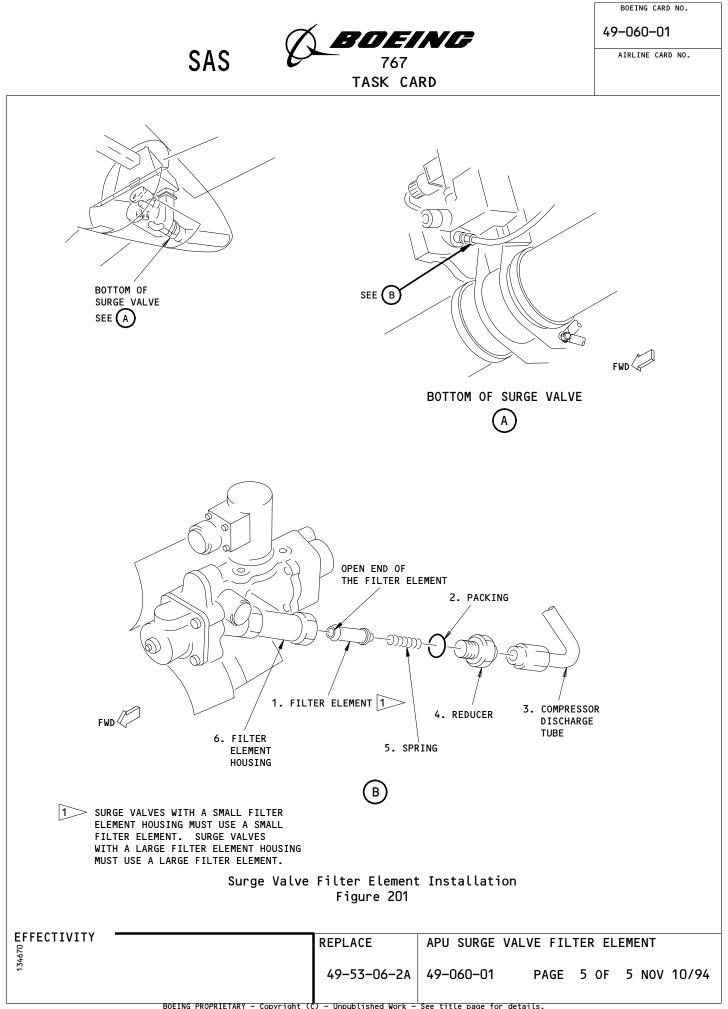
BOEING	CARD	NO.
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49-060-01

SAS BOEING 767 TASK CARD

AIRLINE CARD NO.

			TASK CARD
MECH	INSP		
			1) 11B35, APU ALTN CONT
		(3)	emove the DO-NOT-OPERATE tag from the APU control switch on the P5 anel.
		(4)	o a leakage check of the filter element installation:
			a) Do this task: APU Starting and Operation (AMM 49-11-00/201).
			o) Operate the APU with a pneumatic load (AMM 36-00-00/201).
			c) Make sure the duct pressure increases.
			d) During the APU operation, examine the filter housing for air leakage.
			e) Do this task: APU Shutdown Procedure (AMM 49-11-00/201).
			f) If the duct pressure did not increase, check the filter element for correct installation.
			g) If you found air leakage, repair the cause of it.
		(5)	lose the left APU access door, 315AL, and right APU access door, 16AR:
			a) Manually unlock the two hold–open struts from the two APU access doors.
			<u>NOTE</u> : You turn the center knob counterclockwise and pull the knob up to manually unlock the hold—open strut.
			b) Lift the right access door until the detent latch engages and holds the access door on the fuselage frame.
			c) Lift the left access door until the two APU access doors are approximately aligned.
			d) Close the two APU access doors.
			e) Close the four latches on the right access door.
EFI	ECTIV	ITY —	REPLACE APU SURGE VALVE FILTER ELEMENT
			49-53-06-2A 49-060-01 PAGE 4 OF 5 AUG 22/0
1			



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	STAT	ION	7							BOE	ING CARD NO.
	TAIL	NO.	-			$\mathcal{O}$	BOEIK	V <i>G</i> F		49-0	61–01
				S	AS					AIRL	INE CARD NO.
	DA	TE				•	TASK CARD	)			
SKI	LL	WORK A	REA	REL	ATED TASK		INTERVAL	·	PHASE	MPD	TASK CARD
								2.		REV	REVISION
ENG	IN TASK	APU CO	MPT		TI		2A	STRUCTURAL ILLUSTRATION	10202 REFERENCE	012 AP	APR 22/03 PLICABILITY
СН	ECK	/INSP	APU	FIREWA	LL					AIRPLAN	E ENGINE
		ZONES						ACCESS PANELS		NOT	E ALL
31	5 3	316			315AL	316AR					
MECH	INSP									M	IPD ITEM NUMBER
		(POTE THE P AIRPL IF TH REPLA CLEAN OIL C LEAKA ON TH	ANE NC ANE NC E PRES CE THE THE C OOLER GE FRC E FIRE TIAL F	ESENCE OF OIL. IS EVIDENT BY LL AIRPLANE E REF. AMM 49-51 09/401, REPLACE HE MAIN CAUSE OF LLY CAUSED BY OI IS THE PRESENCE ENANCE PERSONNEL ION FROM A LEAKI	-03/401 OR THIS L OF OIL TO THE	47-2	7–09–A				
	I	I									
EFF	ECT	Ινιτγ					CHECK/INSP	APU FIREWALL			
							49-27-09-A	49-061-01	PAGE 1	0F 1	APR 22/03

	STAT	ION		]							BOE	ING CARD NO.			
	TAIL	N0.		-			A	BOEIN			49-0	62–01			
				-	S	SAS 767					AIRLINE CARD NO.				
	DA	TE					TASK CARD								
SKIL	L	W	IORK AR	EA	RELATED TASK INTERVAL				PHASE	MPD REV	TASK CARD REVISION				
ENG	IN TASK	APU	COM	IPT				0400 HRS	NOTE STRUCTURAL ILLUSTRATI		012	DEC 22/07			
СН	ECK/	INS	Р	APU	START	ER MOTOR		WEAR	STRUCTURAL ILLUSTRATI	ION REPERENCE	AIRPLAN				
		ZON	ES			1			ACCESS PANELS		NOT	E ALL			
31	53					315AL	316AR								
		1													
MECH	INSP										٣	IPD ITEM NUMBER			
		VI	SUAL	LY IN	ISPECT	THE APU	J STARTE	R MOTOR BRUSHE	ES FOR WEAR.		49-4	1-01-6A			
		IN	TERV	AL NC	TE:	APU HOUR	s.								
								PLICABLE TO AL							
		AI	RPLA	NE NO											
		1	C+-		MODELS EXCEPT THE 767-400ER. <u>rter Motor Brush Inspection</u> (Fig. 601)										
		1.	<u>318</u>	arter	MOLOP										
			Α.	Refe	erences	S									
				(1)	AMM 4	49-41-01	/401, S	tarter Motor							
			Β.	Equi	pment										
				(1)				ted, Dry Filte mmercially ava	ered, Compress ailable)	ed (Maximu	m of	20			
			С.	Cons	umable	e Materi	als								
				(1)	B5005	51 Clear	ner, Alk	aline – Arrow	198 (recommen	ded) or					
				(2)	B5005	52 Clean	ner, Alk	aline – Ridol	ine 909 (alter	native) or					
				(3)	B5005	53 Clean	ner, Alk	aline – Darac	lean 212 (alte	rnative) c	or				
				(4)	B5005	54 Clear	ner, Alk	aline – Darac	lean 282 (alte	rnative)					
				(5)		34 Cloth \$15-5	, Proce	ss Cleaning Ab	osorbent Wiper	(Cheesecl	oth,	Gauze)			
			D.	Prepare for the Inspection											
				(1)				ontrol switch RATE tag:	on the P5 ove	rhead pane	el is	OFF and			
EFF	ECTI	VIT	Y '					CHECK/INSP	APU STARTER	MOTOR BRUS	H WEA	R			
								49-41-01-6A	49-062-01	PAGE 1	0F 5	DEC 22/07			

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AIRLINE CARD NO.

							TASK CARD								
MECH	INSP														
			(2)	0pen	these	circuit	breakers and a	ittach DO-NOT-(	CLOSE ta	igs:					
				(a)	P11 0\	verhead P	Panel								
					1) 11	1B35, APU	J ALTN CONT								
				(b)	P49 AF	PU Auxili	ary Panel								
					1) 49	9C2, APU	PRIME CONT								
					2) 49	9C3, APU	J START								
			(3)	0pen 316Al		eft APU a	access door, 31	5AL, and right	t APU ac	cess	door,				
				(a)		•	I the left acce latches on the			l posi	tion,				
					<u>NOTE</u> :	access	t access door door will drop ne fuselage fra	approximately	one in	nch (2	.5 cm)				
				(b)			access door to the hold—open		en posit	ion a	nd				
					<u>NOTE</u> :	-	sh the center k se to manually								
				(c)	until	-	nt access door up and pull the detent latch aft tch disengages and releases the access door from frame.								
					<u>NOTE</u> :		ation of the d right access d		s at the	e forw	ard en	d			
				(d)	•	-	: access door t the hold–open		oen posi	tion	and				
		E.	Proc	edure											
EFF	ECTI	VITY -					CHECK/INSP	APU STARTER I	OTOR BR	USH W	EAR				
							49-41-01-6A	49-062-01	PAGE	2 OF	5 DEC	22/07			
								1							

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AIRLINE CARD NO.

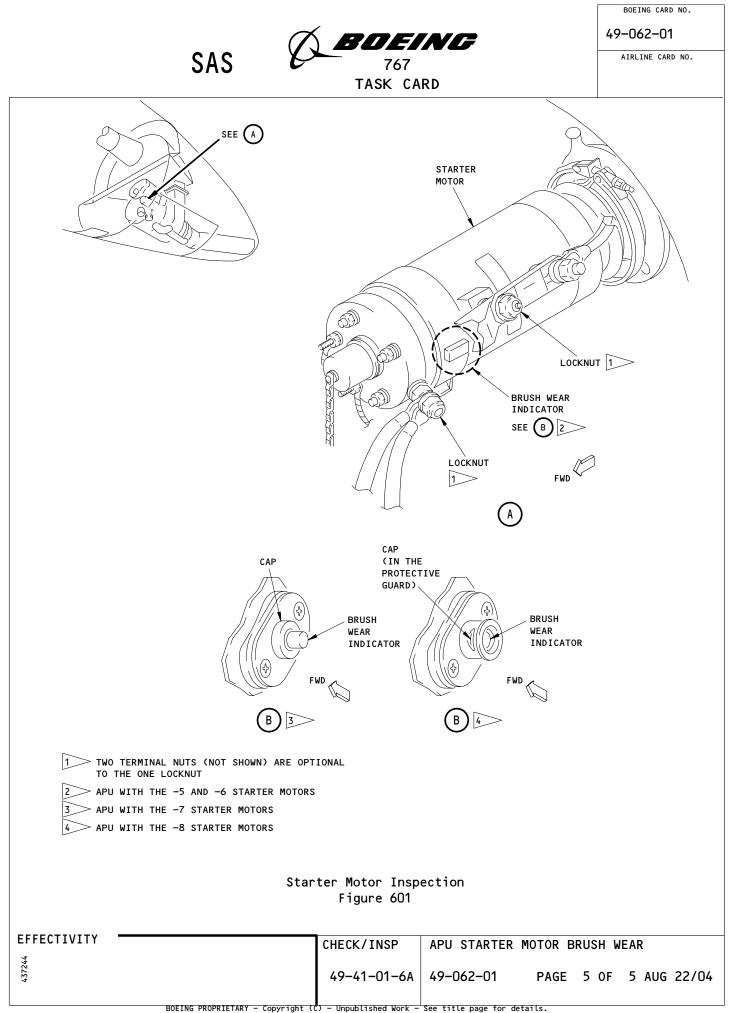
MECH	INSP			
			(1)	APU WITH THE -5 AND -6 STARTER MOTORS; Examine the brush wear indicator on the starter motor.
				<u>NOTE</u> : The length of the brush wear indicator decreases as the brushes become worn. If the carbon dust does not permit you to see the indicator peg, clean or replace the indicator window.
				(a) If you cannot see the brush wear indicator, replace the starter motor (AMM 49–41–01/401).
			(2)	APU WITH THE -7 STARTER MOTORS; Examine the brush wear indicator on the starter motor.
				<u>NOTE</u> : The brush wear indicator is an indicator button that retracts into the cap of the starter motor when the brushes become worn.
				(a) If the top of the indicator button on the brush wear indicator is flush or is flat with the top of the cap on the starter motor, replace the starter motor (AMM 49-41-01/401).
			(3)	APU WITH THE -8 STARTER MOTORS; Examine the brush wear indicator on the starter motor.
				NOTE: The brush wear indicator is an indicator button that retracts into the cap of the starter motor when the brushes become worn. The location of the brush wear indicator and the cap of the starter motor is in the protective guard. There are two side windows on the protective guard to see the position of the brush wear indicator and the top of the cap. If grease, dirt or other contamination does not permit you to see the brush wear indicator, clean the area with an alkaline cleaner, water, cloth and air source.
				(a) If the top of the indicator button on the brush wear indicator is flush or is flat with the top of the cap on the starter motor, replace the starter motor (AMM 49–41–01/401).
			(4)	Close the left APU access door, 315AL, and right APU access door, 316AR:
EFF	ECTI	VITY		CHECK/INSP APU STARTER MOTOR BRUSH WEAR
				49-41-01-6A 49-062-01 PAGE 3 OF 5 AUG 22/04

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SAS **BOEING** 767 TASK CARD

AIRLINE CARD NO.

					TASK CARD		
MECH	INSP						i
		1		Manually unloc access doors.	k the two hold	-open struts from	the two APU
			<u>N</u>			nob counterclockwi nlock the hold-ope	
						ntil the detent la fuselage frame.	tch engages and
				ift the left approximately		til the two APU ac	cess doors are
			(d) (	Close the two	APU access doo	rs.	
			(e) (	Close the four	latches on th	e right access doo	r.
		(5) I	Remove	e the DO-NOT-C	LOSE tags and	close these circui	t breakers:
			(a) F	P49 APU Auxili	ary Panel		
			1	I) 49C2, APU	PRIME CONT		
			2	2) 49C3, APU	START		
			(b) F	211 Overhead P	anel		
			1	I) 11B35, APU	ALTN CONT		
				e the DO-NOT-O ead panel.	PERATE tag fro	m the APU control	switch on the P5
EFF	ECTIV				CHECK/INSP	APU STARTER MOTOR	BRUSH WEAR
					49-41-01-6A		E 4 OF 5 AUG 22/04



STATION TAIL NO.		]						BOE	ING CARD NO.
		-		🔨 BOL	ING			49-0	63–01
DA	ATE	-	SAS X	76				AIRL	INE CARD NO.
				TASK	CARD				
SKILL	WORK AF	EA	RELATED TASK	I	NTERVAL		PHASE	MPD REV	TASK CARD REVISION
AIRPL				10			1212	007	APR 22/09
	< TIONAL		TITLE		STRUCTURAL ILLU	JSTRATION REFE	RENCE	AF AIRPLAN	PLICABILITY E ENGINE
OFLKA	TIONAL			515121				ALL	ALL
211	zones 212 71	1			ACCESS PANELS				
MECH INSP								1	MPD ITEM NUMBER
	FIRE SWITC	SWITCH C H ON THE	ON THE PILOTS E P40 PANEL.	P8 PANEL AND T	IN SYSTEM VIA TH THE REMOTE CONTR			49–1	1-00-5A
	1. <u>AP</u>	<u>J Emerge</u>	ency Snutdown	<u>System – Adjus</u>	<u>tment/lest</u>				
	Α.	Refere	ences						
		(1) A	AMM 49-11-00/2	201, Auxiliary	Power Unit				
	В.	Do a T	Test of the AF	PU shutdown swi	tch on the APU	shutdown	n pane	el, P4	0
		(1) D	o this task:	APU Starting	and Operation (	(AMM 49-1	1-00/	201).	
		<u>CAUTIC</u>	APU SHUTI BOTTLES.	DOWN SWITCH. T IF YOU PUSH T TLES ARE ARMED,	TLE DISCHARGE S HE APU SHUTDOWN HE APU BOTTLE D THE FIRE BOTTL	N SWITCH DISCHARGE	ARMS SWIT	THE F CH WH	IRE EN THE
				SHUTDOWN switch nimum of 5 secc	on the landing	g gear pa	anel,	P40,	and
		(		ush the APU BOT ease its conter	TLE DISCHARGE s	switch or	the	fire	bottle
		(	(b) Make sure on.	e the FIRE BOTT	LE ARMED light	on the P	940 pa	inel c	omes
		(	(c) Make sure	e the APU stops	-				
				tdown, put the the OFF positi	APU control swi on.	itch on t	he ov:	verhea	d
EFFECT	TATIX			OPERATIC	NAL APU FIRE	SHUTDOWN	I SYST	EM	_
				49-11-0	10-5A 49-063-01	I PAG	6E 1	0F 3	APR 22/01



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AIRLINE CARD NO.

MECH	INSP		
			(4) Put the BAT switch on the overhead panel, P5, to the OFF position and then to the ON position.
			<u>NOTE</u> : This will set the emergency shutdown system again to make sure the system can operate.
		С.	Do a test of the APU fire switch on the aft pilot's control panel, P8
			<u>CAUTION</u> : OPEN THESE CIRCUIT BREAKERS ON THE P6 PANEL. IF YOU DO NOT OPEN THESE CIRCUIT BREAKERS, THE FIRE BOTTLE CAN RELEASE ITS CONTENTS.
			(1) Open these circuit breakers on the main power distribution panel, P6, and attach D0-NOT-CLOSE tags:
			(a) 6G1, APU FIRE EXT 1
			(b) AIRPLANES WITH DUAL FIRE BOTTLES;
			6G2, APU FIRE EXT 2
			(2) Use the APU Operation procedure to start the APU (AMM 49-11-00/201).
			<u>CAUTION</u> : DO NOT TURN THE FIRE SWITCH. IF YOU TURN THE FIRE SWITCH, THE FIRE BOTTLE WILL RELEASE ITS CONTENTS.
			(3) Pull the APU fire switch straight out.
			(a) Do not turn the fire switch.
			(b) Make sure the APU stops.
			(4) After the shutdown, put the APU control switch to the OFF position.
			(5) Remove the DO-NOT-CLOSE tags and close these circuit breakers on the P6 panel:
			(a) 6G1, APU FIRE EXT 1
			(b) AIRPLANES WITH DUAL FIRE BOTTLES;
			6G2, APU FIRE EXT 2
EFF	ECTIVI	тү -	OPERATIONAL APU FIRE SHUTDOWN SYSTEM
			49-11-00-5A 49-063-01 PAGE 2 OF 3 AUG 22/0



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MECH	INSP																	
			(6)	Set	the	APU	fire	switch	back	to '	its	original	ро	sitio	n.			
EFFECTIVITY						0PF	RATION		AP	U FIRE SI	нит	DOWN	SYSTEM					
								49	-11-00	)-5A	49	9-063-01		PAGE	3 OF	3 A	PR 2	2/09
				BOEING	PROPRT	ETARY -	· Copyria	ht (C) - Un	nublished	Work -	- See	title page for	deta	ils.				

STATION TAIL NO.				S I	AS	Ø	BO	<b>E//</b> 67	G		49-0	EING CARD NO. 164-01 LINE CARD NO.
D/	ATE			Jr	10	U		CARD				
SKILL	6	IORK AR	EA	RELAT	TED TASK			INTERVAL		PHASE	MPD REV	TASK CARD REVISION
		COM	IPT		т	TITLE	10		STRUCTURAL ILLUSTRATION	11212 REFERENCE	007	APR 22/
CHECK	/INS	P	APU	OIL COO	DLER						AIRPLAN	
	ZON	ES							ACCESS PANELS		NOT	E ALI
315	316				315AL	316AR	8					
MECH INSP				I								MPD ITEM NUMBE
			LY IN IINATI		THE AP	U OIL C	COOLER FOR	DAMAG	ie and		49-2	27-09-6A
	AI	RPLA	NE NC				APPLICABLE THE 767-4		L AIRPLANE			
	1.	<u>0il</u>	<u>Cool</u>	.er – In	<u>nspect</u>	<u>ion Che</u>	<u>eck</u>					
		Α.	. General									
			(1)		n can do this inspection with the oil cooler installed or removed m the APU.							
			(2)			cessary the AF		n the c	oil cooler, you	must ren	nove t	he oil
		В.		he oil oil coo				on the	APU, do these s	teps to	prepa	re for
			(1)		ake sure the APU control switch on the P5 overhead panel tach a DO-NOT-CLOSE tag.						el is	0FF and
			(2)	0pen t	hese	circuit	breakers	and a	ittach DO-NOT-CL	OSE tags	6:	
				(a) P	211 Ov	erhead	Panel					
				1	) 11	B35, AF	PU ALTN CO	NT				
				(h) P	1) 11B35, APU ALTN CONT P49 APU Auxiliary Panel							
							-					
						-	J PRIME CC	JIN I				
				2	2) 49	C3, APL	J START					
			(3)	Open t 316AR:		ft APU	access do	or, 31	5AL, and right	APU acce	ess do	or,
EFFECT	IVIT	Y					CHECK/I	NSP	APU OIL COOLER			
							49-27-	-09–6A	49-064-01	PAGE 1	OF 3	APR 22/0

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			<u>A</u>	49-064-01		
		S	as ex	<b>BOEIN</b> 767	-	AIRLINE CARD NO.
		•		TASK CARD		
ECH INSP						I
		(a)	While you hold	I the left acce	ss door in the clos	sed position,
					right access door.	
		1	access	door will drop	will open fully and approximately one me when the last la	inch (2.5 cm)
			-	access door to the hold—open	the fully open pos strut.	ition and
		1			nob down and turn t lock the hold–oper	
		ι	-	ch disengages a	p and pull the detend of the detend of the detend of the detended of the detended of the detended of the detend	
		<u>1</u>		ation of the d right access d	etent latch is at t oor.	he forward end:
				: access door t the hold–open	o the fully open po strut.	osition and
	(4)	Do the cooler	•	emove the inle	t and the outlet du	ucts from the oil
		(a) L	_oosen the coc	oler inlet clam	p.	
				cs, the washers act to the cool	, and the bolts that ing fan.	at attach the
		(c) F	Remove the coo	oling fan duct	with the cooler inl	let clamp.
		(d) L	_oosen the coo	oler outlet cla	mp.	
		(e) N	Move the outle	et duct and the	clamp away from th	ne oil cooler.
	C. Oil	Cooler	Inspection			
	(1)	Visua	lly examine th	ne air ducts in	the oil cooler for	• contamination.
			If you find cc (AMM 49-27-09/	-	o this task: Oil (	Cooler Cleaning
	× ——			•		
FFECTIVIT	I			CHECK/INSP	APU OIL COOLER	
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AIRLINE CARD NO.

