

CHAPTER

52

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| 1 thru 27 | Sep 05/2020 | | 34 | Sep 05/2019 | | 70 | May 05/2020 | |
| 28 | BLANK | | 35 | May 05/2020 | O | 71 | Sep 05/2020 | |
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| 1 | Jan 05/2020 | | 37 | May 05/2020 | 52-00-00 | | | |
| 2 | Jan 05/2020 | | 38 | May 05/2020 | | 901 | Sep 05/2016 | |
| 3 | Jan 05/2020 | | 39 | May 05/2020 | | 902 | Jan 05/2020 | |
| 4 | Jan 05/2020 | | 40 | May 05/2020 | | 903 | Jan 05/2020 | |
| 5 | Jan 05/2020 | | 41 | May 05/2020 | | 904 | Jan 05/2020 | |
| 6 | Jan 05/2020 | | 42 | May 05/2020 | | 905 | Jan 05/2020 | |
| 7 | Jan 05/2020 | | 43 | May 05/2020 | | 906 | Jan 05/2020 | |
| 8 | Jan 05/2020 | | 44 | May 05/2020 | | 907 | Jan 05/2020 | |
| 9 | Jan 05/2020 | | 45 | Jan 05/2020 | | 908 | Jan 05/2020 | |
| 10 | Jan 05/2020 | | 46 | Jan 05/2020 | | 909 | Jan 05/2020 | |
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| 12 | Jan 05/2020 | | 48 | Jan 05/2020 | | 911 | Jan 05/2020 | |
| 13 | Jan 05/2020 | | 49 | Jan 05/2020 | | 912 | Jan 05/2020 | |
| 14 | Jan 05/2020 | | 50 | Jan 05/2020 | | 913 | Jan 05/2020 | |
| 15 | Jan 05/2020 | | 51 | Jan 05/2020 | | 914 | Jan 05/2020 | |
| O | 16 Sep 05/2020 | | 52 | Jan 05/2020 | | 915 | Jan 05/2020 | |
| | 17 Jan 05/2020 | | 53 | Jan 05/2020 | | 916 | Jan 05/2020 | |
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| | 22 May 05/2020 | | 58 | Sep 05/2019 | | 921 | Jan 05/2020 | |
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| | 24 Jan 05/2020 | | 60 | Jan 05/2020 | | 923 | Jan 05/2020 | |
| | 25 Jan 05/2020 | | 61 | Jan 05/2020 | | 924 | Jan 05/2020 | |
| | 26 Jan 05/2020 | | 62 | Jan 05/2020 | | 925 | Jan 05/2020 | |
| | 27 May 05/2020 | | 63 | Jan 05/2020 | | 926 | Jan 05/2020 | |
| O | 28 Sep 05/2020 | | 64 | Jan 05/2020 | | 927 | Jan 05/2020 | |
| | 29 Jan 05/2020 | | 65 | Jan 05/2020 | | 928 | Jan 05/2020 | |
| | 30 Jan 05/2020 | | 66 | Jan 05/2020 | | 929 | Jan 05/2020 | |
| | 31 Jan 05/2020 | | 67 | Jan 05/2020 | | 930 | Jan 05/2020 | |
| O | 32 Sep 05/2020 | | 68 | Jan 05/2020 | | 931 | Jan 05/2020 | |
| | 33 Jan 05/2020 | | 69 | Jan 05/2020 | | 932 | Jan 05/2020 | |

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| 939 | Jan 05/2020 | | 201 | Mar 05/2015 | | 237 | Jul 05/2016 | |
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| 945 | Jan 05/2020 | | 207 | Mar 05/2015 | | 243 | Jan 05/2020 | |
| 946 | Jan 05/2020 | | 208 | May 05/2017 | | 244 | Jan 05/2020 | |
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| 950 | Jan 05/2020 | | 212 | Mar 05/2015 | | 248 | Jan 05/2020 | |
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| 952 | Jan 05/2020 | | 214 | Jan 05/2020 | | 250 | Jan 05/2020 | |
| 953 | Jan 05/2020 | | 215 | Jan 05/2020 | | 251 | Jul 05/2016 | |
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| 955 | Jan 05/2020 | | 217 | Mar 05/2015 | | 253 | Jan 05/2020 | |
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| 203 | Jan 05/2020 | | 228 | Jan 05/2020 | | 264 | Jan 05/2020 | |
| 204 | Jan 05/2020 | | 229 | Jan 05/2020 | | 265 | Jul 05/2016 | |
| 205 | Jan 05/2020 | | 230 | Jan 05/2020 | | 266 | May 05/2017 | |

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| 276 | Jan 05/2020 | | 805 | Jan 05/2020 | | 604 | Jan 05/2020 | |
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| 289 | Jan 05/2020 | | 203 | May 05/2017 | | 204 | Jan 05/2020 | |
| 290 | Jan 05/2020 | | 204 | May 05/2017 | | 205 | May 05/2019 | |
| 291 | Jan 05/2020 | | 205 | May 05/2017 | | 206 | Jan 05/2020 | |
| 292 | Jan 05/2020 | | 206 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 293 | Jan 05/2020 | | 207 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| 294 | Jan 05/2020 | | 208 | May 05/2019 | | 52-09-03 | | |
| 295 | Jul 05/2016 | | 209 | May 05/2019 | | 201 | Jan 05/2020 | |
| 296 | Jul 05/2016 | | 210 | May 05/2019 | | 202 | Jan 05/2020 | |
| 297 | Jul 05/2016 | | 211 | Jan 05/2020 | | 203 | Jan 05/2020 | |
| 298 | Jul 05/2016 | | 212 | May 05/2019 | | 204 | Jan 05/2020 | |
| 298.1 | Jul 05/2016 | | 213 | Jan 05/2020 | | 205 | Jan 05/2020 | |
| 298.2 | Jul 05/2016 | | 214 | May 05/2019 | | 206 | Jan 05/2020 | |
| 298.3 | Jul 05/2016 | | 215 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 298.4 | Jul 05/2016 | | 216 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| | | | 217 | Jan 05/2020 | | 209 | Jan 05/2020 | |

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| 205 | May 05/2019 | | 52-11-00 | | | O 536 | Sep 05/2020 | |
| 206 | May 05/2017 | | 501 | Jan 05/2020 | | O 537 | Sep 05/2020 | |
| 52-09-05 | | | 502 | Jan 05/2020 | | O 538 | Sep 05/2020 | |
| 201 | Nov 05/2017 | | 503 | Jan 05/2020 | | O 539 | Sep 05/2020 | |
| 202 | Jan 05/2018 | | 504 | Jan 05/2020 | | O 540 | Sep 05/2020 | |
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| 204 | Jan 05/2020 | | 506 | Jan 05/2020 | | O 542 | Sep 05/2020 | |
| 205 | May 05/2019 | | 507 | Jan 05/2020 | | O 543 | Sep 05/2020 | |
| 206 | Jan 05/2018 | | 508 | Jan 05/2020 | | O 544 | Sep 05/2020 | |
| 52-09-06 | | | 509 | Jan 05/2020 | | O 545 | Sep 05/2020 | |
| 201 | Mar 05/2018 | | 510 | Jan 05/2020 | | O 546 | Sep 05/2020 | |
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| 203 | Jan 05/2018 | | 512 | Jan 05/2020 | | O 548 | Sep 05/2020 | |
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| 203 | Mar 05/2018 | | 519 | Jan 05/2020 | | O 555 | Sep 05/2020 | |
| 204 | Nov 05/2017 | | 520 | Jan 05/2020 | | O 556 | Sep 05/2020 | |
| 205 | Nov 05/2017 | | R 521 | Sep 05/2020 | | O 557 | Sep 05/2020 | |
| 206 | May 05/2015 | | 522 | Jan 05/2020 | | O 558 | Sep 05/2020 | |
| 52-09-08 | | | R 523 | Sep 05/2020 | | O 559 | Sep 05/2020 | |
| 201 | May 05/2015 | | R 524 | Sep 05/2020 | | O 560 | Sep 05/2020 | |
| 202 | May 05/2015 | | R 525 | Sep 05/2020 | | O 561 | Sep 05/2020 | |
| 52-11-00 | | | O 526 | Sep 05/2020 | | O 562 | Sep 05/2020 | |
| 201 | Jan 05/2020 | | O 527 | Sep 05/2020 | | O 563 | Sep 05/2020 | |

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| O 564 | Sep 05/2020 | | 619 | Jan 05/2020 | | 405 | Jan 05/2020 | |
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| O 566 | Sep 05/2020 | | 621 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| O 567 | Sep 05/2020 | | 622 | Jan 05/2020 | | 408 | Sep 05/2017 | |
| O 568 | Sep 05/2020 | | 52-11-01 | | | 409 | Jan 05/2020 | |
| O 569 | Sep 05/2020 | | 401 | May 05/2020 | | 410 | Jan 05/2020 | |
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| O 571 | Sep 05/2020 | | 403 | Jan 05/2020 | | 412 | BLANK | |
| O 572 | Sep 05/2020 | | 404 | May 05/2020 | | 52-11-04 | | |
| O 573 | Sep 05/2020 | | 405 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| O 574 | Sep 05/2020 | | 406 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| O 575 | Sep 05/2020 | | 407 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| O 576 | Sep 05/2020 | | 408 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| O 577 | Sep 05/2020 | | 409 | Jan 05/2020 | | 405 | Jan 05/2020 | |
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| 608 | Jan 05/2020 | | 404 | Jan 05/2020 | | 206 | Jan 05/2020 | |
| 609 | Jan 05/2020 | | 405 | Jan 05/2020 | | 52-11-06 | | |
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| 618 | Jan 05/2020 | | 403 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| | | | 404 | Jan 05/2020 | | 410 | Jan 05/2020 | |

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| 403 | Jan 05/2020 | | 204 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 404 | Jan 05/2020 | | 205 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | 206 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 406 | Jan 05/2020 | R | 207 | Sep 05/2020 | | 406 | Jan 05/2020 | |
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| 52-11-08 | | | 212 | Jan 05/2020 | | 411 | Jan 05/2020 | |
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| 402 | Jan 05/2020 | R | 214 | Sep 05/2020 | | 413 | Jan 05/2020 | |
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| 52-11-09 | | | 204 | Jan 05/2020 | | 603 | Jan 05/2020 | |
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| 404 | Jan 05/2020 | | 208 | Jan 05/2020 | | 52-11-18 | | |
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| 403 | Jan 05/2020 | | 216 | Jan 05/2020 | | | | |

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| | | 52-11-21 | | | | 426 | Jan 05/2020 | |
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| 505 | Jan 05/2020 | | 406 | Jan 05/2020 | | 603 | Jan 05/2020 | |
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| 512 | Jan 05/2020 | | 402 | Jan 05/2020 | | 205 | Jan 05/2020 | |
| 513 | Jan 05/2020 | | 403 | Jan 05/2020 | | 206 | Jan 05/2020 | |

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| 52-11-25 (cont) | | | 52-11-26 (cont) | | | 52-12-00 (cont) | | |
| 207 | May 05/2020 | | 212 | Jan 05/2020 | | 205 | Jan 05/2020 | |
| 208 | May 05/2020 | | 213 | Jan 05/2020 | | 206 | Jan 05/2020 | |
| 209 | May 05/2020 | | 214 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 210 | May 05/2020 | | 215 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| 211 | May 05/2020 | | 216 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 212 | May 05/2020 | | 217 | May 05/2017 | | 210 | BLANK | |
| 213 | May 05/2020 | | 218 | Jan 05/2020 | | 52-12-00 | | |
| 214 | May 05/2020 | | 219 | May 05/2020 | | 501 | Jan 05/2020 | |
| 215 | May 05/2020 | | 220 | May 05/2020 | | 502 | Jan 05/2020 | |
| 216 | May 05/2020 | | 221 | May 05/2020 | | 503 | Jan 05/2020 | |
| 217 | May 05/2020 | | 222 | May 05/2020 | | 504 | Jan 05/2020 | |
| 218 | May 05/2020 | | 223 | May 05/2020 | | 505 | May 05/2020 | |
| 219 | May 05/2020 | | 224 | May 05/2020 | | 506 | Jan 05/2020 | |
| 220 | Jan 05/2020 | | 225 | May 05/2020 | | 507 | Jan 05/2020 | |
| 221 | Jan 05/2020 | | 226 | May 05/2020 | | 508 | Jan 05/2020 | |
| 222 | Jan 05/2020 | | 227 | May 05/2020 | | 509 | Jan 05/2020 | |
| 223 | Jan 05/2020 | | 228 | May 05/2020 | | 510 | Jan 05/2020 | |
| 224 | Jan 05/2020 | | 229 | May 05/2020 | | 511 | Jan 05/2020 | |
| 225 | Jan 05/2020 | | 230 | May 05/2020 | | 512 | Jan 05/2020 | |
| 226 | Jan 05/2020 | | 231 | May 05/2020 | | 513 | Jan 05/2020 | |
| 227 | Jan 05/2020 | 52-11-28 | 232 | May 05/2020 | | 514 | Jan 05/2020 | |
| 228 | Jan 05/2020 | | 201 | Jan 05/2020 | | 515 | Jan 05/2020 | |
| 229 | Jan 05/2020 | | 202 | Jan 05/2020 | | 516 | Jan 05/2020 | |
| 230 | BLANK | | 203 | Jan 05/2020 | | 517 | May 05/2020 | |
| 52-11-26 | | | 204 | Jan 05/2020 | | 518 | May 05/2020 | |
| 201 | Jan 05/2020 | | 205 | Jan 05/2020 | | 519 | May 05/2020 | |
| 202 | Jan 05/2020 | | 206 | Jan 05/2020 | | 520 | May 05/2020 | |
| 203 | Jan 05/2020 | | 207 | Jan 05/2020 | | 521 | Jan 05/2020 | |
| 204 | Jan 05/2020 | | 208 | Jan 05/2020 | | 522 | Jan 05/2020 | |
| 205 | Jan 05/2020 | | 209 | Jan 05/2020 | | 523 | Jan 05/2020 | |
| 206 | Jan 05/2020 | | 210 | BLANK | | 524 | Jan 05/2020 | |
| 207 | Jan 05/2020 | 52-12-00 | | | | 525 | Jan 05/2020 | |
| 208 | Jan 05/2020 | | 201 | Jan 05/2020 | | 526 | Jan 05/2020 | |
| 209 | Jan 05/2020 | | 202 | Jan 05/2020 | | 527 | Jan 05/2020 | |
| 210 | Jan 05/2020 | | 203 | Jan 05/2020 | | 528 | Jan 05/2020 | |
| 211 | Jan 05/2020 | | 204 | Jan 05/2020 | | 529 | Jan 05/2020 | |

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| 52-12-00 (cont) | | | 52-12-00 (cont) | | | 52-12-01 (cont) | | |
| 530 | Jan 05/2020 | | 566 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| 531 | Jan 05/2020 | | 567 | Jan 05/2020 | | 410 | May 05/2020 | |
| 532 | Jan 05/2020 | | 568 | Jan 05/2020 | | 411 | May 05/2020 | |
| 533 | Jan 05/2020 | | 52-12-00 | | | 412 | Jan 05/2020 | |
| 534 | Jan 05/2020 | | 601 | Jan 05/2020 | | 413 | Jan 05/2020 | |
| 535 | Jan 05/2020 | | 602 | Jan 05/2020 | | 414 | BLANK | |
| 536 | Jan 05/2020 | | 603 | Jan 05/2020 | | 52-12-02 | | |
| 537 | Jan 05/2020 | | 604 | Jan 05/2020 | | R 401 | Sep 05/2020 | |
| 538 | Jan 05/2020 | | 605 | Jan 05/2020 | | R 402 | Sep 05/2020 | |
| 539 | Jan 05/2020 | | 606 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 540 | Jan 05/2020 | | 607 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 541 | Jan 05/2020 | | 608 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 542 | Jan 05/2020 | | 609 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 543 | Jan 05/2020 | | 610 | Jan 05/2020 | | R 407 | Sep 05/2020 | |
| 544 | Jan 05/2020 | | 611 | Jan 05/2020 | | R 408 | Sep 05/2020 | |
| 545 | Sep 05/2017 | | 613 | Jan 05/2020 | | 52-12-03 | | |
| 546 | Jan 05/2020 | | 614 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 547 | Jan 05/2020 | | 615 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 548 | Jan 05/2020 | | 616 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 549 | Jan 05/2020 | | 617 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 550 | Jan 05/2020 | | 618 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 551 | Jan 05/2020 | | 619 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 552 | Jan 05/2020 | | 620 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 553 | Jan 05/2020 | | 621 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 554 | Jan 05/2020 | | 622 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| 555 | Jan 05/2020 | | 623 | Jan 05/2020 | | 410 | BLANK | |
| 556 | Jan 05/2020 | | 624 | BLANK | | 52-12-04 | | |
| 557 | Jan 05/2020 | | 52-12-01 | | | 401 | Jan 05/2020 | |
| 558 | Jan 05/2020 | | 401 | May 05/2020 | | 402 | Jan 05/2020 | |
| 559 | Jan 05/2020 | | 402 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 560 | Jan 05/2020 | | 403 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 561 | Jan 05/2020 | | 404 | May 05/2020 | | 405 | Jan 05/2020 | |
| 562 | Jan 05/2020 | | 405 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 563 | Jan 05/2020 | | 406 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 564 | Jan 05/2020 | | 407 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 565 | Jan 05/2020 | | 408 | Jan 05/2020 | | | | |

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| 52-12-05 | | | 52-12-09 | | | 52-12-16 (cont) | | |
| 201 | Jan 05/2020 | | 401 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 202 | Jan 05/2020 | | 402 | Jan 05/2020 | | 210 | Jan 05/2020 | |
| 203 | Jan 05/2020 | | 403 | Jan 05/2020 | | R 211 | Sep 05/2020 | |
| 204 | Jan 05/2020 | | 404 | Jan 05/2020 | | 212 | Jan 05/2020 | |
| 205 | Jan 05/2020 | | 405 | Jan 05/2020 | | R 213 | Sep 05/2020 | |
| 206 | Jan 05/2020 | | 406 | Jan 05/2020 | | R 214 | Sep 05/2020 | |
| 52-12-06 | | | 52-12-10 | | | 215 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 401 | Jan 05/2020 | | 216 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | 402 | Jan 05/2020 | | 217 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | 403 | Jan 05/2020 | | 218 | Jan 05/2020 | |
| 404 | Jan 05/2020 | | 404 | Jan 05/2020 | | 52-12-17 | | |
| 405 | Jan 05/2020 | | 405 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 406 | Jan 05/2020 | | 406 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 407 | Jan 05/2020 | | 52-12-15 | | | 403 | Jan 05/2020 | |
| 408 | Jan 05/2020 | | 201 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 409 | Jan 05/2020 | | 202 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 410 | Jan 05/2020 | | 203 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 411 | Jan 05/2020 | | 204 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 412 | Jan 05/2020 | | R 205 | Sep 05/2020 | | 408 | Jan 05/2020 | |
| 413 | Jan 05/2020 | | R 206 | Sep 05/2020 | | 409 | Jan 05/2020 | |
| 414 | BLANK | | O 207 | Sep 05/2020 | | 410 | Jan 05/2020 | |
| 52-12-07 | | | R 208 | Sep 05/2020 | | 411 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | R 209 | Sep 05/2020 | | 412 | BLANK | |
| 402 | Jan 05/2020 | | O 210 | Sep 05/2020 | | 52-12-17 | | |
| 403 | Jan 05/2020 | | R 211 | Sep 05/2020 | | 601 | Jan 05/2020 | |
| 404 | Jan 05/2020 | | R 212 | Sep 05/2020 | | 602 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | O 213 | Sep 05/2020 | | 603 | Jan 05/2020 | |
| 406 | Jan 05/2020 | | O 214 | BLANK | | 604 | BLANK | |
| 407 | Jan 05/2020 | | 52-12-16 | | | 52-12-18 | | |
| 408 | Jan 05/2020 | | 201 | Jan 05/2020 | | 601 | Jan 05/2020 | |
| 52-12-08 | | | 202 | Jan 05/2020 | | 602 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 203 | Jan 05/2020 | | 603 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | 204 | Jan 05/2020 | | 604 | BLANK | |
| 403 | Jan 05/2020 | | 205 | Jan 05/2020 | | 52-12-19 | | |
| 404 | Jan 05/2020 | | 206 | Jan 05/2020 | | R 401 | Sep 05/2020 | |
| 405 | Jan 05/2020 | | 207 | Jan 05/2020 | | R 402 | Sep 05/2020 | |
| 406 | Jan 05/2020 | | 208 | Jan 05/2020 | | R 403 | Sep 05/2020 | |

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| 52-12-19 (cont) | | | 52-12-19 (cont) | | | 52-12-20 Config 2 (cont) | | |
| R 404 | Sep 05/2020 | | 533 | Jan 05/2020 | | 515 | Jan 05/2020 | |
| R 405 | Sep 05/2020 | | 534 | BLANK | | 516 | Jan 05/2020 | |
| 406 | BLANK | | 52-12-19 | | | 517 | Jan 05/2020 | |
| 52-12-19 | | | R 601 | Sep 05/2020 | | 518 | Jan 05/2020 | |
| R 501 | Sep 05/2020 | | R 602 | Sep 05/2020 | | 519 | Jan 05/2020 | |
| R 502 | Sep 05/2020 | | 603 | Jan 05/2020 | | 520 | BLANK | |
| R 503 | Sep 05/2020 | | 604 | Jan 05/2020 | | 52-12-20 | | |
| 504 | Jan 05/2020 | | 52-12-20 Config 2 | | | 601 | Jan 05/2020 | |
| 505 | Jan 05/2020 | | 401 | Jan 05/2020 | | 602 | Jan 05/2020 | |
| 506 | Jan 05/2020 | | 402 | Jan 05/2020 | | 603 | Jan 05/2020 | |
| 507 | Jan 05/2020 | | 403 | Jan 05/2020 | | 604 | Jan 05/2020 | |
| 508 | Jan 05/2020 | | 404 | Jan 05/2020 | | 52-12-21 | | |
| 509 | Jan 05/2020 | | 405 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 510 | Jan 05/2020 | | 406 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 511 | Jan 05/2020 | | 407 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 512 | Jan 05/2020 | | 408 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 513 | Jan 05/2020 | | 409 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 514 | Jan 05/2020 | | 410 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 515 | Jan 05/2020 | | 411 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 516 | Jan 05/2020 | | 412 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 517 | Jan 05/2020 | | 413 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| 518 | Jan 05/2020 | | 414 | BLANK | | 410 | BLANK | |
| 519 | Jan 05/2020 | | 52-12-20 Config 2 | | | 52-12-21 | | |
| 520 | Jan 05/2020 | | 501 | Jan 05/2020 | | 601 | Jan 05/2020 | |
| 521 | Jan 05/2020 | | 502 | Jan 05/2020 | | 602 | Jan 05/2020 | |
| 522 | Jan 05/2020 | | 503 | Jan 05/2020 | | 603 | Jan 05/2020 | |
| 523 | Jan 05/2020 | | 504 | Jan 05/2020 | | 604 | Jan 05/2020 | |
| 524 | Jan 05/2020 | | 505 | Jan 05/2020 | | 52-12-22 | | |
| 525 | Jan 05/2020 | | 506 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 526 | Jan 05/2020 | | 507 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 527 | Jan 05/2020 | | 508 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 528 | Jan 05/2020 | | 509 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 529 | Jan 05/2020 | | 510 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 530 | Jan 05/2020 | | 511 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 531 | Jan 05/2020 | | 512 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 532 | Jan 05/2020 | | 513 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| | | | 514 | Jan 05/2020 | | 409 | Jan 05/2020 | |

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| 52-12-22 (cont) | | | 52-12-24 (cont) | | | 52-12-25 (cont) | | |
| 410 | May 05/2020 | | 509 | Jan 05/2020 | | O 218 | Sep 05/2020 | |
| 411 | Jan 05/2020 | | 510 | Jan 05/2020 | | O 219 | Sep 05/2020 | |
| 412 | Jan 05/2020 | | 511 | Jan 05/2020 | | O 220 | Sep 05/2020 | |
| 413 | Jan 05/2020 | | 512 | Jan 05/2020 | | O 221 | Sep 05/2020 | |
| 414 | May 05/2020 | | 513 | Jan 05/2020 | | O 222 | Sep 05/2020 | |
| 415 | Jan 05/2020 | | 514 | Jan 05/2020 | | O 223 | Sep 05/2020 | |
| 416 | Jan 05/2020 | | 515 | Jan 05/2020 | | O 224 | Sep 05/2020 | |
| 417 | Jan 05/2020 | | 516 | Jan 05/2020 | | O 225 | Sep 05/2020 | |
| 418 | BLANK | | 517 | Jan 05/2020 | | O 226 | Sep 05/2020 | |
| 52-12-22 | | | 518 | Jan 05/2020 | | O 227 | Sep 05/2020 | |
| 601 | Jan 05/2020 | | 519 | Jan 05/2020 | | O 228 | Sep 05/2020 | |
| 602 | Jan 05/2020 | | 520 | Jan 05/2020 | | O 229 | Sep 05/2020 | |
| 52-12-23 | | | 521 | Jan 05/2020 | | O 230 | BLANK | |
| 401 | Jan 05/2020 | | 522 | BLANK | | 52-12-26 | | |
| 402 | Jan 05/2020 | 52-12-24 | | | | 201 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | 601 | Jan 05/2020 | | 202 | Jan 05/2020 | |
| 404 | Jan 05/2020 | | 602 | Jan 05/2020 | | 203 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | 603 | Jan 05/2020 | | 204 | Jan 05/2020 | |
| 406 | Jan 05/2020 | | 604 | Jan 05/2020 | | 205 | Jan 05/2020 | |
| 407 | Jan 05/2020 | 52-12-25 | | | | 206 | Jan 05/2020 | |
| 408 | BLANK | | 201 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 52-12-24 | | | 202 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 203 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 402 | Jan 05/2020 | R 204 | Sep 05/2020 | | | 210 | Jan 05/2020 | |
| 403 | Jan 05/2020 | R 205 | Sep 05/2020 | | | 211 | Jan 05/2020 | |
| 404 | Jan 05/2020 | O 206 | Sep 05/2020 | | | 212 | Jan 05/2020 | |
| 405 | Jan 05/2020 | O 207 | Sep 05/2020 | | | 213 | Jan 05/2020 | |
| 406 | BLANK | O 208 | Sep 05/2020 | | | 214 | Jan 05/2020 | |
| 52-12-24 | | O 209 | Sep 05/2020 | | | 215 | Jan 05/2020 | |
| 501 | Jan 05/2020 | O 210 | Sep 05/2020 | | | 216 | Jan 05/2020 | |
| 502 | Jan 05/2020 | O 211 | Sep 05/2020 | | | 217 | Jan 05/2020 | |
| 503 | Jan 05/2020 | O 212 | Sep 05/2020 | | | 218 | Jan 05/2020 | |
| 504 | Jan 05/2020 | O 213 | Sep 05/2020 | | | 219 | Jan 05/2020 | |
| 505 | Jan 05/2020 | O 214 | Sep 05/2020 | | | 220 | Jan 05/2020 | |
| 506 | Jan 05/2020 | O 215 | Sep 05/2020 | | | 221 | May 05/2020 | |
| 507 | Jan 05/2020 | O 216 | Sep 05/2020 | | | 222 | May 05/2020 | |
| 508 | Jan 05/2020 | O 217 | Sep 05/2020 | | | | | |

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| 52-12-26 (cont) | | | 52-32-00 (cont) | | | 52-32-00 (cont) | | |
| 223 | May 05/2020 | | 208 | Jul 05/2019 | | 505 | May 05/2015 | |
| 224 | Jan 05/2020 | | 209 | Jul 05/2019 | | 506 | May 05/2015 | |
| 225 | Jan 05/2020 | | 210 | May 05/2020 | | 507 | May 05/2015 | |
| 226 | Jan 05/2020 | | 211 | May 05/2020 | | 508 | May 05/2015 | |
| 227 | Jan 05/2020 | | 212 | May 05/2020 | | 509 | May 05/2015 | |
| 228 | BLANK | | 213 | May 05/2020 | | 510 | May 05/2015 | |
| 52-12-28 | | | 214 | May 05/2020 | | 511 | May 05/2015 | |
| 201 | Jan 05/2020 | | 215 | May 05/2019 | | 512 | May 05/2015 | |
| 202 | Jan 05/2020 | | 216 | Mar 05/2018 | | 513 | May 05/2015 | |
| 203 | Jan 05/2020 | | 217 | Mar 05/2018 | | 514 | May 05/2015 | |
| 204 | Jan 05/2020 | | 218 | Mar 05/2018 | | 515 | Mar 05/2016 | |
| 205 | Jan 05/2020 | | 219 | Mar 05/2018 | | 516 | Sep 05/2017 | |
| 206 | Jan 05/2020 | | 220 | Mar 05/2018 | | 517 | May 05/2015 | |
| 207 | Jan 05/2020 | | 221 | Mar 05/2018 | | 518 | May 05/2015 | |
| 208 | Jan 05/2020 | | 222 | Mar 05/2018 | | 519 | May 05/2015 | |
| 209 | Jan 05/2020 | | 223 | Mar 05/2018 | | 520 | May 05/2015 | |
| 210 | Jan 05/2020 | | 224 | BLANK | | 521 | May 05/2015 | |
| 211 | Jan 05/2020 | | 52-32-00 | | | 522 | May 05/2015 | |
| 212 | Jan 05/2020 | | 401 | May 05/2020 | | 523 | May 05/2015 | |
| 213 | Jan 05/2020 | | 402 | May 05/2020 | | 524 | May 05/2015 | |
| 214 | Jan 05/2020 | | 403 | May 05/2020 | | 525 | May 05/2015 | |
| 52-12-29 | | | 404 | May 05/2020 | | 526 | May 05/2015 | |
| 601 | Jan 05/2020 | | 405 | May 05/2020 | | 527 | May 05/2015 | |
| 602 | Jan 05/2020 | | 406 | May 05/2020 | | 528 | May 05/2015 | |
| 603 | Jan 05/2020 | | 407 | May 05/2020 | | 529 | May 05/2015 | |
| 604 | BLANK | | 408 | May 05/2020 | | 530 | May 05/2015 | |
| 52-30-00 | | | 409 | May 05/2020 | | 531 | May 05/2015 | |
| 201 | Jan 05/2020 | | 410 | May 05/2020 | | 532 | May 05/2015 | |
| 202 | Jan 05/2020 | | 411 | May 05/2020 | | 533 | May 05/2015 | |
| 52-32-00 | | | 412 | May 05/2020 | | 534 | May 05/2015 | |
| 201 | Jul 05/2019 | | 413 | May 05/2020 | | 535 | May 05/2015 | |
| 202 | Jul 05/2019 | | 414 | BLANK | | 536 | May 05/2015 | |
| 203 | Jul 05/2019 | | 52-32-00 | | | 537 | May 05/2015 | |
| 204 | Jul 05/2019 | | 501 | May 05/2015 | | 538 | May 05/2015 | |
| 205 | Jul 05/2019 | | 502 | Mar 05/2016 | | 539 | May 05/2015 | |
| 206 | Jul 05/2019 | | 503 | May 05/2015 | | 540 | May 05/2015 | |
| 207 | Jul 05/2019 | | 504 | May 05/2020 | | | | |

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| 52-32-00 (cont) | | | 52-32-03 (cont) | | | 52-32-09 | | |
| 541 | May 05/2015 | | 405 | May 05/2019 | | 401 | May 05/2015 | |
| 542 | May 05/2015 | | 406 | Nov 05/2017 | | 402 | Jan 05/2018 | |
| 543 | May 05/2015 | | 407 | Nov 05/2017 | | 403 | May 05/2019 | |
| 544 | May 05/2015 | | 408 | BLANK | | 404 | May 05/2019 | |
| 545 | May 05/2015 | | 52-32-04 | | | 405 | May 05/2019 | |
| 546 | May 05/2015 | | 401 | Nov 05/2017 | | 406 | Jan 05/2018 | |
| 547 | May 05/2015 | | 402 | May 05/2019 | | 407 | Jan 05/2018 | |
| 548 | May 05/2015 | | 403 | Nov 05/2017 | | 408 | BLANK | |
| 549 | Jan 05/2015 | | 404 | Nov 05/2017 | | 52-32-10 | | |
| 550 | May 05/2015 | | 405 | Nov 05/2017 | | 401 | Nov 05/2017 | |
| 52-32-01 | | | 406 | BLANK | | 402 | Nov 05/2017 | |
| 401 | Jul 05/2019 | | 52-32-06 | | | 403 | May 05/2019 | |
| 402 | Mar 05/2018 | | 401 | May 05/2018 | | 404 | Nov 05/2017 | |
| 403 | Mar 05/2018 | | 402 | May 05/2018 | | 405 | May 05/2019 | |
| 404 | Mar 05/2019 | | 403 | May 05/2018 | | 406 | Jan 05/2020 | |
| 405 | Jan 05/2018 | | 404 | May 05/2018 | | 407 | Mar 05/2018 | |
| 406 | Mar 05/2019 | | 405 | May 05/2018 | | 408 | Mar 05/2018 | |
| 407 | Mar 05/2019 | | 406 | May 05/2018 | | 409 | Mar 05/2018 | |
| 408 | Jul 05/2019 | | 407 | May 05/2018 | | 410 | Mar 05/2018 | |
| 409 | Mar 05/2018 | | 408 | May 05/2018 | | 52-32-11 | | |
| 410 | Mar 05/2018 | | 52-32-06 | | | 401 | May 05/2015 | |
| 411 | Mar 05/2018 | | 501 | Sep 05/2017 | | 402 | Jan 05/2018 | |
| 412 | BLANK | | 502 | Sep 05/2017 | | 403 | May 05/2019 | |
| 52-32-02 | | | 503 | Sep 05/2017 | | 404 | May 05/2019 | |
| 401 | Jan 05/2018 | | 504 | May 05/2015 | | 405 | Jan 05/2018 | |
| 402 | Jan 05/2018 | | 505 | May 05/2015 | | 406 | Jan 05/2018 | |
| 403 | May 05/2019 | | 506 | May 05/2015 | | 52-32-14 | | |
| 404 | Jan 05/2018 | | 52-32-08 | | | 201 | Jan 05/2018 | |
| 405 | Jan 05/2020 | | 401 | Jan 05/2018 | | 202 | Jan 05/2018 | |
| 406 | Mar 05/2018 | | 402 | Jan 05/2018 | | 203 | Jan 05/2018 | |
| 407 | Jan 05/2018 | | 403 | Jan 05/2018 | | 204 | Jan 05/2018 | |
| 408 | BLANK | | 404 | May 05/2019 | | 205 | Jan 05/2018 | |
| 52-32-03 | | | 405 | Jan 05/2018 | | 206 | Jan 05/2018 | |
| 401 | Nov 05/2017 | | 406 | Jan 05/2018 | | 207 | Jan 05/2018 | |
| 402 | Nov 05/2017 | | 407 | Jan 05/2018 | | 208 | Jan 05/2018 | |
| 403 | May 05/2019 | | 408 | BLANK | | 209 | Jan 05/2018 | |
| 404 | May 05/2019 | | | | | 210 | BLANK | |

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| 52-32-15 | | | 52-32-20 (cont) | | | 52-32-22 (cont) | | |
| 201 | Jan 05/2018 | | 226 | Jul 05/2018 | | 413 | Sep 05/2017 | |
| 202 | Jan 05/2018 | | 227 | Jul 05/2018 | | 414 | Sep 05/2017 | |
| 203 | Jan 05/2018 | | 228 | Jul 05/2018 | | 415 | May 05/2019 | |
| 204 | Jan 05/2018 | | 229 | Jul 05/2018 | | 416 | May 05/2019 | |
| 205 | Jan 05/2018 | | 230 | Jul 05/2018 | | 417 | May 05/2019 | |
| 206 | Jan 05/2018 | | 231 | Jul 05/2018 | | 418 | Mar 05/2019 | |
| 207 | Jan 05/2018 | | 232 | Jul 05/2018 | | 419 | Sep 05/2017 | |
| 208 | Jan 05/2018 | | 233 | Jul 05/2018 | | 420 | Mar 05/2018 | |
| 209 | Jan 05/2018 | | 234 | Jul 05/2018 | | 421 | Sep 05/2017 | |
| 210 | Jan 05/2018 | | 235 | Jul 05/2018 | | 422 | Sep 05/2017 | |
| 52-32-20 | | | 236 | Jul 05/2018 | | 423 | Sep 05/2017 | |
| 201 | May 05/2015 | | 237 | Sep 05/2017 | | 424 | Sep 05/2017 | |
| 202 | Sep 05/2017 | | 238 | Sep 05/2017 | | 52-32-23 | | |
| 203 | Sep 05/2016 | | 239 | Sep 05/2017 | | 401 | Mar 05/2016 | |
| 204 | Sep 05/2017 | | 240 | Sep 05/2017 | | 402 | May 05/2015 | |
| 205 | Sep 05/2017 | | 241 | Sep 05/2017 | | 403 | May 05/2015 | |
| 206 | Sep 05/2017 | | 242 | Sep 05/2017 | | 404 | Mar 05/2016 | |
| 207 | Sep 05/2017 | | 243 | Sep 05/2017 | | 405 | May 05/2015 | |
| 208 | Sep 05/2017 | | 244 | Sep 05/2017 | | 406 | May 05/2015 | |
| 209 | Sep 05/2017 | | 245 | Sep 05/2017 | | 407 | May 05/2015 | |
| 210 | Sep 05/2017 | | 246 | Sep 05/2017 | | 408 | May 05/2015 | |
| 211 | Sep 05/2017 | | 247 | Sep 05/2017 | | 409 | May 05/2015 | |
| 212 | Sep 05/2017 | | 248 | BLANK | | 410 | May 05/2015 | |
| 213 | Sep 05/2017 | 52-32-22 | | | | 411 | May 05/2015 | |
| 214 | Sep 05/2017 | | 401 | May 05/2015 | | 412 | May 05/2015 | |
| 215 | Sep 05/2017 | | 402 | Sep 05/2017 | | 413 | Sep 05/2017 | |
| 216 | Jul 05/2018 | | 403 | Sep 05/2017 | | 414 | BLANK | |
| 217 | Jul 05/2018 | | 404 | Sep 05/2017 | | 52-32-31 | | |
| 218 | Jul 05/2018 | | 405 | Sep 05/2017 | | R 401 | Sep 05/2020 | |
| 219 | Jul 05/2018 | | 406 | Sep 05/2017 | | 402 | May 05/2020 | |
| 220 | May 05/2020 | | 407 | Sep 05/2017 | | 403 | May 05/2020 | |
| 221 | Jul 05/2018 | | 408 | Sep 05/2017 | | 404 | May 05/2020 | |
| 222 | Jul 05/2018 | | 409 | Sep 05/2017 | | 405 | May 05/2020 | |
| 223 | Jul 05/2018 | | 410 | Sep 05/2017 | | 406 | May 05/2020 | |
| 224 | May 05/2020 | | 411 | Sep 05/2017 | | 407 | May 05/2020 | |
| 225 | Jul 05/2018 | | 412 | Sep 05/2017 | | 408 | May 05/2020 | |
| | | | | | | 409 | May 05/2020 | |

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| 52-32-31 (cont) | | | 52-34-00 (cont) | | | 52-34-00 (cont) | | |
| 410 | May 05/2020 | | 217 | Sep 05/2017 | | 524 | Jan 05/2020 | |
| 411 | May 05/2020 | | 218 | Jan 05/2020 | | 525 | Sep 05/2018 | |
| 412 | May 05/2020 | | 219 | Sep 05/2017 | | 526 | Sep 05/2018 | |
| 413 | May 05/2020 | | 220 | Sep 05/2017 | | 527 | Jan 05/2020 | |
| 414 | May 05/2020 | | 221 | Sep 05/2017 | | 528 | Sep 05/2018 | |
| 415 | May 05/2020 | | 222 | Jan 05/2020 | | 529 | Jan 05/2020 | |
| 416 | May 05/2020 | | 223 | Sep 05/2017 | | 530 | Sep 05/2018 | |
| 417 | May 05/2020 | | 224 | Jan 05/2020 | | 531 | Sep 05/2018 | |
| 418 | May 05/2020 | | 225 | Sep 05/2017 | | 532 | Sep 05/2018 | |
| 419 | May 05/2020 | | 226 | Jan 05/2020 | | 533 | Jan 05/2020 | |
| 420 | May 05/2020 | | 227 | Sep 05/2017 | | 534 | Sep 05/2018 | |
| 421 | May 05/2020 | | 228 | BLANK | | 535 | Sep 05/2018 | |
| 422 | BLANK | | 52-34-00 | | | 536 | Sep 05/2018 | |
| 52-32-31 | | | 501 | Jul 05/2018 | | 537 | Sep 05/2018 | |
| 501 | Sep 05/2017 | | 502 | Jul 05/2018 | | 538 | Sep 05/2018 | |
| 502 | Sep 05/2017 | | 503 | Jul 05/2018 | | 539 | Jan 05/2020 | |
| 503 | Sep 05/2017 | | 504 | Jan 05/2020 | | 540 | Sep 05/2018 | |
| 504 | Sep 05/2017 | | 505 | Jan 05/2020 | | 541 | Jan 05/2020 | |
| 505 | Sep 05/2017 | | 506 | Jan 05/2020 | | 542 | Sep 05/2018 | |
| 506 | Sep 05/2017 | | 507 | Jan 05/2020 | | 543 | Sep 05/2018 | |
| 52-34-00 | | | 508 | Jan 05/2020 | | 544 | Sep 05/2018 | |
| 201 | Sep 05/2018 | | 509 | Jan 05/2020 | | 545 | Jan 05/2020 | |
| 202 | Jan 05/2020 | | 510 | Sep 05/2019 | | 546 | Sep 05/2018 | |
| 203 | Jan 05/2018 | | 511 | Sep 05/2019 | | 547 | Jan 05/2020 | |
| 204 | Jan 05/2020 | | 512 | Jan 05/2020 | | 548 | Sep 05/2018 | |
| 205 | Mar 05/2018 | | 513 | Sep 05/2018 | | 52-34-00 | | |
| 206 | Jan 05/2020 | | 514 | Sep 05/2018 | | 601 | Mar 05/2018 | |
| 207 | Mar 05/2018 | | 515 | Sep 05/2018 | | 602 | Mar 05/2015 | |
| 208 | Mar 05/2018 | | 516 | Sep 05/2018 | | 603 | Mar 05/2015 | |
| 209 | Sep 05/2017 | | 517 | Jan 05/2020 | | 604 | Mar 05/2015 | |
| 210 | Mar 05/2018 | | 518 | Sep 05/2018 | | 605 | Jan 05/2020 | |
| 211 | Mar 05/2018 | | 519 | Sep 05/2018 | | 606 | Jan 05/2015 | |
| 212 | Sep 05/2017 | | 520 | Jan 05/2020 | | 607 | Jul 05/2017 | |
| 213 | Mar 05/2018 | | 521 | Jan 05/2020 | | 608 | Jan 05/2020 | |
| 214 | Sep 05/2017 | | 522 | Jan 05/2020 | | 609 | Jan 05/2015 | |
| 215 | Mar 05/2018 | | 523 | Jan 05/2020 | | 610 | Jan 05/2020 | |

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| 52-34-00 (cont) | | | 52-34-01 (cont) | | | 52-34-04 | | |
| 611 | Jan 05/2015 | | 610 | Jan 05/2015 | | 401 | Jan 05/2020 | |
| 612 | Jul 05/2017 | | 611 | Jul 05/2017 | | 402 | Jan 05/2020 | |
| 613 | Sep 05/2018 | | 612 | Jan 05/2015 | | 403 | Jan 05/2020 | |
| 614 | Jan 05/2020 | | 613 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 615 | Jan 05/2019 | | 614 | Jan 05/2015 | | 405 | Sep 05/2017 | |
| 616 | Jan 05/2019 | | 615 | Jan 05/2020 | | 406 | Sep 05/2017 | |
| 617 | Jan 05/2019 | | 616 | Jan 05/2020 | | 52-34-04 | | |
| 618 | Jan 05/2020 | | 617 | Jan 05/2015 | | 501 | Sep 05/2017 | |
| 619 | Jan 05/2019 | | 618 | Jan 05/2015 | | 502 | Jan 05/2020 | |
| 620 | Jan 05/2019 | | 619 | Jan 05/2020 | | 503 | Jan 05/2020 | |
| 621 | Jan 05/2019 | | 620 | BLANK | | 504 | Jan 05/2020 | |
| 622 | Jan 05/2019 | | | | | 505 | Jan 05/2015 | |
| 623 | Jan 05/2019 | | 401 | Jan 05/2020 | | 506 | Sep 05/2017 | |
| 624 | BLANK | | 402 | Jan 05/2020 | | 52-34-05 | | |
| 52-34-01 | | | 403 | Jan 05/2018 | | 401 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 404 | Jan 05/2020 | | 402 | Jan 05/2018 | |
| 402 | Jan 05/2020 | | 405 | Jan 05/2018 | | 403 | May 05/2020 | |
| 403 | Jan 05/2020 | | 406 | Jul 05/2017 | | 404 | May 05/2020 | |
| 404 | Jan 05/2020 | | 407 | Jul 05/2017 | | 405 | May 05/2020 | |
| 405 | Jan 05/2020 | | 408 | BLANK | | 406 | May 05/2020 | |
| 406 | Jan 05/2020 | | | | | 407 | May 05/2020 | |
| 407 | Jan 05/2020 | | 52-34-03 | | | 408 | May 05/2020 | |
| 408 | Jan 05/2020 | | 401 | Jan 05/2020 | | 409 | May 05/2020 | |
| 409 | Jan 05/2019 | | 402 | Jan 05/2020 | | 410 | May 05/2020 | |
| 410 | Jan 05/2019 | | 403 | Mar 05/2018 | | | | |
| 411 | Jan 05/2019 | | 404 | May 05/2019 | | 52-34-06 | | |
| 412 | Jan 05/2019 | | 405 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 52-34-01 | | | 406 | Mar 05/2018 | | 402 | Jan 05/2020 | |
| 601 | Jan 05/2020 | | 407 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 602 | Jan 05/2020 | | 408 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 603 | Jan 05/2020 | | 409 | Jan 05/2020 | | 405 | Sep 05/2017 | |
| 604 | May 05/2015 | | 410 | BLANK | | 406 | Sep 05/2017 | |
| 605 | May 05/2015 | | | | | 52-34-06 | | |
| 606 | Jan 05/2020 | | 501 | Sep 05/2017 | | R 501 | Sep 05/2020 | |
| 607 | Jan 05/2020 | | 502 | Sep 05/2017 | | R 502 | Sep 05/2020 | |
| 608 | Jan 05/2015 | | 503 | Sep 05/2017 | | 503 | Sep 05/2017 | |
| 609 | Jan 05/2020 | | 504 | BLANK | | 504 | Sep 05/2017 | |

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| 52-34-08 | | | 52-34-13 (cont) | | | 52-34-20 (cont) | | |
| 401 | Jan 05/2020 | | 206 | Jan 05/2015 | | 214 | Jan 05/2020 | |
| 402 | Sep 05/2017 | | 52-34-14 | | | 215 | Jan 05/2020 | |
| 403 | Jan 05/2018 | | 201 | Jan 05/2020 | | 216 | Sep 05/2017 | |
| 404 | Jan 05/2018 | | 202 | Nov 05/2017 | | 217 | Sep 05/2017 | |
| 405 | Jan 05/2020 | | 203 | Nov 05/2017 | | 218 | Sep 05/2017 | |
| 406 | Sep 05/2017 | | 204 | Nov 05/2017 | | 219 | Sep 05/2017 | |
| 407 | Sep 05/2017 | | 205 | Jan 05/2020 | | 220 | Sep 05/2017 | |
| 408 | Sep 05/2017 | | 206 | Jan 05/2020 | | 221 | Sep 05/2017 | |
| 52-34-08 | | | 207 | Nov 05/2017 | | 222 | Sep 05/2017 | |
| 501 | Mar 05/2015 | | 208 | Nov 05/2017 | | 223 | Sep 05/2017 | |
| 502 | Sep 05/2017 | | 209 | Nov 05/2017 | | 224 | BLANK | |
| 503 | Sep 05/2017 | | 210 | BLANK | | 52-34-22 | | |
| 504 | Jan 05/2015 | | 52-34-15 | | | 401 | Jan 05/2020 | |
| 52-34-10 | | | 201 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 202 | Jan 05/2018 | | 403 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | 203 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 403 | May 05/2019 | | 204 | Jan 05/2020 | | 405 | Sep 05/2017 | |
| 404 | Jan 05/2018 | | 205 | Sep 05/2018 | | 406 | BLANK | |
| 405 | Jan 05/2020 | | 206 | Sep 05/2018 | | 52-34-23 | | |
| 406 | Jan 05/2018 | | 207 | Sep 05/2018 | | 201 | Jan 05/2020 | |
| 407 | Jan 05/2018 | | 208 | Sep 05/2018 | | 202 | Jan 05/2020 | |
| 408 | Sep 05/2017 | | 209 | Sep 05/2018 | | 203 | Jan 05/2020 | |
| 409 | Sep 05/2017 | | 210 | Sep 05/2018 | | 204 | Sep 05/2019 | |
| 410 | BLANK | | 52-34-20 | | | 205 | Jan 05/2020 | |
| 52-34-11 | | | 201 | May 05/2018 | | 206 | Sep 05/2016 | |
| 401 | Jan 05/2020 | | 202 | Jan 05/2020 | | 52-35-00 | | |
| 402 | Jan 05/2018 | | 203 | Jan 05/2020 | | 201 | May 05/2020 | |
| 403 | Jan 05/2018 | | 204 | Jan 05/2020 | | 202 | Jan 05/2020 | |
| 404 | Jan 05/2020 | | 205 | Jan 05/2020 | | 203 | Jan 05/2020 | |
| 405 | Jan 05/2018 | | 206 | Jan 05/2020 | | 204 | Jan 05/2020 | |
| 406 | Jan 05/2018 | | 207 | Jan 05/2020 | | 205 | Jan 05/2020 | |
| 52-34-13 | | | 208 | Jan 05/2020 | | 206 | Jan 05/2020 | |
| 201 | Jan 05/2015 | | 209 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 202 | May 05/2020 | | 210 | Jan 05/2020 | | 208 | May 05/2020 | |
| 203 | May 05/2020 | | 211 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 204 | Jan 05/2015 | | 212 | May 05/2020 | | 210 | May 05/2020 | |
| 205 | Jan 05/2015 | | 213 | Jan 05/2020 | | 211 | May 05/2020 | |

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| 52-35-00 (cont) | | | 52-35-00 (cont) | | | 52-35-02 (cont) | | |
| 212 | Jan 05/2020 | | 525 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 213 | May 05/2020 | | 526 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 214 | Jan 05/2020 | | 527 | Jan 05/2020 | | 408 | May 05/2020 | |
| 215 | Jan 05/2020 | | 528 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| 216 | Jan 05/2020 | | 529 | Jan 05/2020 | | 410 | Jan 05/2020 | |
| 217 | Jan 05/2020 | | 530 | Jan 05/2020 | | 52-35-03 | | |
| 218 | Jan 05/2020 | | 531 | Jan 05/2020 | | 401 | May 05/2020 | |
| 219 | Jan 05/2020 | | 532 | Jan 05/2020 | | 402 | May 05/2020 | |
| 220 | Jan 05/2020 | | 533 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 221 | Jan 05/2020 | | 534 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 222 | BLANK | | 535 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 52-35-00 | | | 536 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 501 | Jan 05/2020 | | 537 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 502 | Jan 05/2020 | | 538 | Jan 05/2020 | | 408 | BLANK | |
| 503 | Jan 05/2020 | | 539 | Jan 05/2020 | | 52-35-03 | | |
| 504 | Jan 05/2020 | | 540 | Jan 05/2020 | | 501 | Jan 05/2020 | |
| 505 | Jan 05/2020 | | 541 | Jan 05/2020 | | 502 | Jan 05/2020 | |
| 506 | Jan 05/2020 | | 542 | Jan 05/2020 | | 503 | Jan 05/2020 | |
| 507 | Jan 05/2020 | | 543 | Jan 05/2020 | | 504 | BLANK | |
| 508 | Jan 05/2020 | | 544 | Jan 05/2020 | | 52-35-04 | | |
| 509 | Jan 05/2020 | | 545 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 510 | Jan 05/2020 | | 546 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 511 | Jan 05/2020 | | 52-35-01 | | | 403 | Jan 05/2020 | |
| 512 | Jan 05/2020 | | 401 | May 05/2020 | | 404 | Jan 05/2020 | |
| 513 | Jan 05/2020 | | 402 | Jan 05/2020 | | 52-35-05 | | |
| 514 | Jan 05/2020 | | 403 | May 05/2020 | | 401 | Jan 05/2020 | |
| 515 | Jan 05/2020 | | 404 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| R 516 | Sep 05/2020 | | 405 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 517 | Jan 05/2020 | | 406 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 518 | Jan 05/2020 | | 407 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 519 | Jan 05/2020 | | 408 | BLANK | | 406 | BLANK | |
| R 520 | Sep 05/2020 | | 52-35-02 | | | 52-35-06 | | |
| R 521 | Sep 05/2020 | | 401 | May 05/2020 | | 401 | Jan 05/2020 | |
| 522 | Jan 05/2020 | | 402 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 523 | Jan 05/2020 | | 403 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 524 | Jan 05/2020 | | 404 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| | | | 405 | Jan 05/2020 | | 405 | Jan 05/2020 | |

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| 52-35-06 (cont) | | | 52-35-22 (cont) | | | 52-36-02 | | |
| 406 | Jan 05/2020 | | 404 | May 05/2020 | | 401 | Nov 05/2017 | |
| 407 | Jan 05/2020 | | 405 | May 05/2020 | | 402 | Nov 05/2017 | |
| 408 | BLANK | | 406 | BLANK | | 403 | Nov 05/2017 | |
| 52-35-07 | | | 52-35-23 | | | 404 | Nov 05/2017 | |
| 201 | Jan 05/2020 | | 201 | Jan 05/2020 | | 405 | Nov 05/2017 | |
| 202 | Jan 05/2020 | | 202 | Jan 05/2020 | | 406 | Jan 05/2018 | |
| 203 | Jan 05/2020 | | 203 | Jan 05/2020 | | 407 | Jan 05/2018 | |
| 204 | Jan 05/2020 | | 204 | BLANK | | 408 | BLANK | |
| 205 | Jan 05/2020 | | 52-36-00 | | | 52-36-02 | | |
| 206 | Jan 05/2020 | | 201 | Sep 05/2017 | | 501 | Jan 05/2015 | |
| 207 | Jan 05/2020 | | 202 | Sep 05/2017 | | 502 | Sep 05/2017 | |
| 208 | Jan 05/2020 | | 203 | Sep 05/2017 | | 52-36-03 | | |
| 209 | Jan 05/2020 | | 204 | BLANK | | 401 | Nov 05/2017 | |
| 210 | Jan 05/2020 | | 52-36-01 | | | 402 | Nov 05/2017 | |
| 211 | Jan 05/2020 | | R 401 | Sep 05/2020 | | 403 | Nov 05/2017 | |
| 212 | Jan 05/2020 | | | 402 | Mar 05/2018 | | 404 | Jan 05/2020 |
| 52-35-10 | | | R 403 | Sep 05/2020 | | 52-36-03 | | |
| 201 | Jan 05/2020 | | | 404 | Mar 05/2018 | | 501 | Mar 05/2015 |
| 202 | Jan 05/2020 | | R 405 | Sep 05/2020 | | 502 | Sep 05/2017 | |
| 203 | Jan 05/2020 | | R 406 | Sep 05/2020 | | 503 | Sep 05/2017 | |
| 204 | Jan 05/2020 | | | 407 | Mar 05/2018 | | 504 | BLANK |
| 205 | Jan 05/2020 | | R 408 | Sep 05/2020 | | 52-36-04 | | |
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| 207 | Jan 05/2020 | | | 410 | Jan 05/2020 | | 402 | Jul 05/2015 |
| 208 | Jan 05/2020 | | | 411 | Jan 05/2020 | | 403 | Jan 05/2015 |
| 209 | Jan 05/2020 | | | 412 | Jan 05/2020 | | 404 | May 05/2017 |
| 210 | Jan 05/2020 | | | 413 | Jan 05/2020 | | 405 | May 05/2017 |
| 211 | Jan 05/2020 | | | 414 | BLANK | | 406 | BLANK |
| 212 | Jan 05/2020 | | 52-36-01 | | | 52-36-05 | | |
| 213 | Jan 05/2020 | | | 601 | Mar 05/2015 | | 601 | Mar 05/2015 |
| 214 | Jan 05/2020 | | | 602 | Jan 05/2015 | | 602 | May 05/2017 |
| 215 | Jan 05/2020 | | | 603 | Jan 05/2015 | | 52-36-06 | |
| 216 | Jan 05/2020 | | | 604 | Sep 05/2017 | | 401 | Jan 05/2015 |
| 52-35-22 | | | | 605 | Sep 05/2017 | | 402 | Sep 05/2015 |
| 401 | Jan 05/2020 | | | 606 | Sep 05/2017 | | 403 | Jan 05/2015 |
| 402 | Jan 05/2020 | | | 607 | Sep 05/2017 | | 404 | Jan 05/2015 |
| 403 | Jan 05/2020 | | | 608 | BLANK | | 405 | May 05/2017 |

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| 52-36-06 (cont) | | | 52-37-00 (cont) | | | 52-37-00 (cont) | | |
| 406 | May 05/2017 | | 509 | Jan 05/2020 | | 604 | Jan 05/2020 | |
| 52-37-00 | | | 510 | Jan 05/2020 | | 605 | Jan 05/2020 | |
| 201 | Jan 05/2020 | | 511 | Jan 05/2020 | | 606 | Jan 05/2020 | |
| 202 | Jan 05/2020 | | 512 | Jan 05/2020 | | 607 | Jan 05/2020 | |
| 203 | Jan 05/2020 | | 513 | Jan 05/2020 | | 608 | Jan 05/2020 | |
| 204 | Jan 05/2020 | | 514 | Jan 05/2020 | | 609 | Jan 05/2020 | |
| 205 | Jan 05/2020 | | 515 | Jan 05/2020 | | 610 | Jan 05/2020 | |
| 206 | Jan 05/2020 | | 516 | Jan 05/2020 | | 611 | Jan 05/2020 | |
| 207 | Jan 05/2020 | | 517 | Jan 05/2020 | | 612 | Jan 05/2020 | |
| 208 | Jan 05/2020 | | 518 | Jan 05/2020 | | 613 | Jan 05/2020 | |
| 209 | Jan 05/2020 | | 519 | Jan 05/2020 | | 614 | Jan 05/2020 | |
| 210 | Jan 05/2020 | | 520 | Jan 05/2020 | | 615 | Jan 05/2020 | |
| 211 | Jan 05/2020 | | 521 | Jan 05/2020 | | 616 | Jan 05/2020 | |
| 212 | Jan 05/2020 | | 522 | Jan 05/2020 | | 617 | Jan 05/2020 | |
| 213 | Jan 05/2020 | | 523 | Jan 05/2020 | | 618 | Jan 05/2020 | |
| 214 | Jan 05/2020 | | 524 | Jan 05/2020 | | 619 | Jan 05/2020 | |
| 215 | Jan 05/2020 | | 525 | Jan 05/2020 | | 620 | Jan 05/2020 | |
| 216 | Jan 05/2020 | | 526 | May 05/2015 | | 621 | Jan 05/2020 | |
| 217 | Jan 05/2020 | | 527 | Jan 05/2020 | | 622 | BLANK | |
| 218 | Jan 05/2020 | | | | 52-37-01 | | | |
| 219 | Jan 05/2020 | | 528 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 220 | Jan 05/2020 | | 529 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 221 | Jan 05/2020 | | 530 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 222 | Jan 05/2020 | | 531 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 223 | Jan 05/2020 | | 532 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 224 | Jan 05/2020 | | 533 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 225 | Jan 05/2020 | | 534 | Mar 05/2015 | | 407 | Jan 05/2020 | |
| 226 | Jan 05/2020 | | 535 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 52-37-00 | | | 536 | Jan 05/2020 | | 409 | Jan 05/2020 | |
| 501 | Jan 05/2020 | | 537 | Jan 05/2020 | | 410 | Jan 05/2020 | |
| 502 | Jan 05/2020 | | 538 | Jan 05/2020 | | 411 | Jan 05/2020 | |
| 503 | Jan 05/2020 | | 539 | Jan 05/2020 | | 412 | Jan 05/2020 | |
| 504 | Jan 05/2020 | | 540 | Jan 05/2020 | | 413 | Jan 05/2020 | |
| 505 | Jan 05/2020 | 52-37-00 | | | | 414 | BLANK | |
| 506 | Jan 05/2020 | | 601 | Jan 05/2020 | | 52-37-01 | | |
| 507 | Jan 05/2020 | | 602 | Jan 05/2020 | | 601 | Jan 05/2020 | |
| 508 | Jan 05/2020 | | 603 | Jan 05/2020 | | 602 | Jan 05/2020 | |

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| 52-37-01 (cont) | | | 52-37-04 (cont) | | | 52-37-08 | | |
| 603 | Jan 05/2020 | | 404 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 604 | Jan 05/2020 | | 405 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 605 | Jan 05/2020 | | 406 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 606 | Jan 05/2020 | | 52-37-04 | | | 404 | Jan 05/2020 | |
| 607 | Jan 05/2020 | | 501 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 608 | Jan 05/2020 | | 502 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 609 | Jan 05/2020 | | 503 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 610 | Jan 05/2020 | | 504 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 611 | Jan 05/2020 | | 505 | Jan 05/2020 | | 52-37-08 | | |
| 612 | BLANK | | 506 | BLANK | | 501 | Jan 05/2020 | |
| 52-37-02 | | | 52-37-05 | | | 502 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 401 | Jan 05/2020 | | 503 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | 402 | Jan 05/2020 | | 504 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | 403 | Jan 05/2020 | | 52-37-10 | | |
| 404 | Jan 05/2020 | | 404 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | 405 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 406 | Jan 05/2020 | | 406 | May 05/2020 | | 403 | Jan 05/2020 | |
| 407 | Jan 05/2020 | | 407 | May 05/2020 | | 404 | Jan 05/2020 | |
| 408 | BLANK | | 408 | May 05/2020 | | 405 | Jan 05/2020 | |
| 52-37-03 | | | 409 | May 05/2020 | | 406 | Jan 05/2020 | |
| 401 | Jan 05/2020 | | 410 | May 05/2020 | | 407 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | 411 | May 05/2020 | | 408 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | 412 | BLANK | | 409 | Jan 05/2020 | |
| 404 | May 05/2019 | | 52-37-06 | | | 410 | BLANK | |
| 405 | Jan 05/2020 | | 401 | Jan 05/2020 | | 52-37-11 | | |
| 406 | Jan 05/2020 | | 402 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 407 | Jan 05/2020 | | 403 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 408 | Jan 05/2020 | | 404 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 409 | Jan 05/2020 | | 405 | Jan 05/2020 | | 404 | Jan 05/2020 | |
| 410 | BLANK | | 406 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 52-37-03 | | | 52-37-06 | | | 406 | Jan 05/2020 | |
| 501 | Jan 05/2020 | | R 501 | Sep 05/2020 | | 407 | Jan 05/2020 | |
| 502 | Jan 05/2020 | | R 502 | Sep 05/2020 | | 408 | BLANK | |
| 52-37-04 | | | 503 | Jan 05/2020 | | 52-37-14 | | |
| 401 | Jan 05/2020 | | 504 | Jan 05/2020 | | 201 | Jan 05/2020 | |
| 402 | Jan 05/2020 | | | | | 202 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | | | | 203 | Jan 05/2020 | |

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| 52-37-14 (cont) | | | 52-37-20 (cont) | | | 52-48-01 (cont) | | |
| 204 | Jan 05/2020 | | 217 | Jan 05/2020 | | 415 | Jan 05/2018 | |
| 205 | Jan 05/2020 | | 218 | Jan 05/2020 | | 416 | BLANK | |
| 206 | Jan 05/2020 | | 219 | Jan 05/2020 | | 52-48-01 | | |
| 207 | Jan 05/2020 | | 220 | Jan 05/2020 | | 601 | Nov 05/2017 | |
| 208 | Jan 05/2020 | | 221 | Jan 05/2020 | | 602 | Jul 05/2017 | |
| 209 | Jan 05/2020 | | 222 | Jan 05/2020 | | 52-48-02 | | |
| 210 | BLANK | | 223 | Jan 05/2020 | | 401 | Mar 05/2018 | |
| 52-37-15 | | | 224 | BLANK | | 402 | Sep 05/2017 | |
| 201 | Jan 05/2020 | | 52-37-22 | | | 403 | Sep 05/2017 | |
| 202 | Jan 05/2020 | | 401 | Jan 05/2020 | | 404 | Sep 05/2017 | |
| 203 | Jan 05/2020 | | 402 | Jan 05/2020 | | 405 | Sep 05/2017 | |
| 204 | Jan 05/2020 | | 403 | Jan 05/2020 | | 406 | Sep 05/2017 | |
| 205 | Jan 05/2020 | | 404 | May 05/2020 | | 407 | Mar 05/2018 | |
| 206 | Jan 05/2020 | | 405 | Jan 05/2020 | | 408 | Jan 05/2018 | |
| 207 | Jan 05/2020 | | 406 | BLANK | | 409 | Jan 05/2018 | |
| 208 | Jan 05/2020 | | 52-37-23 | | | 410 | Jan 05/2018 | |
| 209 | Jan 05/2020 | | 201 | Jan 05/2020 | | 411 | Jan 05/2018 | |
| 210 | Jan 05/2020 | | 202 | Jan 05/2020 | | 412 | BLANK | |
| 211 | Jan 05/2020 | | 203 | Jan 05/2020 | | 52-48-02 | | |
| 212 | BLANK | | 204 | Jan 05/2020 | | 601 | Mar 05/2015 | |
| 52-37-20 | | | 205 | Sep 05/2016 | | 602 | Jul 05/2017 | |
| 201 | Jan 05/2020 | | 206 | BLANK | | 52-48-03 | | |
| 202 | Jan 05/2020 | | 52-48-01 | | | 401 | Jul 05/2018 | |
| 203 | Jan 05/2020 | | 401 | Mar 05/2018 | | 402 | Jul 05/2018 | |
| 204 | Jan 05/2020 | | 402 | Sep 05/2017 | | 403 | Jul 05/2018 | |
| 205 | Jan 05/2020 | | 403 | Sep 05/2017 | | 404 | Jan 05/2020 | |
| 206 | Jan 05/2020 | | 404 | Sep 05/2017 | | 405 | Jan 05/2020 | |
| 207 | Jan 05/2020 | | 405 | Sep 05/2017 | | 406 | Jan 05/2020 | |
| 208 | Jan 05/2020 | | 406 | Sep 05/2017 | | 407 | Jan 05/2020 | |
| 209 | Jan 05/2020 | | 407 | Sep 05/2017 | | 408 | Sep 05/2018 | |
| 210 | Jan 05/2020 | | 408 | Sep 05/2017 | | 52-48-04 | | |
| 211 | Jan 05/2020 | | 409 | Sep 05/2017 | | 401 | Sep 05/2017 | |
| 212 | May 05/2020 | | 410 | Jan 05/2020 | | 402 | Sep 05/2017 | |
| 213 | Jan 05/2020 | | 411 | May 05/2019 | | 403 | Sep 05/2017 | |
| 214 | Jan 05/2020 | | 412 | Jan 05/2018 | | 404 | Sep 05/2017 | |
| 215 | Jan 05/2020 | | 413 | Jan 05/2018 | | 405 | Sep 05/2017 | |
| 216 | Jan 05/2020 | | 414 | Jan 05/2018 | | 406 | Jan 05/2020 | |

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| 52-48-04 (cont) | | | 52-48-07 (cont) | | | 52-49-04 (cont) | | |
| 407 | Sep 05/2017 | | 409 | Nov 05/2017 | | 406 | BLANK | |
| 408 | Sep 05/2017 | | 410 | Jan 05/2020 | | 52-49-05 | | |
| 52-48-05 | | | 411 | Jan 05/2020 | | 401 | Sep 05/2017 | |
| 401 | Sep 05/2017 | | 412 | Sep 05/2018 | | 402 | Sep 05/2017 | |
| 402 | Sep 05/2017 | | 413 | Sep 05/2018 | | 403 | Sep 05/2017 | |
| 403 | Sep 05/2017 | | 414 | BLANK | | 404 | Jan 05/2020 | |
| 404 | Sep 05/2017 | 52-49-01 | | | | 405 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | 401 | Sep 05/2017 | | 406 | Jan 05/2020 | |
| 406 | May 05/2019 | | 402 | Sep 05/2017 | 52-49-06 | | | |
| 407 | May 05/2019 | | 403 | Sep 05/2017 | | 401 | Nov 05/2017 | |
| 408 | BLANK | | 404 | Jan 05/2020 | | 402 | Jul 05/2017 | |
| 52-48-05 | | | 405 | Jan 05/2020 | | 403 | Nov 05/2017 | |
| 501 | Mar 05/2018 | | 406 | BLANK | | 404 | Nov 05/2017 | |
| 502 | Sep 05/2017 | 52-49-02 | | | | 405 | Nov 05/2017 | |
| 503 | Jul 05/2017 | | 401 | May 05/2020 | | 406 | BLANK | |
| 504 | Jul 05/2017 | | 402 | May 05/2020 | 52-49-07 | | | |
| 52-48-06 | | | 403 | May 05/2020 | | 401 | Sep 05/2017 | |
| 401 | Sep 05/2017 | | 404 | May 05/2020 | | 402 | Jul 05/2017 | |
| 402 | Sep 05/2017 | | 405 | May 05/2020 | | 403 | Jul 05/2017 | |
| 403 | Sep 05/2017 | | 406 | May 05/2020 | | 404 | Sep 05/2017 | |
| 404 | Sep 05/2017 | | 407 | May 05/2020 | | 405 | Sep 05/2017 | |
| 405 | Mar 05/2018 | | 408 | May 05/2020 | | 406 | BLANK | |
| 406 | Mar 05/2018 | | 409 | May 05/2020 | 52-51-00 | | | |
| 52-48-06 | | | 410 | May 05/2020 | | 201 | May 05/2020 | |
| 501 | Jul 05/2018 | 52-49-03 | | | | 202 | May 05/2020 | |
| 502 | Jul 05/2018 | | 401 | Jan 05/2018 | | 203 | May 05/2020 | |
| 503 | Jul 05/2017 | | 402 | Jan 05/2018 | | 204 | Jan 05/2020 | |
| 504 | BLANK | | 403 | Jan 05/2018 | | 205 | Jan 05/2020 | |
| 52-48-07 | | | 404 | Jan 05/2020 | | 206 | BLANK | |
| 401 | Nov 05/2017 | | 405 | May 05/2019 | 52-51-00 | | | |
| 402 | Nov 05/2017 | | 406 | May 05/2019 | | 501 | May 05/2020 | |
| 403 | Jan 05/2020 | 52-49-04 | | | | 502 | May 05/2020 | |
| 404 | Jan 05/2018 | | 401 | Jan 05/2020 | | 503 | Jan 05/2020 | |
| 405 | Jan 05/2020 | | 402 | May 05/2020 | | 504 | Jan 05/2020 | |
| 406 | Jan 05/2018 | | 403 | Jan 05/2020 | | 505 | Jan 05/2020 | |
| 407 | Nov 05/2017 | | 404 | May 05/2020 | | 506 | Jan 05/2020 | |
| 408 | Nov 05/2017 | | 405 | May 05/2020 | | 507 | Jan 05/2020 | |

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| 52-51-00 (cont) | | | 52-51-03 Config 2 | | | 52-51-13 (cont) | | |
| 508 | Jan 05/2020 | | 401 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 509 | Jan 05/2020 | | 402 | Jan 05/2020 | | 404 | BLANK | |
| 510 | Jan 05/2020 | | 403 | Jan 05/2020 | | 52-51-14 | | |
| 511 | Jan 05/2020 | | 404 | Jan 05/2020 | | 401 | Jan 05/2020 | |
| 512 | Jan 05/2020 | | 405 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 513 | Jan 05/2020 | | 406 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 514 | Jan 05/2020 | | 52-51-08 | | | 404 | Jan 05/2020 | |
| 515 | Jan 05/2020 | | 401 | Jan 05/2020 | | 52-51-14 | | |
| 516 | Jan 05/2020 | | 402 | Jan 05/2020 | | 601 | Jan 05/2020 | |
| 517 | Jan 05/2020 | | 403 | Jan 05/2020 | | 602 | Jan 05/2020 | |
| 518 | Jan 05/2020 | | 404 | Jan 05/2020 | | 603 | Jan 05/2020 | |
| 519 | Jan 05/2020 | | 405 | Jan 05/2020 | | 604 | BLANK | |
| 520 | Jan 05/2020 | | 406 | Jan 05/2020 | | 52-51-20 | | |
| 521 | Jan 05/2020 | | 52-51-08 | | | 401 | Jan 05/2020 | |
| 522 | Jan 05/2020 | | 501 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| 523 | Jan 05/2020 | | 502 | Jan 05/2020 | | 403 | Jan 05/2020 | |
| 524 | Jan 05/2020 | | 52-51-09 | | | 404 | Jan 05/2020 | |
| 52-51-01 | Config 2 | | 401 | Jan 05/2020 | | 405 | Jan 05/2020 | |
| 401 | May 05/2020 | | 402 | Jan 05/2020 | | 406 | Jan 05/2020 | |
| 402 | May 05/2020 | | 403 | Jan 05/2020 | | 407 | Jan 05/2020 | |
| 403 | Jan 05/2020 | | 404 | Jan 05/2020 | | 408 | Jan 05/2020 | |
| 404 | BLANK | | 52-51-10 | | | 52-52-00 | | |
| 52-51-01 | | | 401 | Jan 05/2020 | | 401 | May 05/2015 | |
| 601 | Jan 05/2020 | | 402 | Jan 05/2020 | | 402 | May 05/2015 | |
| 602 | Jan 05/2020 | | 403 | Jan 05/2020 | | 403 | May 05/2015 | |
| 603 | Jan 05/2020 | | 404 | BLANK | | 404 | May 05/2019 | |
| 604 | BLANK | | 52-51-10 | | | 405 | May 05/2019 | |
| 52-51-02 | Config 2 | | 701 | Jan 05/2020 | | 406 | May 05/2019 | |
| 401 | Jan 05/2020 | | 702 | BLANK | | 407 | May 05/2019 | |
| 402 | Jan 05/2020 | | 52-51-11 | | | 408 | BLANK | |
| 403 | Jan 05/2020 | | 401 | Jan 05/2020 | | 52-52-00 | | |
| 404 | Jan 05/2020 | | 402 | Jan 05/2020 | | 601 | Mar 05/2016 | |
| 405 | Jan 05/2020 | | 403 | Jan 05/2020 | | 602 | Nov 05/2015 | |
| 406 | Jan 05/2020 | | 404 | BLANK | | 52-53-01 | | |
| 407 | Jan 05/2020 | | 52-51-13 | | | 401 | Jan 05/2020 | |
| 408 | Jan 05/2020 | | 401 | Jan 05/2020 | | 402 | Jan 05/2020 | |
| | | | 402 | Jan 05/2020 | | 403 | Sep 05/2017 | |

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| 52-53-01 (cont) | | | 52-71-01 | | | 52-71-02 (cont) | | |
| 404 | Sep 05/2017 | | 201 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| 405 | Sep 05/2017 | | 202 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 406 | Jan 05/2020 | | 203 | Jan 05/2020 | | 210 | May 05/2020 | |
| 407 | Jan 05/2020 | | 204 | Jan 05/2020 | | 211 | Jan 05/2020 | |
| 408 | Jan 05/2020 | | 205 | Mar 05/2018 | | 212 | Jan 05/2020 | |
| 52-53-02 | | | 206 | Jan 05/2019 | | 213 | Jan 05/2020 | |
| 401 | Jul 05/2018 | | 207 | Mar 05/2018 | | 214 | Jan 05/2020 | |
| 402 | Jul 05/2018 | | 208 | Mar 05/2018 | | 215 | May 05/2020 | |
| 403 | Nov 05/2017 | | 209 | Jan 05/2020 | | 216 | Jan 05/2020 | |
| 404 | Nov 05/2017 | | 210 | Mar 05/2018 | | 217 | Sep 05/2018 | |
| 405 | Mar 05/2018 | | 211 | Jan 05/2020 | | 218 | Sep 05/2017 | |
| 406 | Nov 05/2017 | | 212 | Jan 05/2020 | | 219 | Sep 05/2017 | |
| 52-53-06 | | | 213 | Jan 05/2020 | | 220 | Nov 05/2016 | |
| 601 | Jan 05/2018 | | 214 | Jan 05/2020 | | 221 | Nov 05/2016 | |
| 602 | Jan 05/2018 | | 215 | Jan 05/2020 | | 222 | BLANK | |
| 603 | Jan 05/2015 | | 216 | Jan 05/2020 | | 52-71-03 | | |
| 604 | Jan 05/2018 | | 217 | Jan 05/2020 | | 201 | May 05/2020 | |
| 52-71-00 | | | 218 | May 05/2020 | | 202 | Jan 05/2020 | |
| 501 | Jan 05/2020 | | 219 | Jan 05/2020 | | R 204 | Sep 05/2020 | |
| 502 | Jan 05/2020 | | 220 | Jan 05/2020 | | R 205 | Sep 05/2020 | |
| 503 | Jan 05/2020 | | 221 | Jan 05/2020 | | 206 | May 05/2020 | |
| 504 | Jan 05/2020 | | 222 | Jan 05/2020 | | 207 | Jan 05/2020 | |
| 505 | Jan 05/2020 | | 223 | Jan 05/2020 | | 208 | Jan 05/2020 | |
| 506 | Mar 05/2019 | | 224 | Jan 05/2020 | | 209 | Jan 05/2020 | |
| 507 | Mar 05/2019 | | 225 | May 05/2020 | | 210 | Jan 05/2020 | |
| 508 | Jan 05/2020 | | 226 | May 05/2020 | | 211 | Jan 05/2020 | |
| R 509 | Sep 05/2020 | | 227 | May 05/2020 | | 212 | Jan 05/2020 | |
| 510 | Sep 05/2019 | | 228 | May 05/2020 | | 52-71-04 | | |
| 511 | Jan 05/2020 | 52-71-02 | | | | R 201 | Sep 05/2020 | |
| 512 | Jan 05/2020 | | 201 | Jan 05/2020 | | R 202 | Sep 05/2020 | |
| R 513 | Sep 05/2020 | | 202 | Jan 05/2020 | | R 203 | Sep 05/2020 | |
| R 514 | Sep 05/2020 | | 203 | Jan 05/2020 | | R 204 | Sep 05/2020 | |
| 515 | Jan 05/2020 | | 204 | Jan 05/2020 | | R 205 | Sep 05/2020 | |
| 516 | Sep 05/2019 | | 205 | May 05/2020 | | R 206 | Sep 05/2020 | |
| A 517 | Sep 05/2020 | | 206 | Jan 05/2020 | | O 207 | Sep 05/2020 | |
| A 518 | BLANK | | 207 | Jan 05/2020 | | O 208 | Sep 05/2020 | |

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| 52-71-04 (cont) | | | | | | | | |
| O 209 | Sep 05/2020 | | | | | | | |
| O 210 | Sep 05/2020 | | | | | | | |
| O 211 | Sep 05/2020 | | | | | | | |
| O 212 | BLANK | | | | | | | |
| 52-71-05 | | | | | | | | |
| 201 | Nov 05/2017 | | | | | | | |
| 202 | Nov 05/2017 | | | | | | | |
| 203 | Jan 05/2020 | | | | | | | |
| 204 | Jan 05/2018 | | | | | | | |
| 205 | Sep 05/2017 | | | | | | | |
| 206 | Sep 05/2017 | | | | | | | |
| 207 | Nov 05/2017 | | | | | | | |
| 208 | Jan 05/2020 | | | | | | | |
| 209 | Jan 05/2018 | | | | | | | |
| 210 | Sep 05/2017 | | | | | | | |
| 52-71-06 | | | | | | | | |
| 201 | Jan 05/2018 | | | | | | | |
| 202 | Jan 05/2018 | | | | | | | |
| 203 | Jan 05/2018 | | | | | | | |
| 204 | Sep 05/2017 | | | | | | | |
| 205 | Sep 05/2017 | | | | | | | |
| 206 | Nov 05/2015 | | | | | | | |
| 207 | Sep 05/2017 | | | | | | | |
| 208 | Sep 05/2017 | | | | | | | |
| 52-71-07 | | | | | | | | |
| 201 | Jan 05/2020 | | | | | | | |
| 202 | Jan 05/2020 | | | | | | | |
| 203 | May 05/2020 | | | | | | | |
| 204 | Jan 05/2020 | | | | | | | |
| 205 | Jan 05/2020 | | | | | | | |
| 206 | Jan 05/2020 | | | | | | | |
| 52-71-08 | | | | | | | | |
| 201 | May 05/2015 | | | | | | | |
| 202 | May 05/2020 | | | | | | | |
| 203 | Mar 05/2018 | | | | | | | |
| 204 | Mar 05/2018 | | | | | | | |

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| DOORS - DDG MAINTENANCE PROCEDURES | | | 52-00-00 | | 901 | EAD ALL |
| MMEL 52-11-01-01 (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (EASA) TASK 52-00-00-840-837 | | | | | 903 | EAD ALL |
| MMEL 52-11-01-01 (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (EASA) TASK 52-00-00-840-838 | | | | | 905 | EAD ALL |
| MMEL 52-11-01-01A (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried) (FAA) TASK 52-00-00-840-853 | | | | | 907 | EAD ALL |
| MMEL 52-11-01-01A (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried) (FAA) TASK 52-00-00-840-854 | | | | | 909 | EAD ALL |
| MMEL 52-11-01-01B (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried) (FAA) TASK 52-00-00-840-855 | | | | | 911 | EAD ALL |
| MMEL 52-11-01-01B (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried) (FAA) TASK 52-00-00-840-856 | | | | | 913 | EAD ALL |
| MMEL 52-11-2 (DDG) Preparation - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative TASK 52-00-00-840-801 | | | | | 915 | EAD ALL |
| MMEL 52-11-2 (DDG) Restoration - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative TASK 52-00-00-840-802 | | | | | 915 | EAD ALL |
| MMEL 52-11-5 (DDG) Preparation - Passenger Entry Door Flight Lock System Inoperative TASK 52-00-00-840-803 | | | | | 915 | EAD ALL |

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| | | | | | | |
| MMEL 52-11-5 (DDG) Restoration - Passenger Entry Door Flight Lock System Inoperative | | | | | 916 | EAD ALL |
| TASK 52-00-00-840-804 | | | | | | |
| MMEL 52-32-01-01 (DDG) Preparation - Main Deck Cargo Door Lift System Inoperative (Manual and Electric) | | | | | 916 | EAD 401-413 |
| TASK 52-00-00-840-829 | | | | | | |
| MMEL 52-32-01-01 (DDG) Restoration - Main Deck Cargo Door Lift System Inoperative (Manual and Electric) | | | | | 917 | EAD 401-413 |
| TASK 52-00-00-840-830 | | | | | | |
| MMEL 52-32-01-02 (DDG) Preparation - Main Deck Cargo Door Hook/Latch System Inoperative (Electric) | | | | | 917 | EAD 401-413 |
| TASK 52-00-00-840-831 | | | | | | |
| MMEL 52-32-01-02 (DDG) Restoration - Main Deck Cargo Door Hook/Latch System Inoperative (Electric) | | | | | 918 | EAD 401-413 |
| TASK 52-00-00-840-832 | | | | | | |
| MMEL 52-32-01-03 (DDG) Preparation - Main Deck Cargo Door Lock System Inoperative (Electric) | | | | | 919 | EAD 401-413 |
| TASK 52-00-00-840-833 | | | | | | |
| MMEL 52-32-01-03 (DDG) Restoration - Main Deck Cargo Door Lock System Inoperative (Electric) | | | | | 919 | EAD 401-413 |
| TASK 52-00-00-840-834 | | | | | | |
| MMEL 52-32-02 (DDG) Preparation - Main Deck Cargo Door Control Panel Lights Inoperative (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED) | | | | | 920 | EAD 401-413 |
| TASK 52-00-00-840-835 | | | | | | |
| MMEL 52-32-02 (DDG) Restoration - Main Deck Cargo Door Control Panel Lights Inoperative (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED) | | | | | 920 | EAD 401-413 |
| TASK 52-00-00-840-836 | | | | | | |

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| | | | | | |
| MMEL 52-34-1 (DDG) Preparation - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode) | | | | 921 | EAD ALL |
| TASK 52-00-00-840-805 | | | | | |
| MMEL 52-34-1 (DDG) Restoration - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode) | | | | 921 | EAD ALL |
| TASK 52-00-00-840-806 | | | | | |
| MMEL 52-34-2 (DDG) Preparation - Forward Cargo Door Lift System Inoperative (Electric Mode) | | | | 921 | EAD ALL |
| TASK 52-00-00-840-807 | | | | | |
| MMEL 52-34-2 (DDG) Restoration - Forward Cargo Door Lift System Inoperative (Electric Mode) | | | | 922 | EAD ALL |
| TASK 52-00-00-840-808 | | | | | |
| MMEL 52-34-3 (DDG) Preparation - Forward Cargo Door DOOR LATCHED light Inoperative | | | | 922 | EAD ALL |
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| Chime Module Installation TASK 52-51-10-400-801 | | | | 403 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |

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| Flight Deck Door Module Installation TASK 52-51-13-420-801 | | | | 403 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |
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| Blowout Panel Removal TASK 52-51-14-000-801 | | | | 401 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |
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| Decompression Panel Hinges and Latches Inspection TASK 52-51-14-210-801 | | | | 601 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |
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| Flight Compartment Door Armor Removal TASK 52-51-20-020-801 | | | | 401 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |
| Flight Compartment Door Armor Installation TASK 52-51-20-420-801 | | | | 407 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999; AIRPLANES WITH ENHANCED SECURITY FLIGHT COMPARTMENT DOOR |

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| Rigid Cargo Barrier Door Removal TASK 52-52-00-000-801 | | | | 401 | EAD 401-413 |
| Rigid Cargo Barrier Door Installation TASK 52-52-00-400-801 | | | | 402 | EAD 401-413 |
| RIGID CARGO BARRIER DOOR - INSPECTION/CHECK | 52-52-00 | | | 601 | EAD 401-413 |
| Rigid Cargo Barrier Door Lock - Operational Test TASK 52-52-00-710-801 | | | | 601 | EAD 401-413 |
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| MAIN EQUIPMENT CENTER ACCESS HATCH - REMOVAL/INSTALLATION | 52-53-01 | | | 401 | EAD ALL |
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| Vertical Stabilizer Access Door With Cables Removal TASK 52-53-02-000-801 | | | | 401 | EAD ALL |
| Vertical Stabilizer Access Door With Cables Installation TASK 52-53-02-400-801 | | | | 405 | EAD ALL |
| OVERHEAD FLIGHT ATTENDANT REST (OFAR), EMERGENCY ESCAPE HATCH - INSPECTION/CHECK | 52-53-06 | | | 601 | EAD 201-210, 303-319, 322-324, 326, 327, 329, 330, 395-399, 589-599, 613-999 |
| Inspect the Overhead Flight Attendant Rest (OFAR) Examine the Emergency Escape Hatch TASK 52-53-06-200-801 | | | | 601 | EAD 201-210, 303-319, 322-324, 326, 327, 329, 330, 395-399, 589-599, 613-999 |
| Inspect the Overhead Flight Attendant Rest (OFAR) Emergency Escape Grab Bar TASK 52-53-06-200-802 | | | | 601 | EAD 201-210, 303-319, 322-324, 326, 327, 329, 330, 395-399, 589-599, 613-999 |

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| Door Warning System Test | | | | 501 | EAD ALL |
| TASK 52-71-00-730-801 | | | | | |
| Door and Landing Gear Proximity Sensor Test | | | | 509 | EAD ALL |
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| PASSENGER ENTRY DOOR WARNING SYSTEM - MAINTENANCE PRACTICES | | 52-71-01 | | 201 | EAD ALL |
| Vent Door Locked Proximity Sensor Removal, Installation, and Adjustment | | | | 201 | EAD ALL |
| TASK 52-71-01-900-801 | | | | | |
| Passenger Entry Door Closed and Latched Proximity Sensor Removal, Installation, and Adjustment | | | | 211 | EAD ALL |
| TASK 52-71-01-900-802 | | | | | |
| —Flight Lock Engaged/Disengaged Proximity Sensor Removal, Installation, and Adjustment | | | | 214 | EAD ALL |
| TASK 52-71-01-000-801 | | | | | |
| Passenger Entry Door Indication Functional Test | | | | 218 | EAD ALL |
| TASK 52-71-01-730-801 | | | | | |
| Vent Door Locked and Door Closed and Latched Proximity Sensors Operational Test | | | | 225 | EAD ALL |
| TASK 52-71-01-710-801 | | | | | |
| Vent Door Locked and Door Closed and Latched Proximity Sensors Operational Test | | | | 227 | EAD ALL |
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| LARGE CARGO DOOR WARNING SYSTEM - MAINTENANCE PRACTICES | | 52-71-02 | | 201 | EAD ALL |
| Closed Proximity Sensor Removal, Installation and Adjustment | | | | 201 | EAD ALL |
| TASK 52-71-02-900-801 | | | | | |
| Latched Proximity Sensor Removal, Installation and Adjustment | | | | 205 | EAD ALL |
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| <u>SMALL CARGO DOOR WARNING SYSTEM - MAINTENANCE PRACTICES</u> | 52-71-03 | | | 201 | EAD 001-007, 009 |
| Closed Proximity Sensor Removal, Installation and Adjustment | | | | 201 | EAD 001-007, 009 |
| TASK 52-71-03-900-801 | | | | | |
| Latched and Locked Proximity Sensor Removal, Installation and Adjustment | | | | 203 | EAD 001-007, 009 |
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| Small Cargo Door Indication Proximity Sensor Test | | | | 206 | EAD 001-007, 009 |
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| <u>BULK CARGO DOOR WARNING SYSTEM - MAINTENANCE PRACTICES</u> | 52-71-04 | | | 201 | EAD ALL |
| Bulk Cargo Door Closed, Latched and Locked Switch Removal, Installation and Adjustment | | | | 201 | EAD ALL |
| TASK 52-71-04-900-801 | | | | | |
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| <u>FORWARD ACCESS DOOR WARNING SYSTEM - MAINTENANCE PRACTICES</u> | 52-71-05 | | | 201 | EAD ALL |
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| TASK 52-71-05-900-801 | | | | | |
| Forward Access Door Closed, Latched and Locked Proximity Sensor Operational Test | | | | 207 | EAD ALL |
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| WARNING SYSTEM - MAINTENANCE | | | | | |
| PRACTICES | | | | | |
| Closed, Latched and Locked Proximity Sensor Removal, Installation and Adjustment | | | | 201 | EAD ALL |
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| Main Equipment Center Access Door Closed, Latched and Locked Proximity Sensor Operational Test | | | | 206 | EAD ALL |
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| OFF-WING ESCAPE SLIDE COMPARTMENT DOOR | 52-71-07 | | | 201 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| WARNING SYSTEM - MAINTENANCE | | | | | |
| PRACTICES | | | | | |
| Off-Wing Escape Slide Compartment Door Closed Proximity Sensor Removal, Installation and Adjustment | | | | 201 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| TASK 52-71-07-820-801 | | | | | |
| Off-Wing Escape Slide Compartment Door - Indication Functional Test | | | | 202 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| TASK 52-71-07-710-801 | | | | | |
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| MAINTENANCE PRACTICES | | | | | |
| Door Indication Sensor Removal, Installation and Adjustment | | | | 201 | EAD 401-413 |
| TASK 52-71-08-900-801 | | | | | |
| Main Deck Cargo Door Indication Proximity Sensor Test | | | | 202 | EAD 401-413 |
| TASK 52-71-08-730-801 | | | | | |

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DOORS - DDG MAINTENANCE PROCEDURES

1. General

- A. This procedure has the maintenance tasks for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). These tasks prepare the airplane for flight with certain systems/components inoperative.
- B. This procedure also has the tasks that put the airplane back to its usual condition.
- C. These are the tasks for the door systems/components:
 - (1) MMEL 52-11-1 (DDG) Preparation - Passenger Entry Doors or Escape Slide/Rafts Inoperative.
 - (2) MMEL 52-11-1 (DDG) Restoration - Passenger Entry Doors or Escape Slide/Rafts Inoperative.
 - (3) MMEL 52-11-01-01A (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried).
 - (4) MMEL 52-11-01-01A (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried).
 - (5) MMEL 52-11-01-01B (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried).
 - (6) MMEL 52-11-01-01B (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried).
 - (7) MMEL 52-11-2 (DDG) Preparation - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative.
 - (8) MMEL 52-11-2 (DDG) Restoration - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative.
 - (9) MMEL 52-11-5 (DDG) Preparation - Passenger Entry Door Flight Lock System Inoperative.
 - (10) MMEL 52-11-5 (DDG) Restoration - Passenger Entry Door Flight Lock System Inoperative.

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- (11) MMEL 52-32-01-01 (DDG) Preparation - Main Deck Cargo Door Lift System Inoperative (Manual and Electric).
- (12) MMEL 52-32-01-01 (DDG) Restoration - Main Deck Cargo Door Lift System Inoperative (Manual and Electric).
- (13) MMEL 52-32-01-02 (DDG) Preparation - Main Deck Cargo Door Hook/Latch System Inoperative (Electric).
- (14) MMEL 52-32-01-02 (DDG) Restoration - Main Deck Cargo Door Hook/Latch System Inoperative (Electric).
- (15) MMEL 52-32-01-03 (DDG) Preparation - Main Deck Cargo Door Lock System Inoperative (Electric).
- (16) MMEL 52-32-01-03 (DDG) Restoration - Main Deck Cargo Door Lock System Inoperative (Electric).
- (17) MMEL 52-32-02 (DDG) Preparation - Main Deck Cargo Door Control Panel Lights Inoperative (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED).
- (18) MMEL 52-32-02 (DDG) Restoration - Main Deck Cargo Door Control Panel Lights Inoperative (OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED).

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- (19) MMEL 52-34-1 (DDG) Preparation - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode).

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- (20) MMEL 52-34-1 (DDG) Restoration - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode).
- (21) MMEL 52-34-2 (DDG) Preparation - Forward Cargo Door Lift System Inoperative (Electric Mode).
- (22) MMEL 52-34-2 (DDG) Restoration - Forward Cargo Door Lift System Inoperative (Electric Mode).
- (23) MMEL 52-34-3 (DDG) Preparation - Forward Cargo Door DOOR LATCHED light Inoperative.
- (24) MMEL 52-34-3 (DDG) Restoration - Forward Cargo Door DOOR LATCHED light Inoperative.

EAD 001-007, 009

- (25) MMEL 52-35-1 (DDG) Preparation - Small Aft Cargo Door Lift/Latch System Inoperative (Electric Mode).
- (26) MMEL 52-35-1 (DDG) Restoration - Small Aft Cargo Door Lift/Latch System Inoperative (Electric Mode).
- (27) MMEL 52-35-2 (DDG) Preparation - Small Aft Cargo Door Hinge System Inoperative (Electric Mode).
- (28) MMEL 52-35-2 (DDG) Restoration - Small Aft Cargo Door Hinge System Inoperative (Electric Mode).

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- (29) MMEL 52-36-1 (DDG) Preparation - Bulk Cargo Door Counterbalance Mechanism Inoperative.
- (30) MMEL 52-36-1 (DDG) Restoration - Bulk Cargo Door Counterbalance Mechanism Inoperative.

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

- (31) MMEL 52-37-1 (DDG) Preparation - Large Aft Cargo Door Hook/Latch System Inoperative (Electric Mode).
- (32) MMEL 52-37-1 (DDG) Restoration - Large Aft Cargo Door Hook/Latch System Inoperative (Electric Mode).
- (33) MMEL 52-37-2 (DDG) Preparation - Large Aft Cargo Door Lift System Inoperative (Electric Mode).
- (34) MMEL 52-37-2 (DDG) Restoration - Large Aft Cargo Door Lift System Inoperative (Electric Mode).
- (35) MMEL 52-37-3 (DDG) Preparation - Large Aft Cargo Door DOOR LATCHED light Inoperative.
- (36) MMEL 52-37-3 (DDG) Restoration - Large Aft Cargo Door DOOR LATCHED light Inoperative.

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

- (37) MMEL 52-51-1 (DDG) Preparation - Flight Deck Door Lock System Inoperative (Electric Mode).
- (38) MMEL 52-51-1 (DDG) Restoration - Flight Deck Door Lock System Inoperative (Electric Mode).
- (39) MMEL 52-51-2 (DDG) Preparation - Enhanced Flight Deck Security Door Automatic Locking System Inoperative.
- (40) MMEL 52-51-2 (DDG) Restoration - Enhanced Flight Deck Security Door Automatic Locking System Inoperative.
- (41) MMEL 52-51-2-1 (DDG) Preparation - Flight Deck Access System (Keypad, Door Chime) Inoperative.

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- (42) MMEL 52-51-2-1 (DDG) Restoration - Flight Deck Access System (Keypad, Door Chime) Inoperative.
- (43) MMEL 52-51-2-2 (DDG) Preparation - Flight Deck Door LOCK FAIL Light Inoperative.
- (44) MMEL 52-51-2-2 (DDG) Restoration - Flight Deck Door LOCK FAIL Light Inoperative.
- (45) MMEL 52-51-2-3 (DDG) Preparation - Flight Deck Door AUTO UNLK Light Inoperative.
- (46) MMEL 52-51-2-3 (DDG) Restoration - Flight Deck Door AUTO UNLK Light Inoperative.
- (47) MMEL 52-51-2-4 (DDG) Preparation - Flight Deck Door Lock Control Selector Inoperative.
- (48) MMEL 52-51-2-4 (DDG) Restoration - Flight Deck Door Lock Control Selector Inoperative.
- (49) MMEL 52-51-2-5 (DDG) Preparation - Pressure Rate-of-Change Sensing Module Inoperative.
- (50) MMEL 52-51-2-5 (DDG) Restoration - Pressure Rate-of-Change Sensing Module Inoperative.

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- (51) MMEL 52-71-1 (DDG) Preparation - Door Indication System Inoperative.
- (52) MMEL 52-71-1 (DDG) Restoration - Door Indication System Inoperative.

TASK 52-00-00-840-837

2. MMEL 52-11-01-01 (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (EASA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task prepares the airplane for flight with a passenger entry door inoperative or an escape slide missing.

NOTE: If a passenger entry door's Emergency Power Assist System (EPAS) is inoperative, the associated entry door is considered inoperative.

- (a) This procedure is only for aircraft using the EASA MMEL.

B. References

| Reference | Title |
|------------------|--|
| 52-11-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door Internally with the Interior Handle (P/B 201) |
| 52-12-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-12-00-860-803 | Open the Door Internally with the Interior Handle (P/B 201) |

C. Location Zones

| Zone | Area |
|---|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

834 Left No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

835 Left No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

835 Left No. 5 Passenger Entry Door - Section 47

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

841 Right No. 1 Passenger Entry Door - Section 41

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841 Supernumerary Entry Door

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

842 Right No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

844 Right No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

844 Right No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

845 Right No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

845 Right No. 5 Passenger Entry Door - Section 47

EAD ALL

D. Prepare for Deactivation

SUBTASK 52-00-00-860-017

(1) Close and latch the inoperative door.

(a) Do this task to close the door from inside the airplane: Close the Door Internally with the Interior Handle, TASK 52-11-00-860-804 or Open the Door Internally with the Interior Handle, TASK 52-12-00-860-803

(b) Do this task to close the door from outside the airplane: Close the Door Externally with the Exterior Handle, TASK 52-11-00-860-802 or Close the Door Externally with the Exterior Handle, TASK 52-12-00-860-802

E. Passenger Entry Doors or Escape Slide/Rafts Deactivation

SUBTASK 52-00-00-480-007

(1) Put a cover on the emergency exit sign for the inoperative door to remove it from view.

SUBTASK 52-00-00-480-008

(2) Put a cover on the floor proximity escape path marking system lights for the inoperative door to remove them from view.

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| EFFECTIVITY | |
| EAD ALL | |

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SUBTASK 52-00-00-480-009

- (3) Install a barrier strap or rope to prevent access to the inoperative door. Install an "INOPERATIVE" placard on the door.

NOTE: Signs, placards, and ropes are a different color from the interior of the airplane.

SUBTASK 52-00-00-480-010

- (4) Install tape or ropes to prevent access to the passenger seats that cannot be used. Install a "DO NOT OCCUPY" placard.

NOTE: Signs, placards, and ropes are a different color from the interior of the airplane.

NOTE: Passenger seats that cannot be used are half the distance forward and aft between the inoperative door or slide and the subsequent exit. And across the full width of the airplane. The main passenger aisles, cross aisles, and exit areas must be free of tape or rope with placards. For a forward door or slide, the seats that are half the distance aft of the door to the exit door. For an aft door or slide, the seats that are half the distance forward to the subsequent door.

———— END OF TASK ————

TASK 52-00-00-840-838

3. MMEL 52-11-01-01 (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (EASA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task puts the airplane back to its usual condition after flight operations with a passenger entry door inoperative or an escape slide missing.
- (a) This procedure is only for aircraft using the EASA MMEL.

B. References

| Reference | Title |
|------------------|---|
| 25-65-01-400-801 | Escape Slide Pack Installation (P/B 401) |
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |

C. Location Zones

| Zone | Area |
|---|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |

— EFFECTIVITY —
EAD ALL

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

(Continued)

Zone Area

835 Left No. 5 Passenger Entry Door - Section 47

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

841 Supernumerary Entry Door

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

842 Right No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

844 Right No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

844 Right No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

845 Right No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

845 Right No. 5 Passenger Entry Door - Section 47

EAD ALL

D. Passenger Entry Door or Escape Slide/Raft Activation

SUBTASK 52-00-00-080-008

(1) Remove tape or ropes and from the passenger seats.

SUBTASK 52-00-00-080-009

(2) Remove the barrier strap or rope and placard from the door.

SUBTASK 52-00-00-080-010

(3) Remove the cover from the floor proximity escape path marking system lights.

SUBTASK 52-00-00-080-011

(4) Remove the cover from the emergency exit sign.

E. Repair the Passenger Entry Door or Escape Slide/Raft

SUBTASK 52-00-00-810-039

(1) For an inoperative passenger entry door, do these steps to correct the fault:

(a) Find the fault code, or description of the fault that occurred.

(b) If you find a fault code, then do these steps:

1) Go to the fault code index in the applicable chapter of the FIM, and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

2) Find the task number on the same Line as the fault code.

3) Go to the task in the FIM and do the steps in the task.

(c) If you find a description of the fault, then do these steps:

1) Go to the observed Fault List at the start of the FIM, and find the best description for the fault.

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| EFFECTIVITY | |
| EAD ALL | |

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- 2) Find the task number on the same Line as the fault description.
- 3) Go to the task in the FIM, and do the steps in the task.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (2) For a missing escape slide, do this task: Escape Slide Pack Installation, TASK 25-65-01-400-801 or Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD 001-007, 009, 201-210, 401-413

- (3) For a missing escape slide, do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD ALL

———— END OF TASK ————

TASK 52-00-00-840-853

4. MMEL 52-11-01-01A (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried) (FAA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task prepares the airplane for flight with a passenger entry door inoperative or an escape slide missing.

NOTE: If a passenger entry door's Emergency Power Assist System (EPAS) is inoperative, the associated entry door is considered inoperative.

- (a) This procedure is only for aircraft using the FAA MMEL.

B. References

| Reference | Title |
|------------------|--|
| 52-11-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door Internally with the Interior Handle (P/B 201) |
| 52-12-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-12-00-860-803 | Open the Door Internally with the Interior Handle (P/B 201) |

C. Location Zones

| Zone | Area |
|---|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |

| EFFECTIVITY | |
|-------------|--|
| EAD ALL | |

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

835 Left No. 5 Passenger Entry Door - Section 47

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

841 Supernumerary Entry Door

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

842 Right No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

844 Right No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

844 Right No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

845 Right No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

845 Right No. 5 Passenger Entry Door - Section 47

EAD ALL

D. Prepare for Deactivation

SUBTASK 52-00-00-410-011

(1) Close and latch the inoperative door.

- (a) Do this task to close the door from inside the airplane: Close the Door Internally with the Interior Handle, TASK 52-11-00-860-804 or Open the Door Internally with the Interior Handle, TASK 52-12-00-860-803
- (b) Do this task to close the door from outside the airplane: Close the Door Externally with the Exterior Handle, TASK 52-11-00-860-802 or Close the Door Externally with the Exterior Handle, TASK 52-12-00-860-802

E. Passenger Entry Doors or Escape Slide/Rafts Deactivation

SUBTASK 52-00-00-860-015

(1) Put a cover on the emergency exit sign for the inoperative door to remove it from view.

SUBTASK 52-00-00-480-001

(2) Put a cover on the floor proximity escape path marking system lights for the inoperative door to remove them from view.

SUBTASK 52-00-00-480-002

(3) Install a barrier strap or rope to prevent access to the inoperative door. Install an "INOPERATIVE" placard on the door.

NOTE: Signs, placards, and ropes are a different color from the interior of the airplane.

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| EFFECTIVITY | |
| EAD ALL | |

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SUBTASK 52-00-00-480-003

- (4) Install tape or ropes to prevent access to the passenger seats that cannot be used. Install a "DO NOT OCCUPY" placard.

NOTE: Signs, placards, and ropes are a different color from the interior of the airplane.

NOTE: Passenger seats that cannot be used are half the distance forward and aft between the inoperative door or slide and the subsequent exit. And across the full width of the airplane. The main passenger aisles, cross aisles, and exit areas must be free of tape or rope with placards. For a forward door or slide, the seats that are half the distance aft of the door to the exit door. For an aft door or slide, the seats that are half the distance forward to the subsequent door.

— END OF TASK —

TASK 52-00-00-840-854

5. MMEL 52-11-01-01A (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (Passengers Carried) (FAA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task puts the airplane back to its usual condition after flight operations with a passenger entry door inoperative or an escape slide missing.
- (a) This procedure is only for aircraft using the FAA MMEL.

B. References

| Reference | Title |
|------------------|---|
| 25-65-01-400-801 | Escape Slide Pack Installation (P/B 401) |
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |

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| EFFECTIVITY |
| EAD ALL |

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EAD 401-413 (Continued)

(Continued)

| Zone | Area |
|-------------|---|
| 841 | Supernumerary Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| | EAD 001-007, 009, 201-210 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 844 | Right No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 845 | Right No. 5 Passenger Entry Door - Section 47 |
| | EAD ALL |

D. Passenger Entry Door or Escape Slide/Raft Activation

SUBTASK 52-00-00-080-001

- (1) Remove tape or ropes and from the passenger seats.

SUBTASK 52-00-00-080-002

- (2) Remove the barrier strap or rope and placard from the door.

SUBTASK 52-00-00-080-003

- (3) Remove the cover from the floor proximity escape path marking system lights.

SUBTASK 52-00-00-080-004

- (4) Remove the cover from the emergency exit sign.

E. Repair the Passenger Entry Door or Escape Slide/Raft

SUBTASK 52-00-00-810-037

- (1) For an inoperative passenger entry door, do these steps to correct the fault:

- (a) Find the fault code, or description of the fault that occurred.

- (b) If you find a fault code, then do these steps:

- 1) Go to the fault code index in the applicable chapter of the FIM, and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- 2) Find the task number on the same line as the fault code.

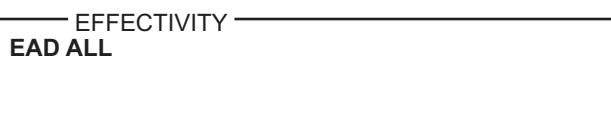
- 3) Go to the task in the FIM and do the steps in the task.

- (c) If you find a description of the fault, then do these steps:

- 1) Go to the observed Fault List at the start of the FIM, and find the best description for the fault.

- 2) Find the task number on the same line as the fault description.

- 3) Go to the task in the FIM, and do the steps in the task.



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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (2) For a missing escape slide, do this task: Escape Slide Pack Installation, TASK 25-65-01-400-801 or Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD 001-007, 009, 201-210, 401-413

- (3) For a missing escape slide, do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD ALL

———— END OF TASK ————

TASK 52-00-00-840-855

6. MMEL 52-11-01-01B (DDG) Preparation - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried) (FAA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task prepares the airplane for flight with a passenger entry door inoperative or an escape slide missing.
(a) This procedure is only for aircraft using the FAA MMEL.

B. References

| Reference | Title |
|------------------|--|
| 52-11-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door Internally with the Interior Handle (P/B 201) |
| 52-12-00-860-802 | Close the Door Externally with the Exterior Handle (P/B 201) |
| 52-12-00-860-803 | Open the Door Internally with the Interior Handle (P/B 201) |

C. Location Zones

Zone Area

EAD 401-413

831 Crew Entry Door

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

831 Left No. 1 Passenger Entry Door - Section 41

832 Left No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

834 Left No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

834 Left No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

835 Left No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

835 Left No. 5 Passenger Entry Door - Section 47

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

841 Right No. 1 Passenger Entry Door - Section 41

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| EFFECTIVITY |
| EAD ALL |

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

(Continued)

Zone Area

EAD 401-413

841 Supernumerary Entry Door

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

842 Right No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

844 Right No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

844 Right No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

845 Right No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

845 Right No. 5 Passenger Entry Door - Section 47

EAD ALL

D. Prepare for Deactivation

SUBTASK 52-00-00-860-016

- (1) Close and latch the inoperative door.

- (a) Do this task to close the door from inside the airplane: Close the Door Internally with the Interior Handle, TASK 52-11-00-860-804 or Open the Door Internally with the Interior Handle, TASK 52-12-00-860-803
 - (b) Do this task to close the door from outside the airplane: Close the Door Externally with the Exterior Handle, TASK 52-11-00-860-802 or Close the Door Externally with the Exterior Handle, TASK 52-12-00-860-802

E. Passenger Entry Doors or Escape Slide/Raft Deactivation

SUBTASK 52-00-00-480-004

- (1) Install a barrier strap or rope to prevent access to the inoperative door. Install an "INOPERATIVE" placard on the door.

NOTE: Signs, placards, and ropes are a different color from the interior of the airplane.

SUBTASK 52-00-00-480-005

- (2) Put a cover on the emergency exit sign for the inoperative door to remove it from view.

SUBTASK 52-00-00-480-006

- (3) Put a cover on the floor proximity escape path marking system lights for the inoperative door to remove them from view.

———— END OF TASK ————

EFFECTIVITY

EAD ALL

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TASK 52-00-00-840-856

7. MMEL 52-11-01-01B (DDG) Restoration - Passenger Entry Doors Inoperative or Escape Slide/Rafts Missing (No Passengers Carried) (FAA)

A. General

- (1) This procedure has a maintenance task for the Master Minimum Equipment List (MMEL) maintenance requirements as shown in the Dispatch Deviations Guide (DDG). This task puts the airplane back to its usual condition after flight operations with a passenger entry door inoperative or an escape slide missing.
- (a) This procedure is only for aircraft using the FAA MMEL.

B. References

| Reference | Title |
|------------------|---|
| 25-65-01-400-801 | Escape Slide Pack Installation (P/B 401) |
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |

C. Location Zones

| Zone | Area |
|--------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| | EAD 001-007, 009, 201-210 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| | EAD 401-413 |
| 841 | Supernumerary Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| | EAD 001-007, 009, 201-210 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 844 | Right No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |

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EAD ALL

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

(Continued)

| Zone | Area |
|-------------|-------------|
|-------------|-------------|

| | |
|-----|---|
| 845 | Right No. 5 Passenger Entry Door - Section 47 |
|-----|---|

EAD ALL

D. Passenger Entry Door or Escape Slide/Raft Activation

SUBTASK 52-00-00-080-005

- (1) Remove the barrier strap or rope and placard from the door.

SUBTASK 52-00-00-080-006

- (2) Remove the cover from the floor proximity escape path marking system lights.

SUBTASK 52-00-00-080-007

- (3) Remove the cover from the emergency exit sign.

E. Repair the Passenger Entry Door or Escape Slide/Raft

SUBTASK 52-00-00-810-038

- (1) For an inoperative passenger entry door, do these steps to correct the fault:

- (a) Find the fault code, or description of the fault that occurred.

- (b) If you find a fault code, then do these steps:

- 1) Go to the fault code index in the applicable chapter of the FIM, and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- 2) Find the task number on the same line as the fault code.

- 3) Go to the task in the FIM and do the steps in the task.

- (c) If you find a description of the fault, then do these steps:

- 1) Go to the observed Fault List at the start of the FIM, and find the best description for the fault.

- 2) Find the task number on the same line as the fault description.

- 3) Go to the task in the FIM, and do the steps in the task.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (2) For a missing escape slide, do this task: Escape Slide Pack Installation, TASK 25-65-01-400-801 or Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD 001-007, 009, 201-210, 401-413

- (3) For a missing escape slide, do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD ALL

———— END OF TASK ————

EFFECTIVITY

EAD ALL

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TASK 52-00-00-840-801

8. **MMEL 52-11-2 (DDG) Preparation - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative**

A. Procedure:

SUBTASK 52-00-00-200-001

- (1) Examine the remaining stop pins and stop fittings as follows:
 - (a) Examine the stop pins and stop pin fittings for cracks and corrosion.
 - (b) Make sure the stop pin retainers are installed correctly.

———— END OF TASK ————

TASK 52-00-00-840-802

9. **MMEL 52-11-2 (DDG) Restoration - Passenger Entry Doors with Pressure Stop Assemblies Missing or Inoperative**

A. References

| Reference | Title |
|------------------|---|
| 52-11-10-000-801 | Stop Pin Fitting Removal (P/B 401) |
| 52-11-10-400-801 | Stop Pin Fitting Installation (P/B 401) |
| 52-12-10-000-801 | Stop Pin Fitting Removal (P/B 401) |
| 52-12-10-400-801 | Stop Pin Fitting Installation (P/B 401) |

B. Procedure

SUBTASK 52-00-00-900-001

- (1) Replace missing or damaged stop pin fittings.

These are the tasks:

Stop Pin Fitting Removal, TASK 52-11-10-000-801 or Stop Pin Fitting Removal, TASK 52-12-10-000-801,

Stop Pin Fitting Installation, TASK 52-11-10-400-801 or Stop Pin Fitting Installation, TASK 52-12-10-400-801.

———— END OF TASK ————

TASK 52-00-00-840-803

10. **MMEL 52-11-5 (DDG) Preparation - Passenger Entry Door Flight Lock System Inoperative**

A. General

- (1) These are the possible EICAS messages:
 - (a) DOOR FLIGHT LOCK 1L
 - (b) DOOR FLIGHT LOCK 1R

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

- (c) DOOR FLIGHT LOCK 2L
- (d) DOOR FLIGHT LOCK 2R
- (e) DOOR FLIGHT LOCK 3L
- (f) DOOR FLIGHT LOCK 3R
- (g) DOOR FLIGHT LOCK 4L

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| EFFECTIVITY |
| EAD ALL |

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

(h) DOOR FLIGHT LOCK 4R

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

(i) DOOR FLIGHT LOCK 5L

(j) DOOR FLIGHT LOCK 5R

EAD ALL

B. Procedure:

SUBTASK 52-00-00-710-001

(1) Make sure the door opens and closes correctly.

SUBTASK 52-00-00-710-009

(2) If desired, gain access to the inoperative flight lock actuator and disconnect, cap and stow the actuator's electrical connector.

———— END OF TASK ————

TASK 52-00-00-840-804

11. MMEL 52-11-5 (DDG) Restoration - Passenger Entry Door Flight Lock System Inoperative

A. Procedure:

SUBTASK 52-00-00-840-005

(1) If the inoperative flight lock actuator is disconnected, remove protective cap and connect the actuator's electrical connector.

SUBTASK 52-00-00-810-001

(2) Go to the FAULT CODE INDEX in the FIM and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

(a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.

(b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-002

(3) Do the steps in the FIM task.

———— END OF TASK ————

EAD 401-413

TASK 52-00-00-840-829

12. MMEL 52-32-01-01 (DDG) Preparation - Main Deck Cargo Door Lift System Inoperative (Manual and Electric)

A. References

| Reference | Title |
|------------------|---|
| 52-32-00-860-804 | Close the Main Deck Cargo Door Manually (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

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| EFFECTIVITY |
| EAD ALL |

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EAD 401-413 (Continued)

C. Procedure:

SUBTASK 52-00-00-210-022

- (1) Make sure the main deck cargo door is closed correctly as follows:

NOTE: For an inoperative electrical lift system, the door may be operated manually. Access to the lift manual drive socket is necessary.

NOTE: For inoperative electrical and manual lift systems, ground support equipment may be used with a sling attached to the lower attach point to open/close the door.

NOTE: It is necessary for all latch cams to be in the catched position.

- (a) Do this task: Close the Main Deck Cargo Door Manually, TASK 52-32-00-860-804.

- (b) Manually close, latch, and lock the door as follows:

- 1) Turn the lift actuator manual drive clockwise until the door stops.

NOTE: Door will open 2 ± 1 in. (51 ± 26 mm).

- 2) Continue to turn the lift manual drive clockwise until the forward or aft lift arms touch the stops.

- 3) Make sure the door is in the latched position.

- 4) Make sure the door is in the locked position.

———— END OF TASK ————

TASK 52-00-00-840-830

13. MMEL 52-32-01-01 (DDG) Restoration - Main Deck Cargo Door Lift System Inoperative (Manual and Electric)

A. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-023

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-024

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-831

14. MMEL 52-32-01-02 (DDG) Preparation - Main Deck Cargo Door Hook/Latch System Inoperative (Electric)

A. References

| Reference | Title |
|------------------|---|
| 52-32-00-860-803 | Open the Main Deck Cargo Door Manually (P/B 201) |
| 52-32-00-860-804 | Close the Main Deck Cargo Door Manually (P/B 201) |

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EAD ALL

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EAD 401-413 (Continued)

B. Location Zones

| Zone | Area |
|------|------|
|------|------|

| | |
|-----|----------------------|
| 836 | Main Deck Cargo Door |
|-----|----------------------|

C. Procedure:

SUBTASK 52-00-00-010-011

- (1) Do this task: Open the Main Deck Cargo Door Manually, TASK 52-32-00-860-803.

SUBTASK 52-00-00-210-018

- (2) Examine the latch and lock mechanisms for damage.

SUBTASK 52-00-00-410-008

- (3) Do this task: Close the Main Deck Cargo Door Manually, TASK 52-32-00-860-804.

SUBTASK 52-00-00-210-019

- (4) Make sure the main deck cargo door is closed correctly as follows:
 - (a) Lower the door.
 - (b) Turn the hook/latch actuator manual drive counterclockwise until the latched overtravel stop is touched.
 - (c) Make sure the door is in the latched and hooked position.
 - (d) Turn the hook/latch actuator manual drive clockwise to unload the stop.
- NOTE: Latch arrows must point to the targets in all eight witness ports.
- (e) Make sure the door skin is faired correctly with the fuselage skin.
 - (f) Make sure the door is in the lock position.

———— END OF TASK ————

TASK 52-00-00-840-832

15. MMEL 52-32-01-02 (DDG) Restoration - Main Deck Cargo Door Hook/Latch System Inoperative (Electric)

A. Location Zones

| Zone | Area |
|------|------|
|------|------|

| | |
|-----|----------------------|
| 836 | Main Deck Cargo Door |
|-----|----------------------|

B. Procedure:

SUBTASK 52-00-00-810-025

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-026

- (2) Do the steps in the FIM task.

———— END OF TASK ————

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TASK 52-00-00-840-833

16. MMEL 52-32-01-03 (DDG) Preparation - Main Deck Cargo Door Lock System Inoperative (Electric)

A. References

| Reference | Title |
|------------------|---|
| 52-32-00-860-803 | Open the Main Deck Cargo Door Manually (P/B 201) |
| 52-32-00-860-804 | Close the Main Deck Cargo Door Manually (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-012

- (1) Do this task: Open the Main Deck Cargo Door Manually, TASK 52-32-00-860-803.

SUBTASK 52-00-00-210-020

- (2) Examine the latch and lock mechanisms for damage.

SUBTASK 52-00-00-410-009

- (3) Do this task: Close the Main Deck Cargo Door Manually, TASK 52-32-00-860-804.

SUBTASK 52-00-00-210-021

- (4) Make sure the main deck cargo door is closed correctly as follows:

- Lower the door.
- Make sure the door is in the latch position.
- Turn the lock actuator manual drive clockwise until the stop is touched and back off one turn.
- Make sure the vent door is closed.
- Using the witness ports, make sure the lock sectors are over the latch cams.

NOTE: Lock sectors should not touch the latch cams.

———— END OF TASK ————

TASK 52-00-00-840-834

17. MMEL 52-32-01-03 (DDG) Restoration - Main Deck Cargo Door Lock System Inoperative (Electric)

A. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-027

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-028

- (2) Do the steps in the FIM task.

———— END OF TASK ————

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TASK 52-00-00-840-835

- 18. MMEL 52-32-02 (DDG) Preparation - Main Deck Cargo Door Control Panel Lights Inoperative
(OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED)**

A. References

| Reference | Title |
|------------------|---|
| 52-32-00-860-802 | Close the Main Deck Cargo Door Electrically (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

C. Procedure:

SUBTASK 52-00-00-210-024

- (1) Make sure the main deck cargo door is closed correctly as follows:
 - (a) Do this task: Close the Main Deck Cargo Door Electrically, TASK 52-32-00-860-802.
 - (b) Make sure the latch arrows point to the targets in all eight witness ports.
 - (c) Make sure the door skin is faired correctly with the fuselage skin.
 - (d) Make sure the vent door is closed.
 - (e) Using the witness ports, make sure the lock sectors are over the latch cams.

NOTE: Lock sectors should not touch the latch cams.

———— END OF TASK ————

TASK 52-00-00-840-836

- 19. MMEL 52-32-02 (DDG) Restoration - Main Deck Cargo Door Control Panel Lights Inoperative
(OPENED, CLOSED, LATCHED, UNLOCKED, LOCKED and ARMED)**

A. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-029

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.
NOTE: The first two digits of the fault code are the FIM chapter.
 - (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
 - (b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-030

- (2) Do the steps in the FIM task.

EAD ALL

———— END OF TASK ————

———— EFFECTIVITY ————

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TASK 52-00-00-840-805

20. **MMEL 52-34-1 (DDG) Preparation - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode)**

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 52-34-00-860-805 | Open the Door Manually (P/B 201) |
| 52-34-00-860-806 | Close the Door Manually (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--------------------------|
| 821 | Forward Large Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-001

- (1) Do this task: Open the Door Manually, TASK 52-34-00-860-805.

SUBTASK 52-00-00-210-001

- (2) Examine the latch and lock mechanisms for damage.

SUBTASK 52-00-00-410-001

- (3) Do this task: Close the Door Manually, TASK 52-34-00-860-806.

———— END OF TASK ————

TASK 52-00-00-840-806

21. **MMEL 52-34-1 (DDG) Restoration - Forward Cargo Door Hook/Latch System Inoperative (Electric Mode)**

A. Location Zones

| Zone | Area |
|------|--------------------------|
| 821 | Forward Large Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-003

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-004

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-807

22. **MMEL 52-34-2 (DDG) Preparation - Forward Cargo Door Lift System Inoperative (Electric Mode)**

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 52-34-00-860-805 | Open the Door Manually (P/B 201) |
| 52-34-00-860-806 | Close the Door Manually (P/B 201) |

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B. Location Zones

| Zone | Area |
|-------------|--------------------------|
| 821 | Forward Large Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-002

- (1) Do this task: Open the Door Manually, TASK 52-34-00-860-805.

SUBTASK 52-00-00-210-002

- (2) Examine the lift mechanism for damage.

SUBTASK 52-00-00-410-002

- (3) Do this task: Close the Door Manually, TASK 52-34-00-860-806.

———— END OF TASK ————

TASK 52-00-00-840-808

23. MMEL 52-34-2 (DDG) Restoration - Forward Cargo Door Lift System Inoperative (Electric Mode)

A. Location Zones

| Zone | Area |
|-------------|--------------------------|
| 821 | Forward Large Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-005

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-006

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-809

24. MMEL 52-34-3 (DDG) Preparation - Forward Cargo Door DOOR LATCHED light Inoperative

A. References

| Reference | Title |
|------------------|---|
| 52-34-00-860-803 | Close the Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-34-00-860-806 | Close the Door Manually (P/B 201) |

B. Location Zones

| Zone | Area |
|-------------|--------------------------|
| 821 | Forward Large Cargo Door |

C. Procedure:

SUBTASK 52-00-00-210-003

- (1) Make sure the forward cargo door is closed correctly as follows:
 - (a) Do this task: Close the Door Electrically with the External Cargo Door Control Switch, TASK 52-34-00-860-803.
 - (b) Make sure the door skin is faired correctly with the fuselage skin.
 - (c) Turn the lock handle to the open position and do this check:

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- 1) Make sure the vent door is open.
- (d) Turn the lock handle to the closed position and do these checks:
 - 1) Make sure the lock handle is faired correctly with the door skin.
 - 2) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
- (e) Make sure the vent door is fully closed.
NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.
- (f) Do these checks at each witness port on the door (Close the Door Manually, TASK 52-34-00-860-806):
 - 1) Make sure you can see all of the yellow target on the main cam latch pin fitting.
 - 2) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
 - 3) Make sure you can see all of the yellow lock circle on the lock pawl.

———— END OF TASK ————

TASK 52-00-00-840-810

25. MMEL 52-34-3 (DDG) Restoration - Forward Cargo Door DOOR LATCHED light Inoperative

A. Location Zones

| Zone | Area |
|------|--------------------------|
| 821 | Forward Large Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-007

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
- (b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-008

- (2) Do the steps in the FIM task.

———— END OF TASK ————

EAD 001-007, 009

TASK 52-00-00-840-811

26. MMEL 52-35-1 (DDG) Preparation - Small Aft Cargo Door Lift/Latch System Inoperative (Electric Mode)

A. References

| Reference | Title |
|------------------|---|
| 52-35-00-860-803 | Open the Aft Small Cargo Door Manually (P/B 201) |
| 52-35-00-860-804 | Close the Aft Small Cargo Door Manually (P/B 201) |

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EAD 001-007, 009 (Continued)

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-003

- (1) Do this task: Open the Aft Small Cargo Door Manually, TASK 52-35-00-860-803.

SUBTASK 52-00-00-210-004

- (2) Examine the lift/latch mechanism for damage.

SUBTASK 52-00-00-410-003

- (3) Do this task: Close the Aft Small Cargo Door Manually, TASK 52-35-00-860-804.

SUBTASK 52-00-00-200-002

- (4) Make sure the vent door is closed.

———— END OF TASK ————

TASK 52-00-00-840-812

27. MMEL 52-35-1 (DDG) Restoration - Small Aft Cargo Door Lift/Latch System Inoperative (Electric Mode)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-009

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-010

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-813

28. MMEL 52-35-2 (DDG) Preparation - Small Aft Cargo Door Hinge System Inoperative (Electric Mode)

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 52-35-00-860-803 | Open the Aft Small Cargo Door Manually (P/B 201) |
| 52-35-00-860-804 | Close the Aft Small Cargo Door Manually (P/B 201) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-004

- (1) Do this task: Open the Aft Small Cargo Door Manually, TASK 52-35-00-860-803.

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EAD 001-007, 009 (Continued)

SUBTASK 52-00-00-210-005

- (2) Examine the hinge mechanism for damage.

SUBTASK 52-00-00-410-004

- (3) Do this task: Close the Aft Small Cargo Door Manually, TASK 52-35-00-860-804.

SUBTASK 52-00-00-200-003

- (4) Make sure the vent door is closed.

———— END OF TASK ————

TASK 52-00-00-840-814

29. MMEL 52-35-2 (DDG) Restoration - Small Aft Cargo Door Hinge System Inoperative (Electric Mode)

A. Location Zones

| Zone | Area |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-011

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-012

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-827

30. MMEL 52-35-3 (DDG) Preparation - Small Aft Cargo Door DOOR LATCHED Light Inoperative

A. References

| Reference | Title |
|------------------|---|
| 31-61-00-800-814 | Showing Alert Messages (P/B 201) |
| 52-35-00-860-802 | Close the Aft Small Cargo Door Electrically (P/B 201) |

B. Location Zones

| Zone | Area |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-009

- (1) Do this task: Close the Aft Small Cargo Door Electrically, TASK 52-35-00-860-802.

SUBTASK 52-00-00-710-003

- (2) Make sure the vent door is closed.

SUBTASK 52-00-00-010-010

- (3) Close all other passenger entry, cargo, and access doors.

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SUBTASK 52-00-00-710-004

- (4) In the flight compartment, make sure the EICAS alert message DOOR AFT CARGO does not show. To show the message, do this task: Showing Alert Messages, TASK 31-61-00-800-814.

NOTE: If two or more doors of any kind are not closed, latched and locked, the EICAS alert message DOORS will show and the individual message for the small cargo door will not show. All doors must be closed for the alert message for the small cargo door to show.

———— END OF TASK ————

TASK 52-00-00-840-828

31. MMEL 52-35-3 (DDG) Restoration - Small Aft Cargo Door DOOR LATCHED Light Inoperative

A. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-021

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
(b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-022

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-857

32. Aft Small Cargo Door Arming Relay/Control Switch - DDG Preparation

A. General

- (1) This task gives the maintenance steps which prepare the airplane for flight with the Aft Small Cargo Door Arming Relay/Control Switch inoperative.

B. References

| Reference | Title |
|------------------|--|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |
| 52-35-00-860-806 | Close the Aft Small Cargo Door (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |



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D. Arming Control Circuit Deactivation

SUBTASK 52-00-00-840-003

- (1) Open this circuit breaker and install safety tag:

Cargo Handling Accessory Panel - Aft, P39

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------|
| D | 5 | C52304 | AFT CARGO DOOR |

E. Procedure

SUBTASK 52-00-00-800-002

- (1) Before each departure, make sure that the aft small cargo door is closed, latched and locked.
- Close and latch the aft small cargo door (Close the Aft Small Cargo Door, TASK 52-35-00-860-806).
 - Examine the external skin of the door to make sure that it is aligned and faired with the adjacent body skin.
 - Make sure that the vent door is fully closed.
 - Make sure that the aft small cargo door alerting message is not displayed by one of the following procedures:
 - After the small aft cargo door is closed latched and locked:
 - Supply electrical power on the airplane (Supply Electrical Power, TASK 24-22-00-860-805).
 - Close all doors, to prevent the display of the DOORS advisory message.
 - Make sure that the DOOR AFT CARGO advisory message is not displayed. On the Display Select Panel push CANC/RCL if necessary to recall messages and view more pages.
 - After all airplane doors are closed, the flight crew must make sure that the DOOR AFT CARGO advisory message is not displayed.

————— END OF TASK ————

TASK 52-00-00-840-858

33. Aft Small Cargo Door Arming Relay/Control Switch - DDG Restoration

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|----------------------|
| 823 | Aft Small Cargo Door |

B. Procedure:

SUBTASK 52-00-00-840-004

- (1) Remove the safety tag and close this circuit breaker:

Cargo Handling Accessory Panel - Aft, P39

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|----------------|
| D | 5 | C52304 | AFT CARGO DOOR |

————— EFFECTIVITY ————
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SUBTASK 52-00-00-810-040

- (2) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-041

- (3) Do the steps in the FIM task.

EAD ALL

———— END OF TASK ————

TASK 52-00-00-840-815

34. MMEL 52-36-1 (DDG) Preparation - Bulk Cargo Door Counterbalance Mechanism Inoperative

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|-----------------|
| 825 | Bulk Cargo Door |

B. Procedure:

SUBTASK 52-00-00-010-005

- (1) When you open the door, use the strap on the cargo compartment ceiling to hold the door open.

———— END OF TASK ————

TASK 52-00-00-840-816

35. MMEL 52-36-1 (DDG) Restoration - Bulk Cargo Door Counterbalance Mechanism Inoperative

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|---|
| 52-36-02-000-801 | Counterbalance Mechanism Removal (P/B 401) |
| 52-36-02-400-801 | Counterbalance Mechanism Installation (P/B 401) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|-----------------|
| 825 | Bulk Cargo Door |

C. Procedure:

SUBTASK 52-00-00-900-002

- (1) Replace the counterbalance mechanism.

These are the tasks:

Counterbalance Mechanism Removal, TASK 52-36-02-000-801,

Counterbalance Mechanism Installation, TASK 52-36-02-400-801.

———— END OF TASK ————

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TASK 52-00-00-840-817

36. MMEL 52-37-1 (DDG) Preparation - Large Aft Cargo Door Hook/Latch System Inoperative (Electric Mode)

A. References

| Reference | Title |
|------------------|---|
| 52-37-00-860-805 | Open the Aft Large Cargo Door Manually (P/B 201) |
| 52-37-00-860-806 | Close the Aft Large Cargo Door Manually (P/B 201) |

B. Location Zones

| Zone | Area |
|------|----------------------|
| 824 | Aft Large Cargo Door |

C. Procedure:

SUBTASK 52-00-00-010-006

- (1) Do this task: Open the Aft Large Cargo Door Manually, TASK 52-37-00-860-805.

SUBTASK 52-00-00-210-006

- (2) Examine the latch and lock mechanisms for damage.

SUBTASK 52-00-00-410-005

- (3) Do this task: Close the Aft Large Cargo Door Manually, TASK 52-37-00-860-806.

———— END OF TASK ————

TASK 52-00-00-840-818

37. MMEL 52-37-1 (DDG) Restoration - Large Aft Cargo Door Hook/Latch System Inoperative (Electric Mode)

A. Location Zones

| Zone | Area |
|------|----------------------|
| 824 | Aft Large Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-013

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-014

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-819

38. MMEL 52-37-2 (DDG) Preparation - Large Aft Cargo Door Lift System Inoperative (Electric Mode)

A. References

| Reference | Title |
|------------------|---|
| 52-37-00-860-805 | Open the Aft Large Cargo Door Manually (P/B 201) |
| 52-37-00-860-806 | Close the Aft Large Cargo Door Manually (P/B 201) |

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| EFFECTIVITY |
| EAD ALL |

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B. Location Zones

Zone Area

| | |
|-----|----------------------|
| 824 | Aft Large Cargo Door |
|-----|----------------------|

C. Procedure:

SUBTASK 52-00-00-010-007

- (1) Do this task: Open the Aft Large Cargo Door Manually, TASK 52-37-00-860-805.

SUBTASK 52-00-00-210-007

- (2) Examine the lift mechanism for damage.

SUBTASK 52-00-00-410-006

- (3) Do this task: Close the Aft Large Cargo Door Manually, TASK 52-37-00-860-806.

———— END OF TASK ————

TASK 52-00-00-840-820

39. MMEL 52-37-2 (DDG) Restoration - Large Aft Cargo Door Lift System Inoperative (Electric Mode)

A. Location Zones

Zone Area

| | |
|-----|----------------------|
| 824 | Aft Large Cargo Door |
|-----|----------------------|

B. Procedure:

SUBTASK 52-00-00-810-015

- (1) Go to the OBSERVED FAULT LIST in the FIM and find the fault description that describes the problem, and the task number.

NOTE: The first two digits of the fault code are the FIM chapter.

SUBTASK 52-00-00-810-016

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-821

40. MMEL 52-37-3 (DDG) Preparation - Large Aft Cargo Door DOOR LATCHED Light Inoperative

A. References

Reference Title

| | |
|------------------|---|
| 52-37-00-860-803 | Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-37-00-860-806 | Close the Aft Large Cargo Door Manually (P/B 201) |

B. Location Zones

Zone Area

| | |
|-----|----------------------|
| 824 | Aft Large Cargo Door |
|-----|----------------------|

C. Procedure:

SUBTASK 52-00-00-210-008

- (1) Make sure the large aft cargo door is closed correctly as follows:

- (a) Do this task: Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch, TASK 52-37-00-860-803.

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|------------------------|
| EFFECTIVITY EAD ALL |
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- (b) Make sure the door skin is faired correctly with the fuselage skin.
- (c) Turn the lock handle to the open position and do this check:
 - 1) Make sure the vent door is open.
- (d) Turn the lock handle to the closed position and do these checks:
 - 1) Make sure the lock handle is faired correctly with the door skin.
 - 2) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
- (e) Make sure the vent door is fully closed.
NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.
- (f) Do these checks at each witness port on the door (Close the Aft Large Cargo Door Manually, TASK 52-37-00-860-806):
 - 1) Make sure you can see all of the yellow target on the main cam latch pin fitting.
 - 2) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
 - 3) Make sure you can see all of the yellow lock circle on the lock pawl.

———— END OF TASK ————

TASK 52-00-00-840-822

41. MMEL 52-37-3 (DDG) Restoration - Large Aft Cargo Door DOOR LATCHED Light Inoperative

A. Location Zones

| Zone | Area |
|-------------|----------------------|
| 824 | Aft Large Cargo Door |

B. Procedure:

SUBTASK 52-00-00-810-017

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.
NOTE: The first two digits of the fault code are the FIM chapter.

- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
 - (b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-018

- (2) Do the steps in the FIM task.

———— END OF TASK ————

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-00-00-840-823

42. MMEL 52-51-1 (DDG) Preparation - Flight Deck Door Lock System Inoperative (Electric Mode)

A. References

| Reference | Title |
|----------------------|-----------------------------------|
| 52-51-02-000-802-002 | Electric Strike Removal (P/B 401) |

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| Reference | Title |
|----------------------|--|
| 52-51-02-400-802-002 | Electric Strike Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|-------------|---------------------------|
| 211 | Flight Compartment, Left |
| 212 | Flight Compartment, Right |

C. Procedure:

SUBTASK 52-00-00-860-001

- (1) Open this circuit breaker and install safety lock:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-010-008

- (2) Do this task:

NOTE: Electric Strike Removal, TASK 52-51-02-000-802-002.

NOTE: Do not disconnect the strike assembly from the cover.

SUBTASK 52-00-00-350-001

- (3) Use lockwire to hold the solenoid pin in the fully extended position.

NOTE: This will hold the door catch in the locked position.

SUBTASK 52-00-00-410-007

- (4) Do this task:

NOTE: Electric Strike Installation, TASK 52-51-02-400-802-002.

SUBTASK 52-00-00-210-009



MAKE SURE YOU HAVE THE KEY TO THE DOOR, AND THAT A PERSON IS IN THE FLIGHT COMPARTMENT BEFORE YOU CLOSE THE DOOR.

- (5) Close the door and make sure it is locked.

SUBTASK 52-00-00-210-010

- (6) Make sure you can unlock the door with the key and also with the handle on the flight deck side of the door.

———— END OF TASK ————

TASK 52-00-00-840-824

43. MMEL 52-51-1 (DDG) Restoration - Flight Deck Door Lock System Inoperative (Electric Mode)

A. References

| Reference | Title |
|----------------------|--|
| 52-51-02-000-802-002 | Electric Strike Removal (P/B 401) |
| 52-51-02-400-802-002 | Electric Strike Installation (P/B 401) |

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B. Location Zones

| Zone | Area |
|-------------|---------------------------|
| 211 | Flight Compartment, Left |
| 212 | Flight Compartment, Right |

C. Procedure:

SUBTASK 52-00-00-900-003

- (1) Replace the electric strike. These are the tasks:

NOTE: Electric Strike Removal, TASK 52-51-02-000-802-002

NOTE: Electric Strike Installation, TASK 52-51-02-400-802-002

SUBTASK 52-00-00-860-002

- (2) Remove the safety lock and close this circuit breaker:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

———— END OF TASK ————

TASK 52-00-00-840-839

44. MMEL 52-51-2 (DDG) Preparation - Enhanced Flight Deck Security Door Automatic Locking System Inoperative

A. Location Zones

| Zone | Area |
|-------------|---------------------------|
| 211 | Flight Compartment, Left |
| 212 | Flight Compartment, Right |

B. Procedure

SUBTASK 52-00-00-040-002

- (1) Deactivate the automatic locking system.

(a) Put the flight deck access system switch in the OFF position (guard extended).

NOTE: The LOCK FAIL light can stay on when the flight deck access system switch is in the OFF position (guard extended).

———— END OF TASK ————

TASK 52-00-00-840-840

45. MMEL 52-51-2 (DDG) Restoration - Enhanced Flight Deck Security Door Automatic Locking System Inoperative

A. Location Zones

| Zone | Area |
|-------------|---------------------------|
| 211 | Flight Compartment, Left |
| 212 | Flight Compartment, Right |

B. Procedure

SUBTASK 52-00-00-440-001

- (1) Activate the automatic locking system.

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| EFFECTIVITY |
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- (a) Put the flight deck access system switch in the ON position.

———— END OF TASK ————

TASK 52-00-00-840-841

46. MMEL 52-51-2-1 (DDG) Preparation - Flight Deck Access System (Keypad, Door Chime) Inoperative

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

B. Procedure

SUBTASK 52-00-00-860-003

- (1) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-010-018

- (2) Access the chime module.

SUBTASK 52-00-00-020-002

- (3) Disconnect, cap, and stow the electrical connector for the keypad at the chime module.

SUBTASK 52-00-00-860-018

- (4) Remove the safety tag and close this circuit breaker:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-860-019

- (5) Make sure that the Flight Deck Access System switch is in the OFF position (guard extended) when the flight deck door is to be closed and not occupied.

———— END OF TASK ————

TASK 52-00-00-840-842

47. MMEL 52-51-2-1 (DDG) Restoration - Flight Deck Access System (Keypad, Door Chime) Inoperative

A. References

| <u>Reference</u> | <u>Title</u> |
|------------------|-------------------------------|
| 52-51-09-000-801 | Keypad Removal (P/B 401) |
| 52-51-09-400-801 | Keypad Installation (P/B 401) |

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |



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C. Procedure

SUBTASK 52-00-00-960-001

- (1) Replace the flight deck security door keypad:
 - (a) Remove the old flight deck security door keypad (Keypad Removal, TASK 52-51-09-000-801).
 - (b) Install a new flight deck security door keypad (Keypad Installation, TASK 52-51-09-400-801).

SUBTASK 52-00-00-860-020

- (2) Make sure that the flight deck access system switch is the OFF position (guard extended) when the flight deck door is to be closed and not occupied.

———— END OF TASK ————

TASK 52-00-00-840-852

48. MMEL 52-51-2-2 (DDG) Preparation - Flight Deck Door LOCK FAIL Light Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

C. Procedure

SUBTASK 52-00-00-860-006

- (1) Supply electrical power.
 - (a) Do this task: Supply Electrical Power, TASK 24-22-00-860-805.

SUBTASK 52-00-00-010-014

- (2) Open the flight deck door.

SUBTASK 52-00-00-710-005

- (3) Make sure that the automatic lock controls operate normally.
 - (a) Put the flight deck access system switch to the NORM (guard closed) position.
 - (b) Put the flight deck door lock selector to the AUTO position.
 - (c) Make sure that the electric strike is in the locked position.
NOTE: The solenoid pin in the electric strike extends up and the strike cannot turn.
 - (d) Enter the keypad access code.
 - (e) Make sure that the door chime sounds.
 - (f) Put the flight deck door lock selector in the DENY position.
 - (g) Before the DENY time delay expires, enter the keypad access code.
 - (h) Make sure that the door chime does not sound.
 - (i) Put and hold the flight deck door lock selector in the UNLKD position.

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- (j) Make sure that the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down and the strike can turn.

- (k) Put the flight deck door lock selector in the AUTO position.

- (l) Make sure that the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up and the strike cannot turn.

———— END OF TASK ————

TASK 52-00-00-840-851

49. MMEL 52-51-2-2 (DDG) Restoration - Flight Deck Door LOCK FAIL Light Inoperative

A. Location Zones

| Zone | Area |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

B. Procedure

SUBTASK 52-00-00-810-033

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.

- (b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-034

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-840-845

50. MMEL 52-51-2-3 (DDG) Preparation - Flight Deck Door AUTO UNLK Light Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

C. Procedure

SUBTASK 52-00-00-860-007

- (1) Supply electrical power.

- (a) Do this task: Supply Electrical Power, TASK 24-22-00-860-805.

SUBTASK 52-00-00-010-015

- (2) Open the flight deck door.

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SUBTASK 52-00-00-710-006

- (3) Make sure that the automatic lock controls operate normally.
- (a) Put the flight deck access system switch to the NORM (guard closed) position.
 - (b) Put the flight deck door lock selector to the AUTO position.
 - (c) Make sure that the electric strike is in the locked position.
NOTE: The solenoid pin in the electric strike extends up and the strike cannot turn.
 - (d) Enter the keypad access code.
 - (e) Make sure that the door chime sounds.
 - (f) Put the flight deck door lock selector in the DENY position.
 - (g) Before the DENY time delay expires, enter the keypad access code.
 - (h) Make sure that the door chime does not sound.
 - (i) Put and hold the flight deck door lock selector in the UNLKD position.
 - (j) Make sure that the electric strike is in the unlocked position.
NOTE: The solenoid pin in the electric strike retracts down and the strike can turn.
 - (k) Put the flight deck door lock selector in the AUTO position.
 - (l) Make sure that the electric strike is in the locked position.
- NOTE: The solenoid pin in the electric strike extends up and the strike cannot turn.

———— END OF TASK ————

TASK 52-00-00-840-846

51. MMEL 52-51-2-3 (DDG) Restoration - Flight Deck Door AUTO UNLK Light Inoperative

A. Location Zones

| Zone | Area |
|------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

B. Procedure

SUBTASK 52-00-00-810-035

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.
NOTE: The first two digits of the fault code are the FIM chapter.
- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
 - (b) Find the task number on the same line as the maintenance message number.

SUBTASK 52-00-00-810-036

- (2) Do the steps in the FIM task.

———— END OF TASK ————

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TASK 52-00-00-840-847

52. MMEL 52-51-2-4 (DDG) Preparation - Flight Deck Door Lock Control Selector Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |
| 24-22-00-860-806 | Remove Electrical Power (P/B 201) |

B. Location Zones

| Zone | Area |
|------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

C. Procedure

SUBTASK 52-00-00-040-001

- (1) Deactivate the keypad:

- (a) Open this circuit breaker:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|-----|-----|--------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

- (b) Access the chime module.

- (c) Disconnect the electrical connector for the keypad at the chime module.

- (d) Close this circuit breaker:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|-----|-----|--------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-010-017

- (2) Open the flight deck door.

SUBTASK 52-00-00-710-007

- (3) Make sure that the automatic lock operates correctly.

- (a) Supply electrical power on the airplane: Supply Electrical Power, TASK 24-22-00-860-805.

- (b) Put the flight deck access system switch to the NORM (guard closed) position.

- (c) Make sure that the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up so that the strike cannot turn.

- (d) Put the flight deck access system switch in the OFF (guard extended) position.

- (e) Make sure that the electric strike is in the unlocked position.

NOTE: The solenoid pin in the electric strike retracts down so that the strike can turn.

- (f) Put the flight deck access system switch to the NORM (guard closed) position.

- (g) Make sure that the electric strike is in the locked position.

NOTE: The solenoid pin in the electric strike extends up so that the strike cannot turn.

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|-------------|
| EFFECTIVITY |
| EAD ALL |

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

- (h) Remove electrical power on the airplane: Remove Electrical Power, TASK 24-22-00-860-806.

SUBTASK 52-00-00-410-012

- (4) Close the flight deck door.

———— END OF TASK ————

TASK 52-00-00-840-848

53. MMEL 52-51-2-4 (DDG) Restoration - Flight Deck Door Lock Control Selector Inoperative

A. References

| Reference | Title |
|------------------|---|
| 52-51-00-700-801 | Flight Compartment Security Door Access System Test (P/B 501) |

B. Location Zones

| Zone | Area |
|------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

C. Procedure

SUBTASK 52-00-00-860-010

- (1) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|-----|-----|--------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-960-002

- (2) Reconnect the electrical connector for the keypad at the chime module.
(a) Do this task: Flight Compartment Security Door Access System Test, TASK 52-51-00-700-801.

NOTE: Make sure that the flight deck access system switch is in the OFF position (guard extended) when the flight deck door is to be closed and not occupied.

SUBTASK 52-00-00-860-011

- (3) Remove the safety tag and close this circuit breaker:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|-----|-----|--------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

———— END OF TASK ————

TASK 52-00-00-840-849

54. MMEL 52-51-2-5 (DDG) Preparation - Pressure Rate-of-Change Sensing Module Inoperative

A. References

| Reference | Title |
|------------------|-----------------------------------|
| 52-51-11-000-801 | Pressure Sensor Removal (P/B 401) |

EFFECTIVITY
EAD ALL

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

B. Location Zones

| Zone | Area |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

C. Procedure

SUBTASK 52-00-00-860-012

- (1) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

| Row | Col | Number | Name |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-020-001

- (2) Remove the pressure sensor.
 - (a) Do this task: Pressure Sensor Removal, TASK 52-51-11-000-801.
 - 1) Disconnect the electrical connector from the pressure sensor.

SUBTASK 52-00-00-710-008

- (3) Automatic locking system operation.

NOTE: A closed circuit from the pressure sensor is necessary to keep the automatic locking system operating.

- (a) Fabricate a shorting plug.
 - 1) Use a connector part number that is equivalent to the Government Designation M83513/04-A01N (detail specification MIL-DTL-83513).
 - 2) Trim the excess wire to a 2 in. (51 mm) to 3 in. (76 mm) length.
 - 3) Splice wires 4 and 6 together.
 - 4) Insulate the splice and the wire pigtails.
 - 5) Connect the shorting plug to the electrical connector and stow.

———— END OF TASK ————

TASK 52-00-00-840-850

55. MMEL 52-51-2-5 (DDG) Restoration - Pressure Rate-of-Change Sensing Module Inoperative

A. References

| Reference | Title |
|------------------|--|
| 52-51-11-400-801 | Pressure Sensor Installation (P/B 401) |

B. Location Zones

| Zone | Area |
|-------------|--|
| 211 | Flight Compartment, Left |
| 221 | Passenger Compartment, Left - Section 41 |

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| EFFECTIVITY |
| EAD ALL |

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C. Procedure

SUBTASK 52-00-00-860-013

- (1) Open this circuit breaker and install safety tag:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

SUBTASK 52-00-00-420-002

- (2) Install the pressure sensor.

(a) Do this task: Pressure Sensor Installation, TASK 52-51-11-400-801.

SUBTASK 52-00-00-860-014

- (3) Close this circuit breaker:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|-------------|
| N | 16 | C52605 | F/D DR LOCK |

EAD ALL

———— END OF TASK ————

TASK 52-00-00-840-825

56. MMEL 52-71-1 (DDG) Preparation - Door Indication System Inoperative

A. General

- (1) These are the possible EICAS messages:
(a) DOOR ENTRY IND 1L
(b) DOOR ENTRY IND 1R

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

- (c) DOOR ENTRY IND 2L
(d) DOOR ENTRY IND 2R
(e) DOOR ENTRY IND 3L
(f) DOOR ENTRY IND 3R
(g) DOOR ENTRY IND 4L
(h) DOOR ENTRY IND 4R

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (i) DOOR ENTRY IND 5L
(j) DOOR ENTRY IND 5R

EAD ALL

- (k) DOOR AFT CARGO IND
(l) DOOR FWD CARGO IND



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- (m) DOOR MAIN DECK CARGO IND

EAD ALL

- (n) DOOR BULK CARGO
(o) DOOR E/E ACCESS
(p) DOOR FWD ACCESS

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (q) DOOR WING SLIDE L
(r) DOOR WING SLIDE R
(s) DOOR WING SLIDE LK L
(t) DOOR WING SLIDE LK R

EAD ALL**B. References**

| Reference | Title |
|------------------|---|
| 25-65-10-010-801 | Open the Escape Slide Compartment Door (P/B 201) |
| 25-65-10-400-801 | Close the Escape Slide Compartment Door (P/B 201) |
| 52-32-00-860-802 | Close the Main Deck Cargo Door Electrically (P/B 201) |
| 52-34-00-860-803 | Close the Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-34-00-860-806 | Close the Door Manually (P/B 201) |
| 52-35-00-860-802 | Close the Aft Small Cargo Door Electrically (P/B 201) |
| 52-36-00-860-802 | Close the Door (P/B 201) |
| 52-37-00-860-803 | Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-37-00-860-806 | Close the Aft Large Cargo Door Manually (P/B 201) |

C. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Main Equipment Center, Left |

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 197 Aft Wing-to-Body Fairings, Left
198 Aft Wing-to-Body Fairings, Right

EAD ALL

- 821 Forward Large Cargo Door

EAD 001-007, 009

- 823 Aft Small Cargo Door

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

- 824 Aft Large Cargo Door

EAD ALL

- 825 Bulk Cargo Door

EAD 401-413

- 836 Main Deck Cargo Door

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| EFFECTIVITY | |
| EAD ALL | |

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EAD 401-413 (Continued)

(Continued)

Zone Area

EAD ALL

D. Access Panels

Number Name/Location

152AR Aft Cargo Door Control Door

E. Passenger Entry Doors

SUBTASK 52-00-00-200-004

- (1) Make sure the passenger entry door is closed correctly as follows:
 - (a) Open and close the door.
 - (b) Make sure the door liner is faired correctly with the doorway liner.
 - (c) Make sure the OPEN arrow across the hinge covers is aligned correctly.

EAD 001-007, 009, 201-210

- (d) Move the mode select handle to the AUTOMATIC/ARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (e) For doors 1, 2, 4, and 5, move the mode select handle to the AUTOMATIC/ARM position.

EAD 001-007, 009, 201-210

- (f) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (g) For doors 1, 2, 4, and 5, make sure the yellow flags show in the view ports at the bottom of the doorway lining

EAD ALL

- (h) Make sure that the external door skin is faired correctly with the fuselage skin.
- (i) Make sure the vent door is fully closed.

F. Forward Cargo Door

SUBTASK 52-00-00-210-011

- (1) Make sure the forward cargo door is closed correctly as follows:
 - (a) Do this task: Close the Door Electrically with the External Cargo Door Control Switch, TASK 52-34-00-860-803.
 - (b) Make sure the door skin is faired correctly with the fuselage skin.
 - (c) Turn the lock handle to the open position and do this check:
 - 1) Make sure the vent door is open.
 - (d) Turn the lock handle to the closed position and do these checks:
 - 1) Make sure the lock handle is faired correctly with the door skin.
 - 2) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
 - (e) Make sure the vent door is fully closed.

NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.

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- (f) Do these checks at each witness port on the door (TASK 52-34-00-860-806):
 - 1) Make sure you can see all of the yellow target on the main cam latch pin fitting.
 - 2) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
 - 3) Make sure you can see all of the yellow lock circle on the lock pawl.

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

G. Large Aft Cargo Door

SUBTASK 52-00-00-210-012

- (1) Make sure the large aft cargo door is closed correctly as follows:
 - (a) Do this task: Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch, TASK 52-37-00-860-803.
 - (b) Make sure the door skin is faired correctly with the fuselage skin.
 - (c) Turn the lock handle to the open position and do this check:
 - 1) Make sure the vent door is open.
 - (d) Turn the lock handle to the closed position and do these checks:
 - 1) Make sure the lock handle is faired correctly with the door skin.
 - 2) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
 - (e) Make sure the vent door is fully closed.
NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.
 - (f) Do these checks at each witness port on the door (TASK 52-37-00-860-806):
 - 1) Make sure you can see all of the yellow target on the main cam latch pin fitting.
 - 2) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
 - 3) Make sure you can see all of the yellow lock circle on the lock pawl.

EAD 001-007, 009

H. Small Aft Cargo Door

SUBTASK 52-00-00-210-013

- (1) Make sure the small aft cargo door is closed correctly as follows:
 - (a) Do this task: Close the Aft Small Cargo Door Electrically, TASK 52-35-00-860-802.
 - (b) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - (c) Make sure the vent door is fully closed.
 - (d) Open this access panel:

| Number | Name/Location |
|--------|-----------------------------|
| 152AR | Aft Cargo Door Control Door |
 - (e) Push the CARGO DOOR CONTROL ARMING switch down, and make sure the DOOR LATCHED light comes on (green).
 - (f) Release the CARGO DOOR CONTROL ARMING switch, and make sure the DOOR LATCHED light goes off.

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EAD 001-007, 009 (Continued)

- (g) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|-----------------------------|
| 152AR | Aft Cargo Door Control Door |

EAD ALL

I. Bulk Cargo Door

SUBTASK 52-00-00-210-014

- (1) Make sure the bulk cargo door is closed correctly as follows:
 - (a) Do this task: Close the Door, TASK 52-36-00-860-802.
 - (b) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - (c) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - (d) Push on the door to make sure it is latched.

J. Forward Access Door

SUBTASK 52-00-00-210-015

- (1) Make sure the forward access door is closed correctly as follows:
 - (a) Close the door.
 - (b) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - (c) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - (d) Push on the door to make sure it is latched.

K. Main Equipment Center (E/E Bay) Access Door

SUBTASK 52-00-00-210-016

- (1) Make sure the main equipment center (E/E bay) access door is closed correctly as follows:
 - (a) Close and latch the door.
 - (b) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - (c) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - (d) Push on the door to make sure it is latched.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

L. Off-Wing Escape Slide Compartment Door

SUBTASK 52-00-00-210-017

- (1) Make sure the off-wing escape slide compartment door is closed correctly as follows:
 - (a) Open and close the door.
These are the tasks:
Open the Escape Slide Compartment Door, TASK 25-65-10-010-801,
Close the Escape Slide Compartment Door, TASK 25-65-10-400-801.
 - (b) Make sure the door skin is faired correctly with the fuselage skin.
 - (c) Push on the door to make sure it is latched.



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EAD 401-413

M. Main Deck Cargo Door

SUBTASK 52-00-00-210-023

- (1) Make sure the main deck cargo door is closed correctly as follows:
 - (a) Do this task: Close the Main Deck Cargo Door Electrically, TASK 52-32-00-860-802.
 - (b) Make sure the latch arrows point to the targets in all eight witness ports.
 - (c) Make sure the door skin is faired correctly with the fuselage skin.
 - (d) Make sure the vent door is closed.
 - (e) Using the witness ports, make sure the lock sectors are over the latch cams.

NOTE: Lock sectors should not touch the latch cams.

EAD ALL

———— END OF TASK ————

TASK 52-00-00-840-826

57. MMEL 52-71-1 (DDG) Restoration - Door Indication System Inoperative

A. Location Zones

| Zone | Area |
|--|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Main Equipment Center, Left |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 197 | Aft Wing-to-Body Fairings, Left |
| 198 | Aft Wing-to-Body Fairings, Right |

EAD ALL

821 Forward Large Cargo Door

EAD 001-007, 009

823 Aft Small Cargo Door

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

824 Aft Large Cargo Door

EAD ALL

825 Bulk Cargo Door

EAD 401-413

836 Main Deck Cargo Door

EAD ALL

B. Procedure:

SUBTASK 52-00-00-810-019

- (1) Go to the FAULT CODE INDEX in the FIM and find the fault code.

NOTE: The first two digits of the fault code are the FIM chapter.

- (a) For each correlated maintenance message, find the maintenance message number to the right of the fault code.
- (b) Find the task number on the same line as the maintenance message number.

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SUBTASK 52-00-00-810-020

- (2) Do the steps in the FIM task.

———— END OF TASK ————

TASK 52-00-00-040-801

58. MMEL 52-71-1 (DDG) Preparation - Door Indication System Inoperative (Optional)

A. General

- (1) These are the possible EICAS messages:
- (a) DOOR ENTRY IND 1L
 - (b) DOOR ENTRY IND 1R

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

- (c) DOOR ENTRY IND 2L
- (d) DOOR ENTRY IND 2R
- (e) DOOR ENTRY IND 3L
- (f) DOOR ENTRY IND 3R
- (g) DOOR ENTRY IND 4L
- (h) DOOR ENTRY IND 4R

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (i) DOOR ENTRY IND 5L
- (j) DOOR ENTRY IND 5R

EAD ALL

- (k) DOOR AFT CARGO IND
- (l) DOOR FWD CARGO IND

EAD 401-413

- (m) DOOR MAIN DECK CARGO IND

EAD ALL

- (n) DOOR BULK CARGO
- (o) DOOR E/E ACCESS
- (p) DOOR FWD ACCESS

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (q) DOOR WING SLIDE L
- (r) DOOR WING SLIDE R
- (s) DOOR WING SLIDE LK L
- (t) DOOR WING SLIDE LK R

EAD ALL

B. References

| Reference | Title |
|------------------|---|
| 25-65-10-010-801 | Open the Escape Slide Compartment Door (P/B 201) |
| 25-65-10-400-801 | Close the Escape Slide Compartment Door (P/B 201) |

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| Reference | Title |
|------------------|---|
| 52-32-00-860-802 | Close the Main Deck Cargo Door Electrically (P/B 201) |
| 52-34-00-860-803 | Close the Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-34-00-860-806 | Close the Door Manually (P/B 201) |
| 52-35-00-860-802 | Close the Aft Small Cargo Door Electrically (P/B 201) |
| 52-36-00-860-802 | Close the Door (P/B 201) |
| 52-37-00-860-803 | Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch (P/B 201) |
| 52-37-00-860-806 | Close the Aft Large Cargo Door Manually (P/B 201) |

C. Location Zones

| Zone | Area |
|--|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Main Equipment Center, Left |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 197 | Aft Wing-to-Body Fairings, Left |
| 198 | Aft Wing-to-Body Fairings, Right |
| EAD ALL | |
| 821 | Forward Large Cargo Door |
| EAD 001-007, 009 | |
| 823 | Aft Small Cargo Door |
| EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 | |
| 824 | Aft Large Cargo Door |
| EAD ALL | |
| 825 | Bulk Cargo Door |
| EAD 401-413 | |
| 836 | Main Deck Cargo Door |
| EAD ALL | |

D. Access Panels

| Number | Name/Location |
|---------------|-----------------------------|
| 152AR | Aft Cargo Door Control Door |

E. Passenger Entry Doors

SUBTASK 52-00-00-000-001

(1) Entry Door 1 Left

- (a) Open the door.
- (b) Remove the electrical connector DS52109 from sensor S52109 (CLOSED & LATCHED DR 1L).
- (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 1L).
- (d) Cap and stow the connectors.
- (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.

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| EFFECTIVITY |
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- 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
- 4) Move the mode select handle to the AUTOMATIC/ARM position.
- 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
- 6) Make sure that the external door skin is faired correctly with the fuselage skin.
- 7) Make sure the vent door is fully closed.

SUBTASK 52-00-00-000-008

- (2) Entry Door 1 Right
 - (a) Open the door.
 - (b) Remove the electrical connector DS52209 from sensor S52209 (CLOSED & LATCHED DR 1R).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 1R).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-000-009

- (3) Entry Door 2 Left
 - (a) Open the door.
 - (b) Remove the electrical connector DS52111 from sensor S52111 (CLOSED & LATCHED DR 2L).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 2L).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

SUBTASK 52-00-00-000-010

- (4) Entry Door 2 Right
 - (a) Open the door.
 - (b) Remove the electrical connector DS52211 from sensor S52211 (CLOSED & LATCHED DR 2R).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 2R).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD 001-007, 009, 201-210

SUBTASK 52-00-00-000-011

- (5) Entry Door 3 Left
 - (a) Open the door.
 - (b) Remove the electrical connector DS52113 from sensor S52113 (CLOSED & LATCHED DR 3L).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 3L).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-000-017

- (6) Entry Door 3 Left
 - (a) Open the door.
 - (b) Remove the electrical connector DS52113 from sensor S52113 (CLOSED & LATCHED DR 3L).

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EAD ALL

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

- (c) Remove the electrical connector DS52026 from sensor S52026 (LOCKED DR 3L).
- (d) Cap and stow the connectors.
- (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 5) Make sure the vent door is fully closed.

EAD 001-007, 009, 201-210

SUBTASK 52-00-00-000-012

- (7) Entry Door 3 Right
 - (a) Open the door.
 - (b) Remove the electrical connector DS52213 from sensor S52213 (CLOSED & LATCHED DR 3R).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 3R).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-000-018

- (8) Entry Door 3 Right
 - (a) Open the door.
 - (b) Remove the electrical connector DS52213 from sensor S52213 (CLOSED & LATCHED DR 3R).
 - (c) Remove the electrical connector DS52026 from sensor S52026 (LOCKED DR 3R).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Make sure that the external door skin is faired correctly with the fuselage skin.

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

- 5) Make sure the vent door is fully closed.

EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-000-013

(9) Entry Door 4 Left

- (a) Open the door.
- (b) Remove the electrical connector DS52115 from sensor S52115 (CLOSED & LATCHED DR 4L).
- (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 4L).
- (d) Cap and stow the connectors.
- (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

SUBTASK 52-00-00-000-014

(10) Entry Door 4 Right

- (a) Open the door.
- (b) Remove the electrical connector DS52215 from sensor S52215 (CLOSED & LATCHED DR 4R).
- (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 4R).
- (d) Cap and stow the connectors.
- (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-000-015

(11) Entry Door 5 Left

- (a) Open the door.

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

- (b) Remove the electrical connector DS52117 from sensor S52117 (CLOSED & LATCHED DR 5L).
- (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 5L).
- (d) Cap and stow the connectors.
- (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

SUBTASK 52-00-00-000-016

- (12) Entry Door 5 Right
 - (a) Open the door.
 - (b) Remove the electrical connector DS52217 from sensor S52217 (CLOSED & LATCHED DR 5R).
 - (c) Remove the electrical connector DS52110 from sensor S52110 (LOCKED DR 5R).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the passenger entry door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) Make sure the door liner is faired correctly with the doorway liner.
 - 3) Make sure the OPEN arrow across the hinge covers is aligned correctly.
 - 4) Move the mode select handle to the AUTOMATIC/ARM position.
 - 5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - 6) Make sure that the external door skin is faired correctly with the fuselage skin.
 - 7) Make sure the vent door is fully closed.

EAD ALL

F. Forward Cargo Door

SUBTASK 52-00-00-000-002

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52021 from sensor S52021 (CLOSED).
 - (c) Remove the electrical connector DS52042 from sensor S52042 (LATCHED).
 - (d) Remove the electrical connector DS52022 from sensor S52022 (LOCKED).
 - (e) Cap and stow the connectors.
 - (f) Before each flight, make sure that the forward cargo door is closed correctly as follows:

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- 1) Do this task: Close the Door Electrically with the External Cargo Door Control Switch, TASK 52-34-00-860-803.
- 2) Make sure the door skin is faired correctly with the fuselage skin.
- 3) Turn the lock handle to the open position and do this check:
 - a) Make sure the vent door is open.
- 4) Turn the lock handle to the closed position and do these checks:
 - a) Make sure the lock handle is faired correctly with the door skin.
 - b) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
- 5) Make sure the vent door is fully closed.

NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.
- 6) Do these checks at each witness port on the door (TASK 52-34-00-860-806):
 - a) Make sure you can see all of the yellow target on the main cam latch pin fitting.
 - b) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
 - c) Make sure you can see all of the yellow lock circle on the lock pawl.

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

G. Large Aft Cargo Door

SUBTASK 52-00-00-000-003

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52045 from sensor S52045 (CLOSED).
 - (c) Remove the electrical connector DS52043 from sensor S52043 (LATCHED).
 - (d) Remove the electrical connector DS52044 from sensor S52044 (LOCKED).
 - (e) Cap and stow the connectors.
 - (f) Before each flight, make sure that the large aft cargo door is closed correctly as follows:
 - 1) Do this task: Close the Aft Large Cargo Door Electrically with the External Cargo Door Control Switch, TASK 52-37-00-860-803.
 - 2) Make sure the door skin is faired correctly with the fuselage skin.
 - 3) Turn the lock handle to the open position and do this check:
 - a) Make sure the vent door is open.
 - 4) Turn the lock handle to the closed position and do these checks:
 - a) Make sure the lock handle is faired correctly with the door skin.
 - b) Make sure the catch release lever is faired correctly with the lock handle and the door skin.
 - 5) Make sure the vent door is fully closed.

NOTE: The vent door is fully closed when the top of the vent door is faired with the door skin within 1.0 inch.
- 6) Do these checks at each witness port on the door (TASK 52-37-00-860-806):

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- a) Make sure you can see all of the yellow target on the main cam latch pin fitting.
- b) Make sure the yellow arrow on the main cam latch points to the yellow target on the latch pin fitting.
- c) Make sure you can see all of the yellow lock circle on the lock pawl.

EAD 001-007, 009

H. Small Aft Cargo Door

SUBTASK 52-00-00-000-004

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52023 from sensor S52023 (CLOSED).
 - (c) Remove the electrical connector DS52024 from sensor S52024 (LATCHED/LOCKED).
 - (d) Cap and stow the connectors.
 - (e) Before each flight, make sure that the small aft cargo door is closed correctly as follows:
 - 1) Do this task: Close the Aft Small Cargo Door Electrically, TASK 52-35-00-860-802.
 - 2) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - 3) Make sure the vent door is fully closed.
 - 4) Open this access panel:

Number Name/Location

152AR Aft Cargo Door Control Door

- 5) Push the CARGO DOOR CONTROL ARMING switch down, and make sure the DOOR LATCHED light comes on (green).
- 6) Release the CARGO DOOR CONTROL ARMING switch, and make sure the DOOR LATCHED light goes off.
- 7) Close this access panel:

Number Name/Location

152AR Aft Cargo Door Control Door

EAD ALL

I. Bulk Cargo Door

SUBTASK 52-00-00-000-005

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Locate, remove and secure switch, S52020 (CLOSED/LATCHED/LOCKED) (SWPM 20-10-11).
 - 1) Do not cut the wires to switch, S52020.
 - 2) Remove and keep the clamp.
 - 3) Coil and stow the excess wire using wire harness tie.
 - 4) Use wire harness tie to secure the switch, S52020, to the frame STA 1874.
 - a) Make sure the switch, S52020, is secured.

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- (c) Before each flight, make sure that the bulk cargo door is closed correctly as follows:
 - 1) Do this task: Close the Door, TASK 52-36-00-860-802.
 - 2) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - 3) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - 4) Push on the door to make sure it is latched.

J. Forward Access Door

SUBTASK 52-00-00-000-006

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52018 from sensor S52018 (CLOSED/LATCHED/LOCKED).
 - (c) Cap and stow the connector.
 - (d) Before each flight, make sure that the forward access door is closed correctly as follows:
 - 1) Close the door.
 - 2) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - 3) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - 4) Push on the door to make sure it is latched.

K. Main Equipment Center (E/E Bay) Access Door

SUBTASK 52-00-00-000-007

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52019 from sensor S52019 (CLOSED/LATCHED/LOCKED).
 - (c) Cap and stow the connector.
 - (d) Before each flight, make sure that the main equipment center (E/E bay) access door is closed correctly as follows:
 - 1) Close and latch the door.
 - 2) Make sure the exterior door skin is faired correctly with the fuselage skin.
 - 3) Make sure the latch handle is fully closed and faired correctly with the door skin.
 - 4) Push on the door to make sure it is latched.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

L. Off-Wing Escape Slide Compartment Door

SUBTASK 52-00-00-800-003

- (1) Do the steps that follow:
 - (a) No applicable steps.
 - (b) Before each flight, make sure that the off-wing escape slide compartment door is closed correctly as follows:
 - 1) Open and close the door.
 - 2) These are the tasks:

Open the Escape Slide Compartment Door, TASK 25-65-10-010-801,

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

Close the Escape Slide Compartment Door, TASK 25-65-10-400-801.

- 3) Make sure the door skin is faired correctly with the fuselage skin.
- 4) Push on the door to make sure it is latched.

EAD 401-413

M. Main Deck Cargo Door

SUBTASK 52-00-00-010-026

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Remove the electrical connector DS52053 from sensor S52053 (CLOSED).
 - (c) Remove the electrical connector DS52054 from sensor S52054 (LATCHED).
 - (d) Remove the electrical connector DS52055 from sensor S52055 (LOCKED).
 - (e) Cap and stow the connectors.
 - (f) Make sure the main deck cargo door is closed correctly as follows:
 - 1) Do this task: Close the Main Deck Cargo Door Electrically, TASK 52-32-00-860-802.
 - 2) Make sure the latch arrows point to the targets in all eight witness ports.
 - 3) Make sure the door skin is faired correctly with the fuselage skin.
 - 4) Make sure the vent door is closed.
 - 5) Using the witness ports, make sure the lock sectors are over the latch cams.

NOTE: Lock sectors should not touch the latch cams.

EAD ALL

————— END OF TASK —————

TASK 52-00-00-440-801

59. MMEL 52-71-1 (DDG) Restoration - Door Indication System Inoperative (Optional)

A. References

| Reference | Title |
|------------------|--|
| 52-71-01-730-801 | Passenger Entry Door Indication Functional Test (P/B 201) |
| 52-71-02-730-801 | Large Cargo Door Indication Proximity Sensor Test (P/B 201) |
| 52-71-03-700-801 | Small Cargo Door Indication Proximity Sensor Test (P/B 201) |
| 52-71-04-710-801 | Bulk Cargo Door Closed, Latched and Locked Switch Operational Test (P/B 201) |
| 52-71-05-710-801 | Forward Access Door Closed, Latched and Locked Proximity Sensor Operational Test (P/B 201) |
| 52-71-06-710-801 | Main Equipment Center Access Door Closed, Latched and Locked Proximity Sensor Operational Test (P/B 201) |
| 52-71-08-730-801 | Main Deck Cargo Door Indication Proximity Sensor Test (P/B 201) |

B. Location Zones

| Zone | Area |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |
| 117 | Main Equipment Center, Left |

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| Zone | Area |
|---|---|
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 197 | Aft Wing-to-Body Fairings, Left |
| 198 | Aft Wing-to-Body Fairings, Right |
| EAD ALL | |
| 821 | Forward Large Cargo Door |
| EAD 001-007, 009 | |
| 823 | Aft Small Cargo Door |
| EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 | |
| 824 | Aft Large Cargo Door |
| EAD ALL | |
| 825 | Bulk Cargo Door |
| EAD 401-413 | |
| 836 | Main Deck Cargo Door |
| EAD ALL | |
| C. Passenger Entry Doors | |
| SUBTASK 52-00-00-420-003 | |
| (1) | Entry Door 1 Left |
| (a) | Open the door. |
| (b) | Connect the electrical connector DS52109 to sensor S52109 (CLOSED & LATCHED DR 1L). |
| (c) | Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 1L). |
| (d) | Close the door. |
| SUBTASK 52-00-00-420-011 | |
| (2) | Entry Door 1 Right |
| (a) | Open the door. |
| (b) | Connect the electrical connector DS52209 to sensor S52209 (CLOSED & LATCHED DR 1R). |
| (c) | Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 1R). |
| (d) | Close the door. |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| SUBTASK 52-00-00-420-012 | |
| (3) | Entry Door 2 Left |
| (a) | Open the door. |
| (b) | Connect the electrical connector DS52111 to sensor S52111 (CLOSED & LATCHED DR 2L). |
| (c) | Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 2L). |
| (d) | Close the door. |
| SUBTASK 52-00-00-420-013 | |
| (4) | Entry Door 2 Right |

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

- (a) Open the door.
- (b) Connect the electrical connector DS52211 to sensor S52211 (CLOSED & LATCHED DR 2R).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 2R).
- (d) Close the door.

EAD 001-007, 009, 201-210

SUBTASK 52-00-00-420-021

(5) Entry Door 3 Left

- (a) Open the door.
- (b) Connect the electrical connector DS52113 to sensor S52113 (CLOSED & LATCHED DR 3L).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 3L).
- (d) Close the door.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-420-014

(6) Entry Door 3 Left

- (a) Open the door.
- (b) Connect the electrical connector DS52113 to sensor S52113 (CLOSED & LATCHED DR 3L).
- (c) Connect the electrical connector DS52026 from sensor S52026 (LOCKED DR 3L).
- (d) Close the door.

EAD 001-007, 009, 201-210

SUBTASK 52-00-00-420-022

(7) Entry Door 3 Right

- (a) Open the door.
- (b) Connect the electrical connector DS52213 to sensor S52213 (CLOSED & LATCHED DR 3R).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 3R).
- (d) Close the door.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-420-015

(8) Entry Door 3 Right

- (a) Open the door.
- (b) Connect the electrical connector DS52213 to sensor S52213 (CLOSED & LATCHED DR 3R).
- (c) Connect the electrical connector DS52026 from sensor S52026 (LOCKED DR 3R).
- (d) Close the door.

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-420-016

(9) Entry Door 4 Left

- (a) Open the door.
- (b) Connect the electrical connector DS52115 to sensor S52115 (CLOSED & LATCHED DR 4L).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 4L).
- (d) Close the door.

SUBTASK 52-00-00-420-017

(10) Entry Door 4 Right

- (a) Open the door.
- (b) Connect the electrical connector DS52215 to sensor S52215 (CLOSED & LATCHED DR 4R).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 4R).
- (d) Close the door.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-00-00-420-018

(11) Entry Door 5 Left

- (a) Open the door.
- (b) Connect the electrical connector DS52117 to sensor S52117 (CLOSED & LATCHED DR 5L).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 5L).
- (d) Close the door.

SUBTASK 52-00-00-420-019

(12) Entry Door 5 Right

- (a) Open the door.
- (b) Connect the electrical connector DS52217 to sensor S52217 (CLOSED & LATCHED DR 5R).
- (c) Connect the electrical connector DS52110 to sensor S52110 (LOCKED DR 5R).
- (d) Close the door.

EAD ALL

SUBTASK 52-00-00-420-020

(13) Do this task Passenger Entry Door Indication Functional Test, TASK 52-71-01-730-801.

D. Forward Cargo Door

SUBTASK 52-00-00-420-004

(1) Do the steps that follow:

- (a) Open the door.
- (b) Connect the electrical connector DS52021 to sensor S52021 (CLOSED).
- (c) Connect the electrical connector DS52042 to sensor S52042 (LATCHED).
- (d) Connect the electrical connector DS52022 to sensor S52022 (LOCKED).
- (e) Close the door.

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- (f) Do this task: Large Cargo Door Indication Proximity Sensor Test, TASK 52-71-02-730-801.

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

E. Large Aft Cargo Door

SUBTASK 52-00-00-420-005

- (1) Do the steps that follow:
- Open the door.
 - Connect the electrical connector DS52045 to sensor S52045 (CLOSED).
 - Connect the electrical connector DS52043 to sensor S52043 (LATCHED).
 - Connect the electrical connector DS52044 to sensor S52044 (LOCKED).
 - Close the door.
 - Do this task: Large Cargo Door Indication Proximity Sensor Test, TASK 52-71-02-730-801.

EAD 001-007, 009

F. Small Aft Cargo Door

SUBTASK 52-00-00-420-006

- (1) Do the steps that follow:
- Open the door.
 - Connect the electrical connector DS52023 to sensor S52023 (CLOSED).
 - Connect the electrical connector DS52024 to sensor S52024 (LATCHED/LOCKED).
 - Close the door.
 - Do this task: Small Cargo Door Indication Proximity Sensor Test, TASK 52-71-03-700-801.

EAD ALL

G. Bulk Cargo Door

SUBTASK 52-00-00-420-007

- (1) Do the steps that follow:
- Open the door.
 - Install and secure switch S52020 (CLOSED/LATCHED/LOCKED).
 - Close the door.
 - Do this task: Bulk Cargo Door Closed, Latched and Locked Switch Operational Test, TASK 52-71-04-710-801.

H. Forward Access Door

SUBTASK 52-00-00-420-008

- (1) Do the steps that follow:
- Open the door.
 - Connect the electrical connector DS52018 to sensor S52018 (CLOSED/LATCHED/LOCKED).
 - Close the door.

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- (d) Do this task: Forward Access Door Closed, Latched and Locked Proximity Sensor Operational Test, TASK 52-71-05-710-801.

I. Main Equipment Center (E/E Bay) Access Door

SUBTASK 52-00-00-420-009

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Connect the electrical connector DS52019 to sensor S52019 (CLOSED/LATCHED/LOCKED).
 - (c) Close the door.
 - (d) Do this task: Main Equipment Center Access Door Closed, Latched and Locked Proximity Sensor Operational Test, TASK 52-71-06-710-801.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

J. Off-Wing Escape Slide Compartment Door

SUBTASK 52-00-00-800-004

- (1) No applicable steps.

EAD 401-413

K. Main Deck Cargo Door

SUBTASK 52-00-00-420-010

- (1) Do the steps that follow:
 - (a) Open the door.
 - (b) Connect the electrical connector DS52053 to sensor S52053 (CLOSED).
 - (c) Connect the electrical connector DS52054 to sensor S52054 (LATCHED).
 - (d) Connect the electrical connector DS52055 to sensor S52055 (LOCKED).
 - (e) Close the door.
 - (f) Do this task: Main Deck Cargo Door Indication Proximity Sensor Test, TASK 52-71-08-730-801.

———— END OF TASK ————

| | |
|------------------------|-----------------|
| | |
| EFFECTIVITY EAD ALL | 52-00-00 |

D633W101-EAD



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AIRCRAFT MAINTENANCE MANUAL

DOORS - FATIGUE INSPECTIONS - MAINTENANCE PRACTICES

1. General

- A. This procedure contains MSG-3 task card data.

TASK 52-05-02-211-802

2. INTERNAL - SPECIAL DETAILED: FWD LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-002

- (1) Do the inspection.

———— END OF TASK ————

TASK 52-05-02-211-803

3. INTERNAL - SPECIAL DETAILED: FWD LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-003

- (1) Do the inspection.

———— END OF TASK ————

TASK 52-05-02-211-804

4. INTERNAL - SPECIAL DETAILED: FWD LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-004

- (1) Do the inspection.

———— END OF TASK ————

EAD 101, 102, 104, 106, 107, 111

TASK 52-05-02-211-805

5. INTERNAL - SPECIAL DETAILED: AFT LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-005

- (1) Do the inspection.

———— END OF TASK ————

TASK 52-05-02-211-806

6. INTERNAL - SPECIAL DETAILED: AFT LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-006

- (1) Do the inspection.

———— END OF TASK ————

———— EFFECTIVITY ————
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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EAD 101, 102, 104, 106, 107, 111 (Continued)

TASK 52-05-02-211-807

7. INTERNAL - SPECIAL DETAILED: AFT LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-007

- (1) Do the inspection.

———— END OF TASK ————

TASK 52-05-02-211-808

8. INTERNAL - SPECIAL DETAILED: AFT LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-02-211-008

- (1) Do the inspection.

———— END OF TASK ————

EAD 001-007, 009

TASK 52-05-02-211-809

9. INTERNAL/EXTERNAL - DETAILED: CABIN ENTRY DOOR

A. Inspection

SUBTASK 52-05-02-211-009

- (1) Do the inspection.

———— END OF TASK ————

TASK 52-05-02-211-810

10. INTERNAL/EXTERNAL - DETAILED: CABIN ENTRY DOOR

A. Inspection

SUBTASK 52-05-02-211-010

- (1) Do the inspection.

———— END OF TASK ————

EAD 001-007, 009, 101, 102, 104, 106, 107, 111

TASK 52-05-02-210-801

11. EXTERNAL - GENERAL VISUAL: Passenger Entry Doors

A. Inspection

SUBTASK 52-05-02-210-001

- (1) Do the inspection.

———— END OF TASK ————

———— EFFECTIVITY ————
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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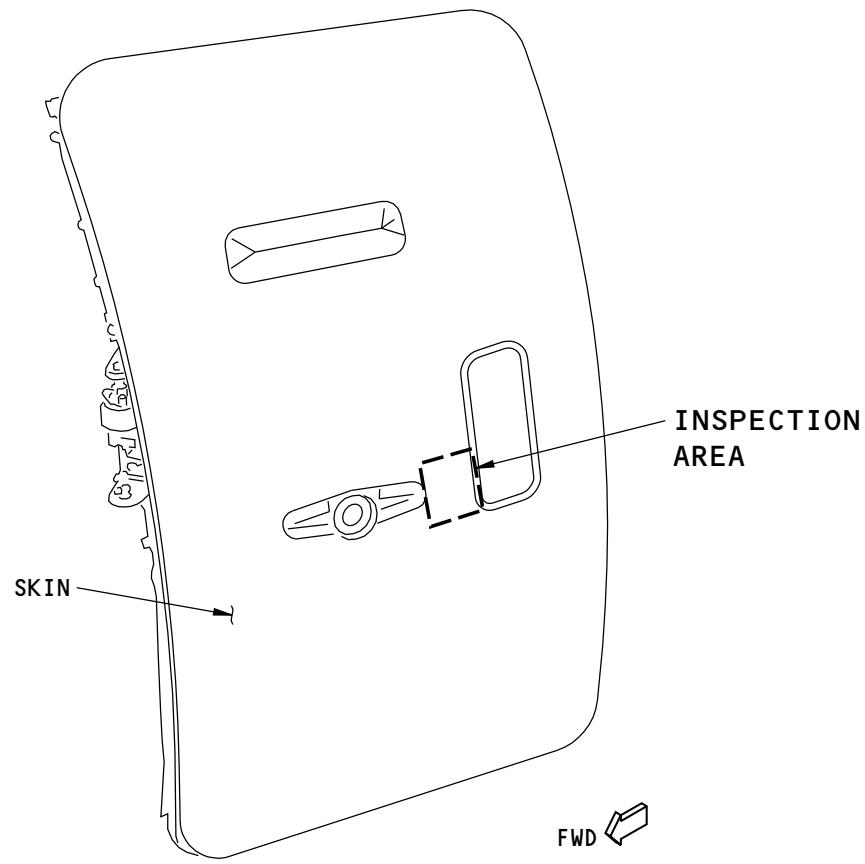
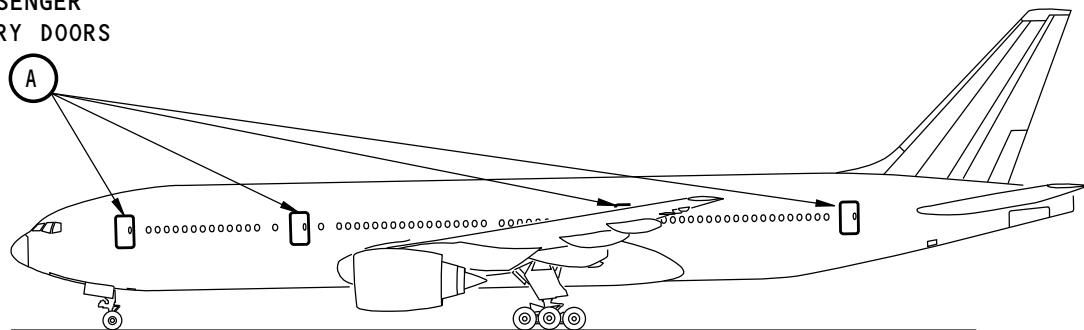
D633W101-EAD



**777-200/300
AIRCRAFT MAINTENANCE MANUAL**

PASSENGER
ENTRY DOORS

SEE **A**



**PASSENGER ENTRY DOOR
EXTERNAL VIEW
(EXAMPLE)**

A

1909272 S0000353320_V2

External - General Visual: Passenger Entry Doors
Figure 201/52-05-02-990-801

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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TASK 52-05-02-210-802

12. EXTERNAL - GENERAL VISUAL: Passenger Entry Doors

A. Inspection

SUBTASK 52-05-02-210-002

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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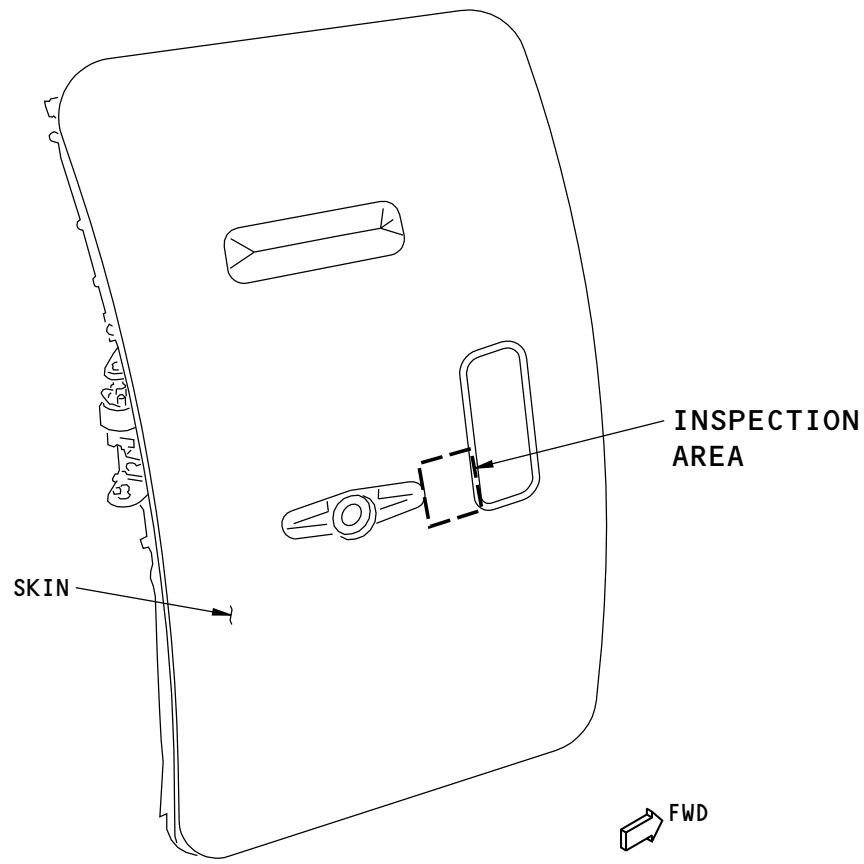
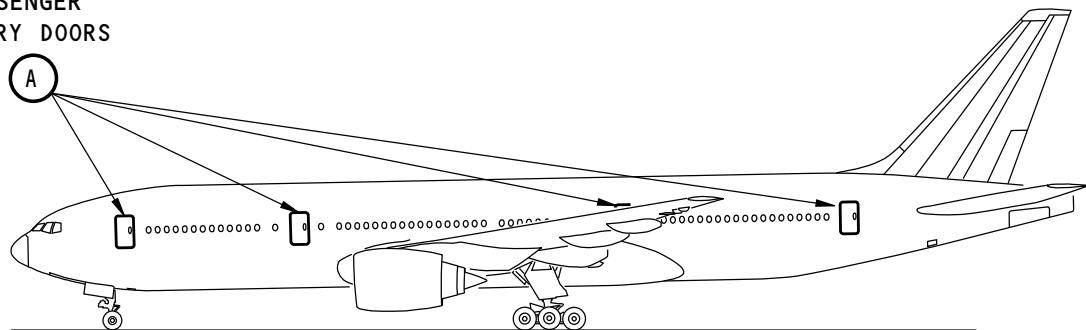
D633W101-EAD



777-200/300
AIRCRAFT MAINTENANCE MANUAL

PASSENGER
ENTRY DOORS

SEE **A**



PASSENGER ENTRY DOOR
EXTERNAL VIEW
(EXAMPLE)

A

1915968 S0000353323_V1

EXTERNAL - GENERAL VISUAL: Passenger Entry Doors
Figure 202/52-05-02-990-802

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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TASK 52-05-02-211-811

13. EXTERNAL - DETAILED: Passenger Doors - Outer Skin and Structure

A. Inspection

SUBTASK 52-05-02-211-011

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02

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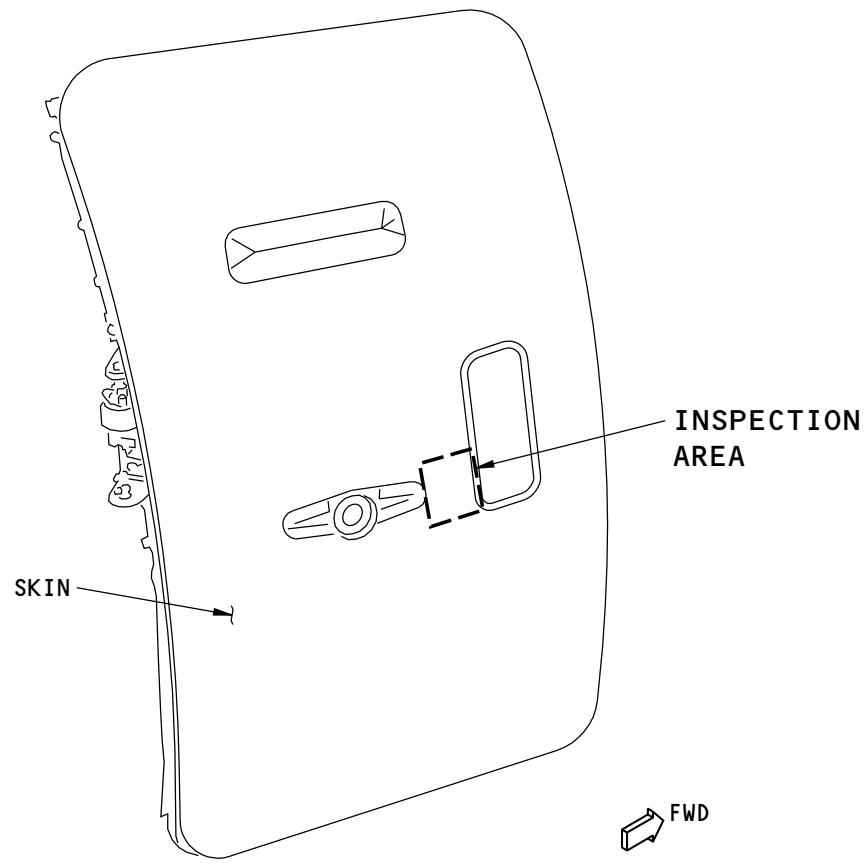
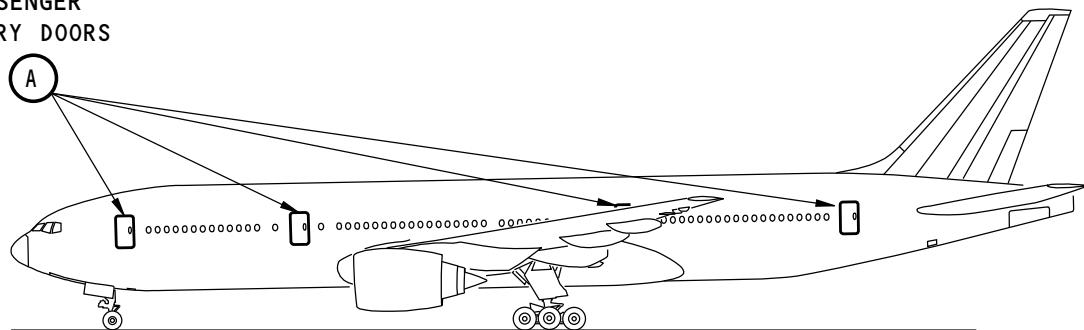
D633W101-EAD



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AIRCRAFT MAINTENANCE MANUAL

PASSENGER
ENTRY DOORS

SEE **A**



PASSENGER ENTRY DOOR
EXTERNAL VIEW
(EXAMPLE)

A

1915969 S0000357332_V1

Passenger Entry Door
Figure 203/52-05-02-990-803

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

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TASK 52-05-02-250-801

14. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Support Frame Fittings

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT PART 6, SUBJECT 53-30-02; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-001

- (1) Do the inspection per NDT PART 6, SUBJECT 53-30-02; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-802

15. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Support Frame Fitting

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-01; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-002

- (1) Do the inspection per NDT Part 6, SUBJECT 52-30-01; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-803

16. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Frame Inner Chord

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-03; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-003

- (1) Do the inspection.NDT Part 6, SUBJECT 52-30-03; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-808

17. INTERNAL - SPECIAL DETAILED: Large Cargo Door Outer Skin at Attachment to Main Hinges

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-04; HFEC of structure | Non-Destructive Testing |

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

52-05-02



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AIRCRAFT MAINTENANCE MANUAL

B. Inspection

SUBTASK 52-05-02-280-004

- (1) Do the inspection. NDT Part 6, SUBJECT 52-30-04; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-804

18. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Support Frame Fittings

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-02; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-005

- (1) Do the inspection.NDT Part 6, SUBJECT 52-30-02; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-805

19. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Support Frame Fitting

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-01; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-006

- (1) Do the inspection.NDT Part 6, SUBJECT 52-30-01; HFEC of structure

———— END OF TASK ————

TASK 52-05-02-250-806

20. INTERNAL - SPECIAL DETAILED: Large Cargo Door Latch Frame Inner Chord

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-03; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-007

- (1) Do the inspection.NDT Part 6, SUBJECT 52-30-03; HFEC of structure

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-02-250-807

21. INTERNAL - SPECIAL DETAILED: Large Cargo Door Outer Skin at Attachment to Main Hinges

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|---|-------------------------|
| NDT Part 6, SUBJECT 52-30-04; HFEC of structure | Non-Destructive Testing |

B. Inspection

SUBTASK 52-05-02-280-008

- (1) Do the inspection.NDT Part 6, SUBJECT 52-30-04; HFEC of structure

———— END OF TASK ——

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111

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DOORS - STRUCTURAL INSPECTIONS - MAINTENANCE PRACTICES

1. General

- A. This procedure contains MSG-3 task card data.

TASK 52-05-03-210-801

2. EXTERNAL - GENERAL VISUAL: FORWARD LARGE CARGO DOOR

(Figure 201)

A. Inspection

SUBTASK 52-05-03-210-001

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

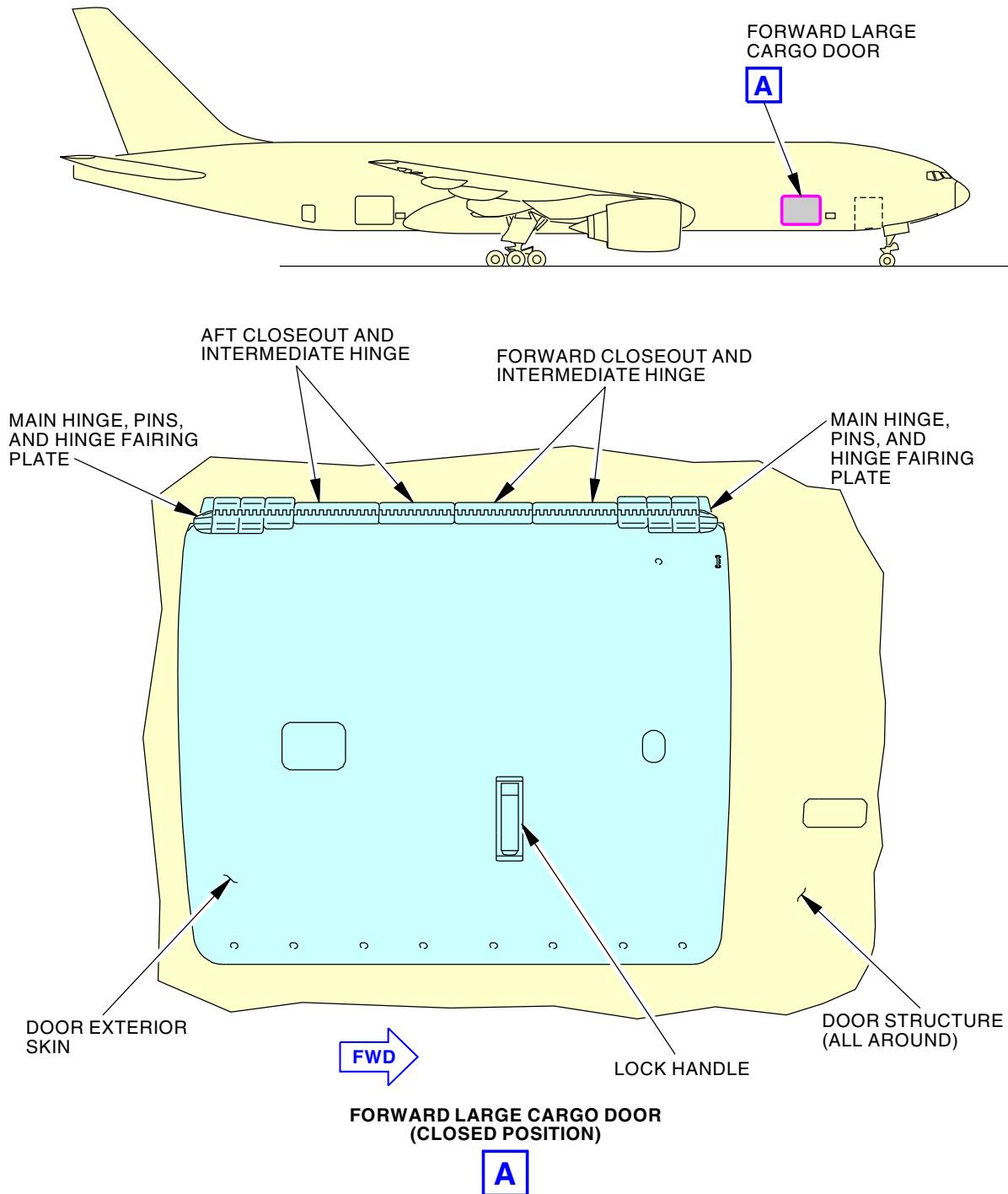
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G65454 S0006424469_V2

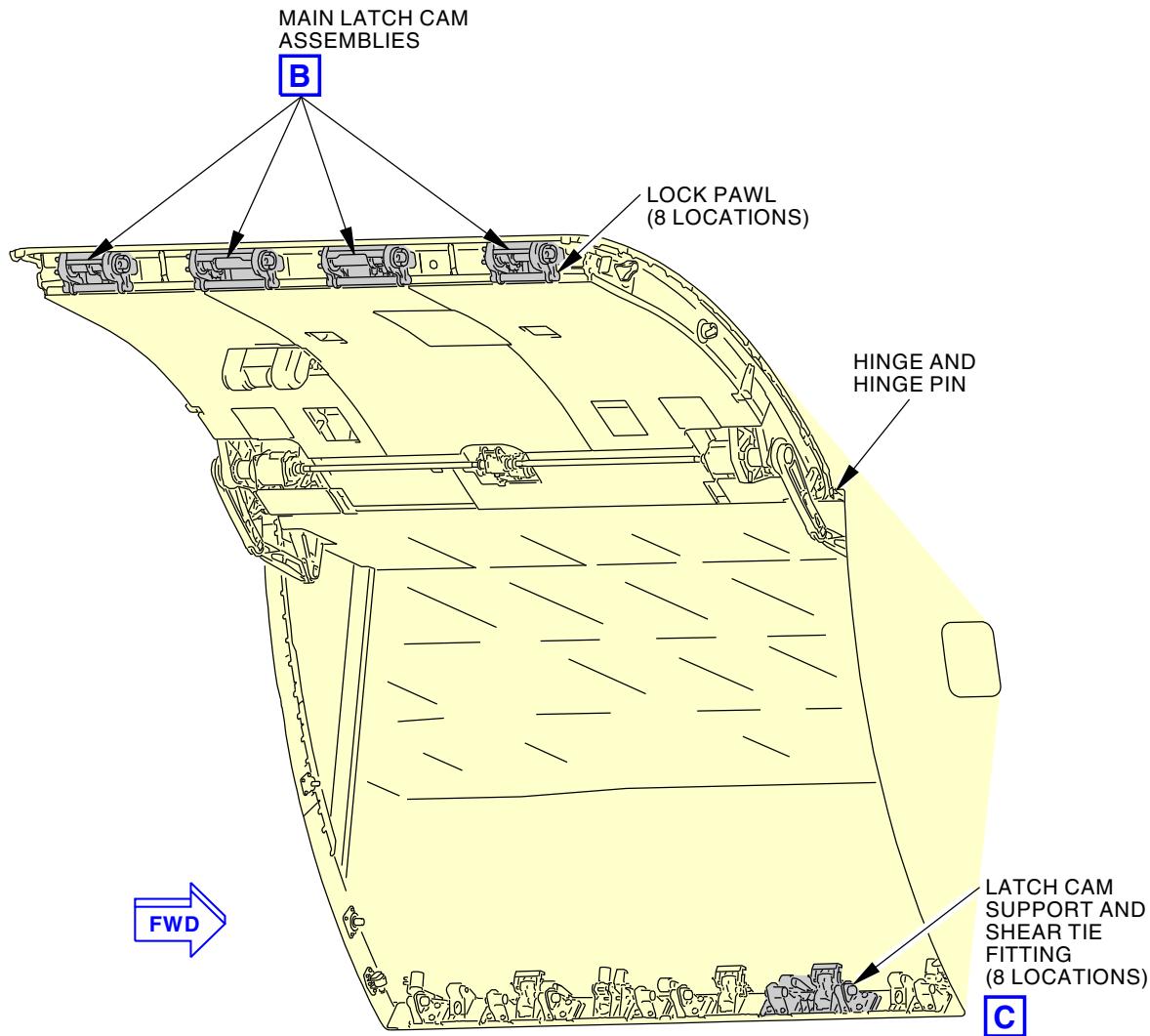
Forward Large Cargo Door General Visual (External)
Figure 201/52-05-03-990-801 (Sheet 1 of 3)

EFFECTIVITY
EAD ALL

52-05-03

D633W101-EAD

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FORWARD LARGE CARGO DOOR
(OPEN POSITION)

A

G65473 S0006424470_V2

Forward Large Cargo Door General Visual (External)
Figure 201/52-05-03-990-801 (Sheet 2 of 3)

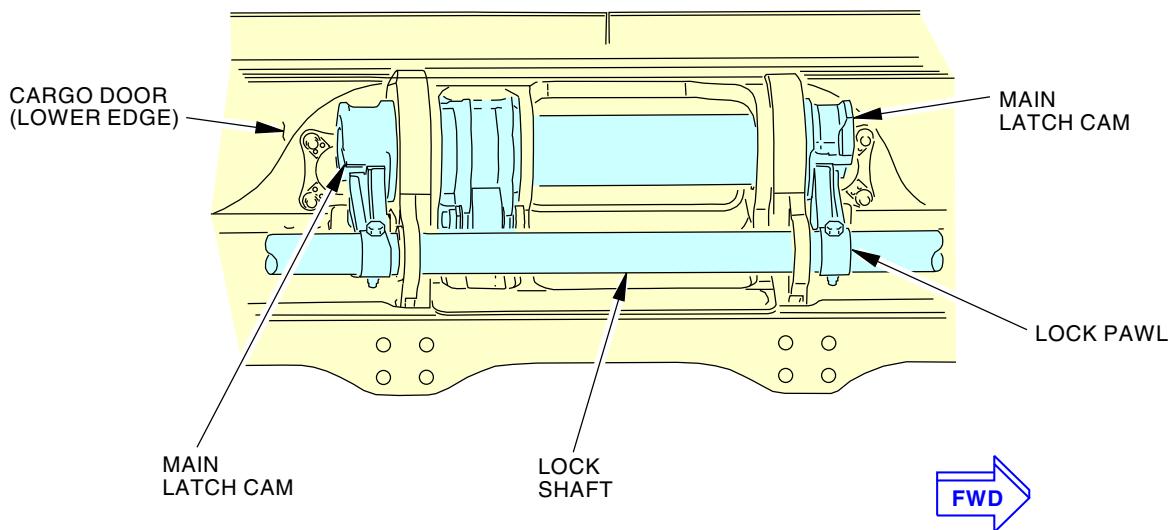
EFFECTIVITY
EAD ALL

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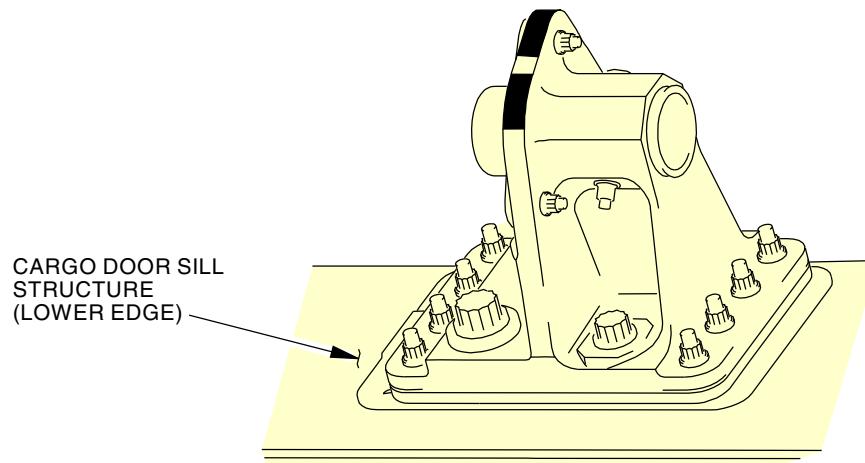


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AIRCRAFT MAINTENANCE MANUAL



MAIN LATCH CAM ASSEMBLY
(EXAMPLE, 4 LOCATIONS)

B



LATCH CAM SUPPORT AND SHEAR TIE FITTING
(EXAMPLE, 8 LOCATIONS)

C

G65463 S0000173830_V2

Forward Large Cargo Door General Visual (External)
Figure 201/52-05-03-990-801 (Sheet 3 of 3)

EFFECTIVITY
EAD ALL

52-05-03



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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-801

3. EXTERNAL - DETAILED: FORWARD LARGE CARGO DOOR

(Figure 202)

A. Inspection

SUBTASK 52-05-03-211-001

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

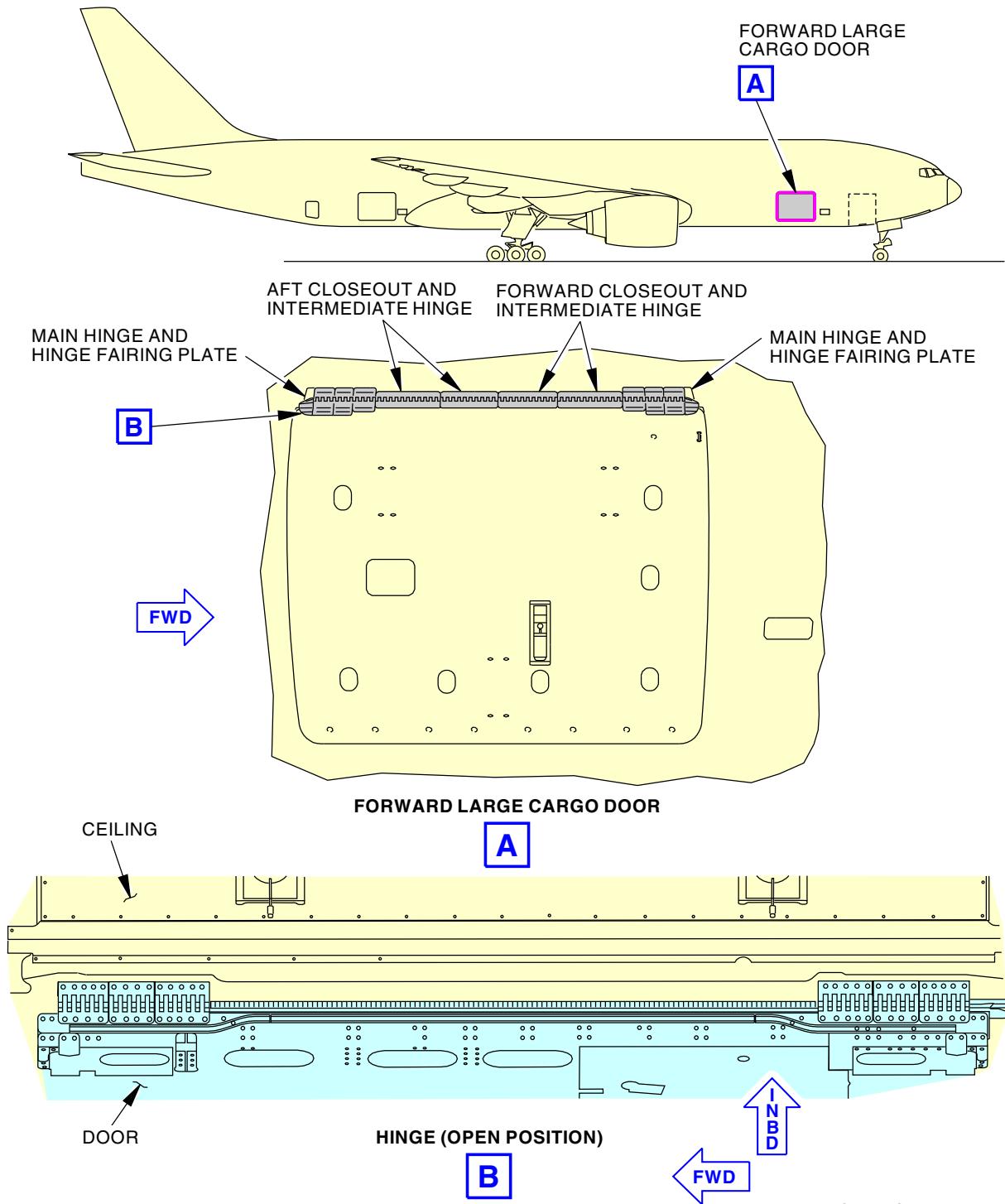
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AIRCRAFT MAINTENANCE MANUAL



G65493 S0006424472_V3

Hinge and Hinge Pins (Forward Large Cargo Door) (External)
Figure 202/52-05-03-990-802

EFFECTIVITY
EAD ALL

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TASK 52-05-03-211-802

4. **INTERNAL - DETAILED: FORWARD LARGE CARGO DOOR**
(Figure 203)

A. Inspection

SUBTASK 52-05-03-211-002

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

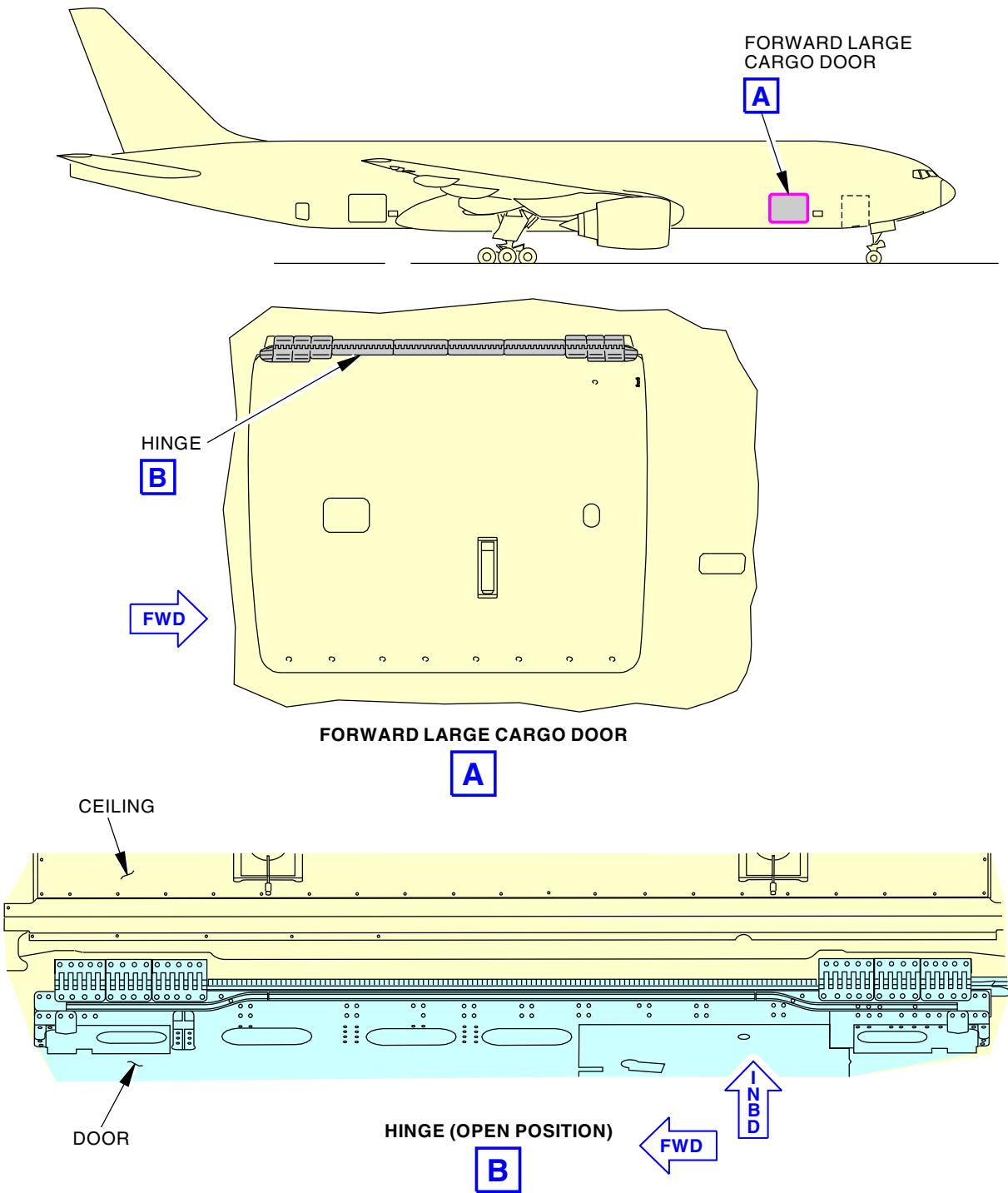
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AIRCRAFT MAINTENANCE MANUAL



1366954 S0000247180_V3

Forward Large Cargo Door Hinge and Hinge Pin
Figure 203/52-05-03-990-860

EFFECTIVITY
EAD ALL

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-211-803

5. INTERNAL - DETAILED: FORWARD LARGE CARGO DOOR

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|---|
| 52-34-15-000-801 | Main Cam Latches Removal (P/B 201) |
| 52-34-15-400-801 | Main Cam Latches Installation (P/B 201) |

B. Removal of Two Center Main Cam Latches

Main Cam Latches Removal, TASK 52-34-15-000-801

C. Inspection

SUBTASK 52-05-03-211-037

(1) (1) Do the Detailed Internal Inspection of Two Center Main Latch Cam Assemblies. Figure 204

D. Installation of Two Center Main Cam Latches

Main Cam Latches Installation, TASK 52-34-15-400-801

———— END OF TASK ————

— EFFECTIVITY —

EAD ALL

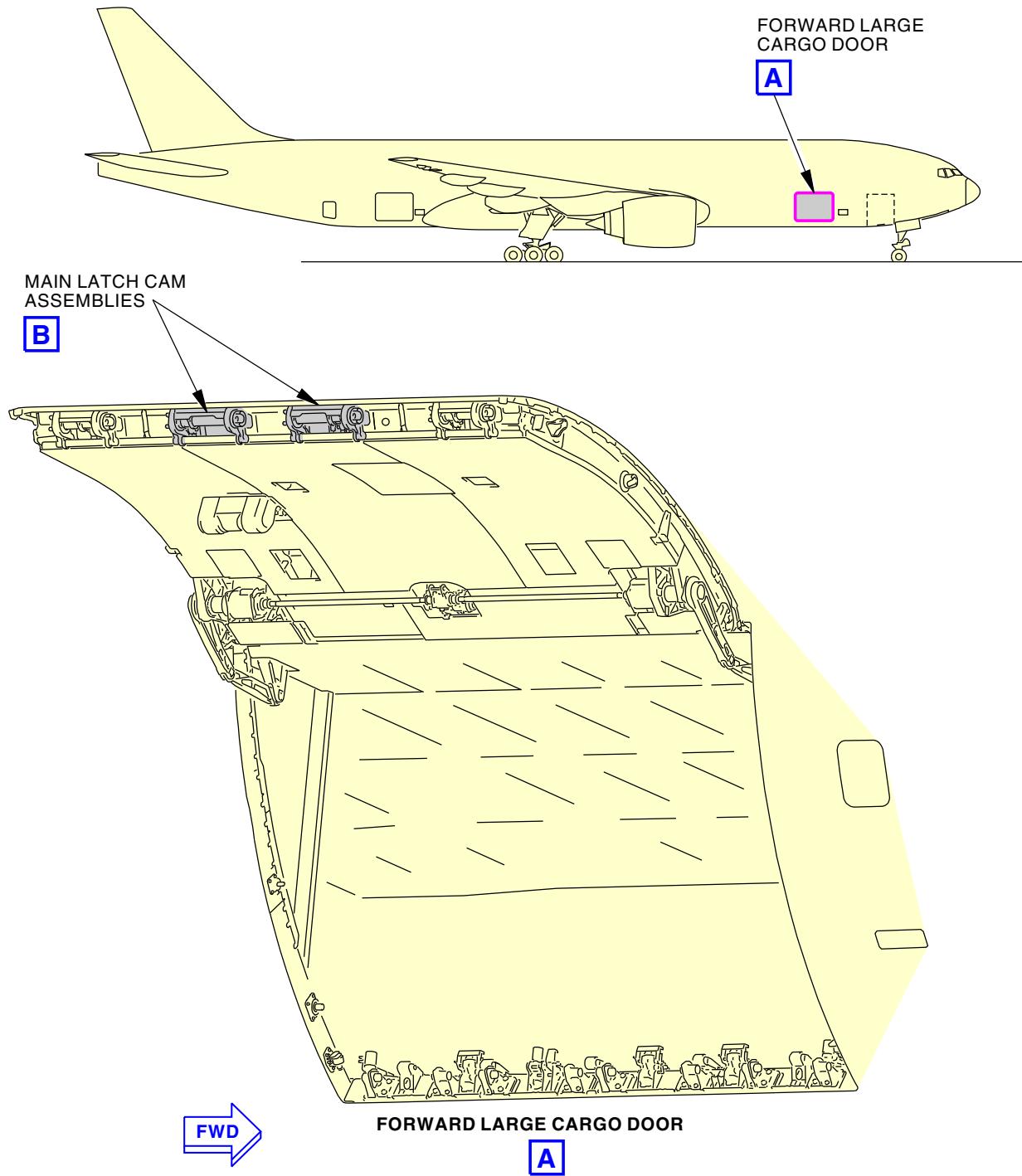
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G65484 S0000134722_V3

Main Latch Cam Assemblies (Forward Large Cargo Door)
Figure 204/52-05-03-990-851 (Sheet 1 of 2)

EFFECTIVITY
EAD ALL

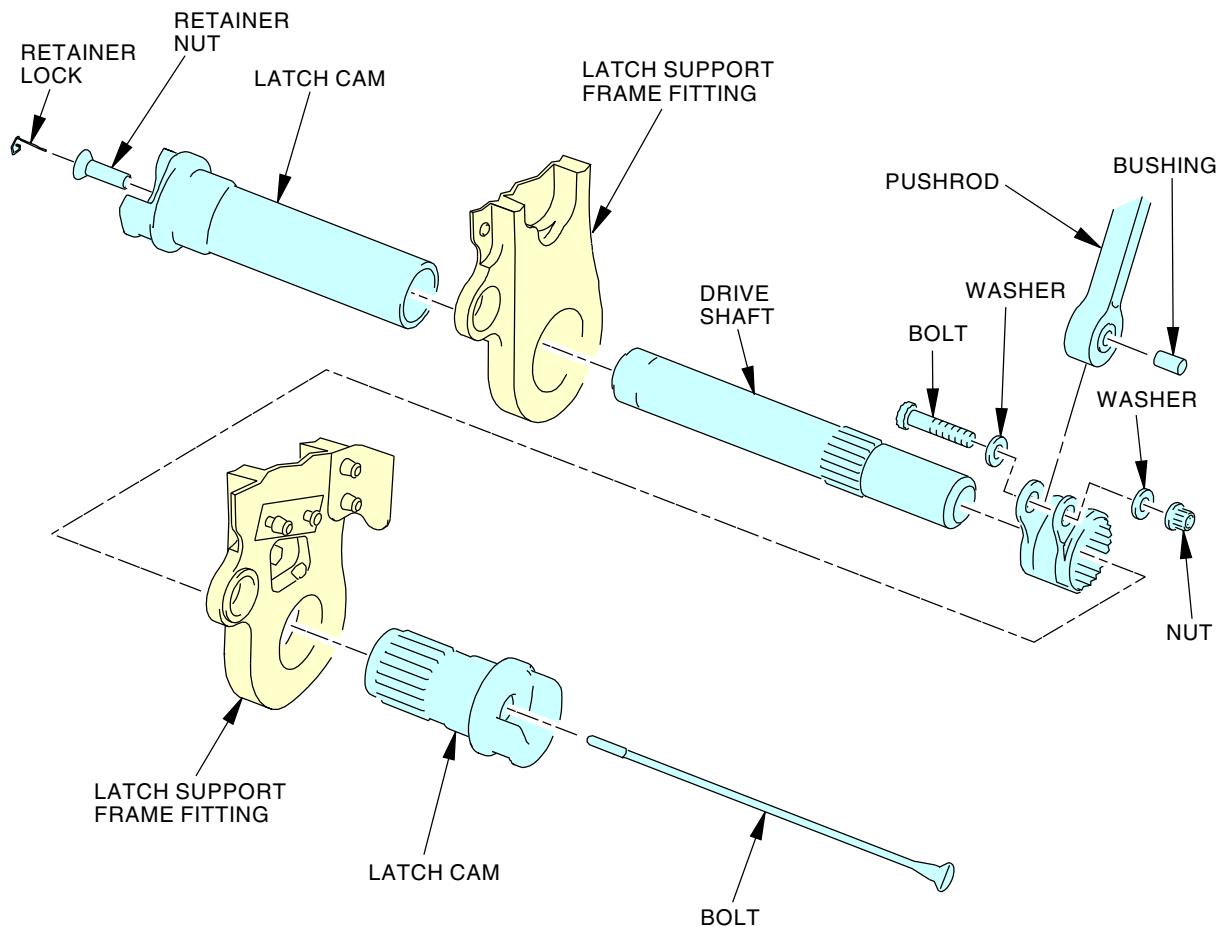
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MAIN LATCH CAM ASSEMBLY
(EXAMPLE)

B

G70776 S0000134725_V2

Main Latch Cam Assemblies (Forward Large Cargo Door)
Figure 204/52-05-03-990-851 (Sheet 2 of 2)

EFFECTIVITY
EAD ALL

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TASK 52-05-03-211-804

6. INTERNAL - DETAILED: FORWARD LARGE CARGO DOOR

A. Inspection

SUBTASK 52-05-03-211-004

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

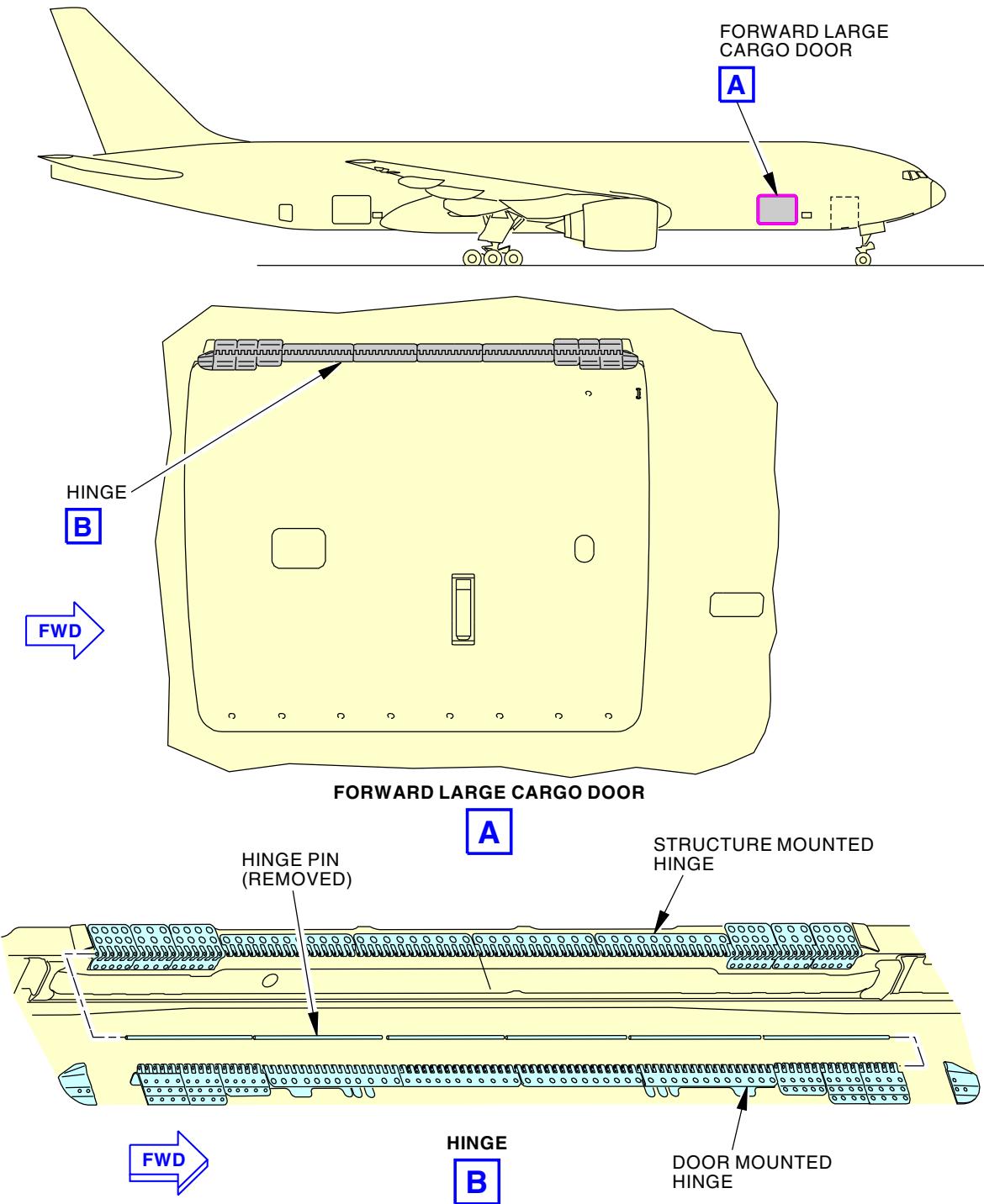
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AIRCRAFT MAINTENANCE MANUAL



G65683 S0006424474_V2

Hinge and Hinge Pins (Forward Large Cargo Door) (Internal)
Figure 205/52-05-03-990-852

EFFECTIVITY
EAD ALL

52-05-03

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EAD 001-007, 009

TASK 52-05-03-210-802

7. EXTERNAL - GENERAL VISUAL: AFT SMALL CARGO DOOR

(Figure 206)

A. Inspection

SUBTASK 52-05-03-210-002

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

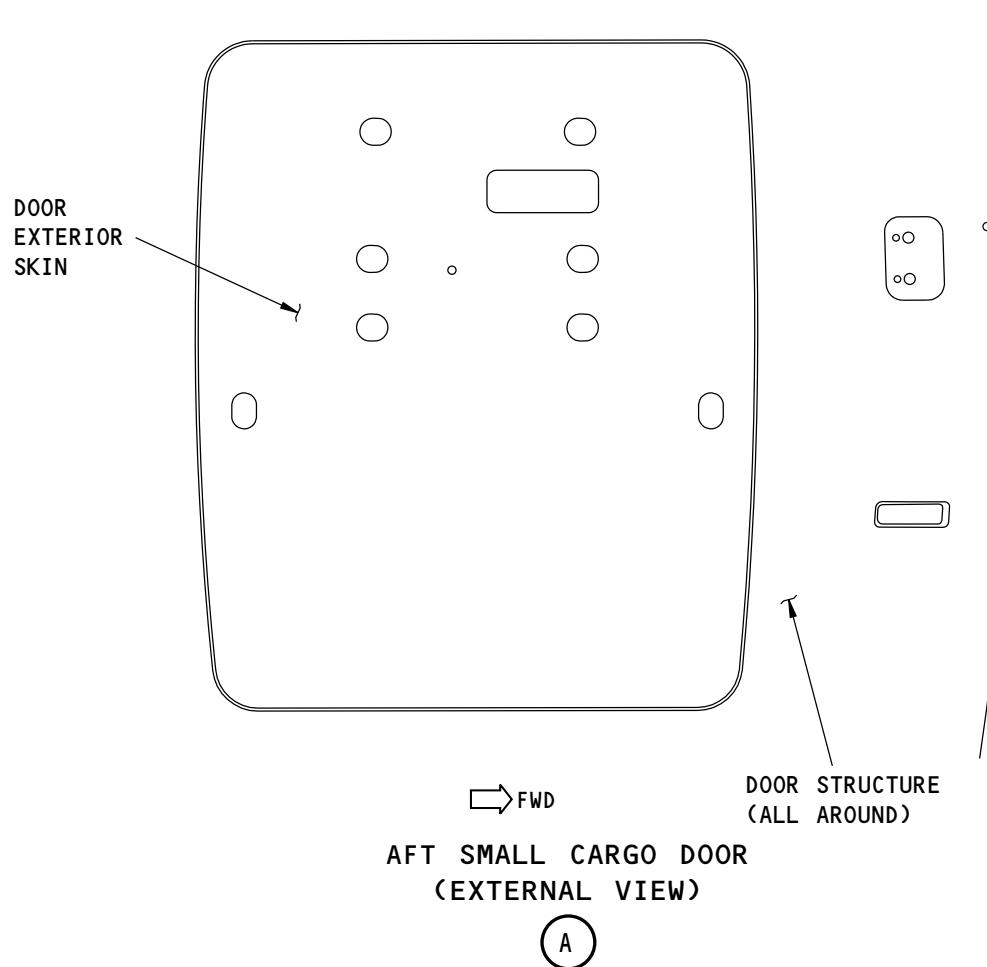
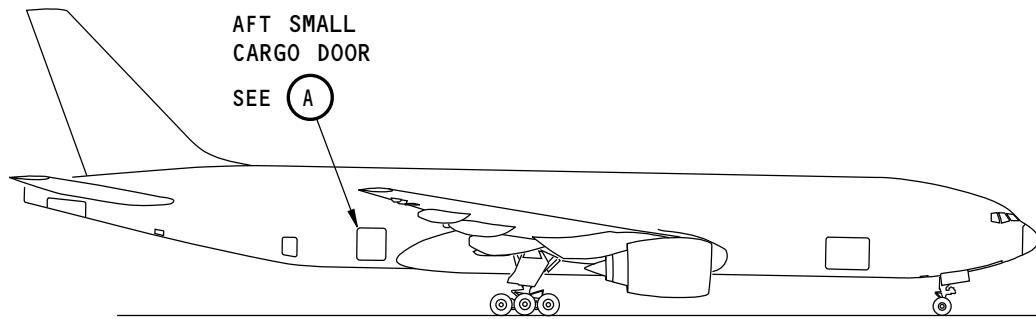
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AIRCRAFT MAINTENANCE MANUAL



G66203 S0006424478_V1

Aft Small Cargo Door General Visual (External)
Figure 206/52-05-03-990-804 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009

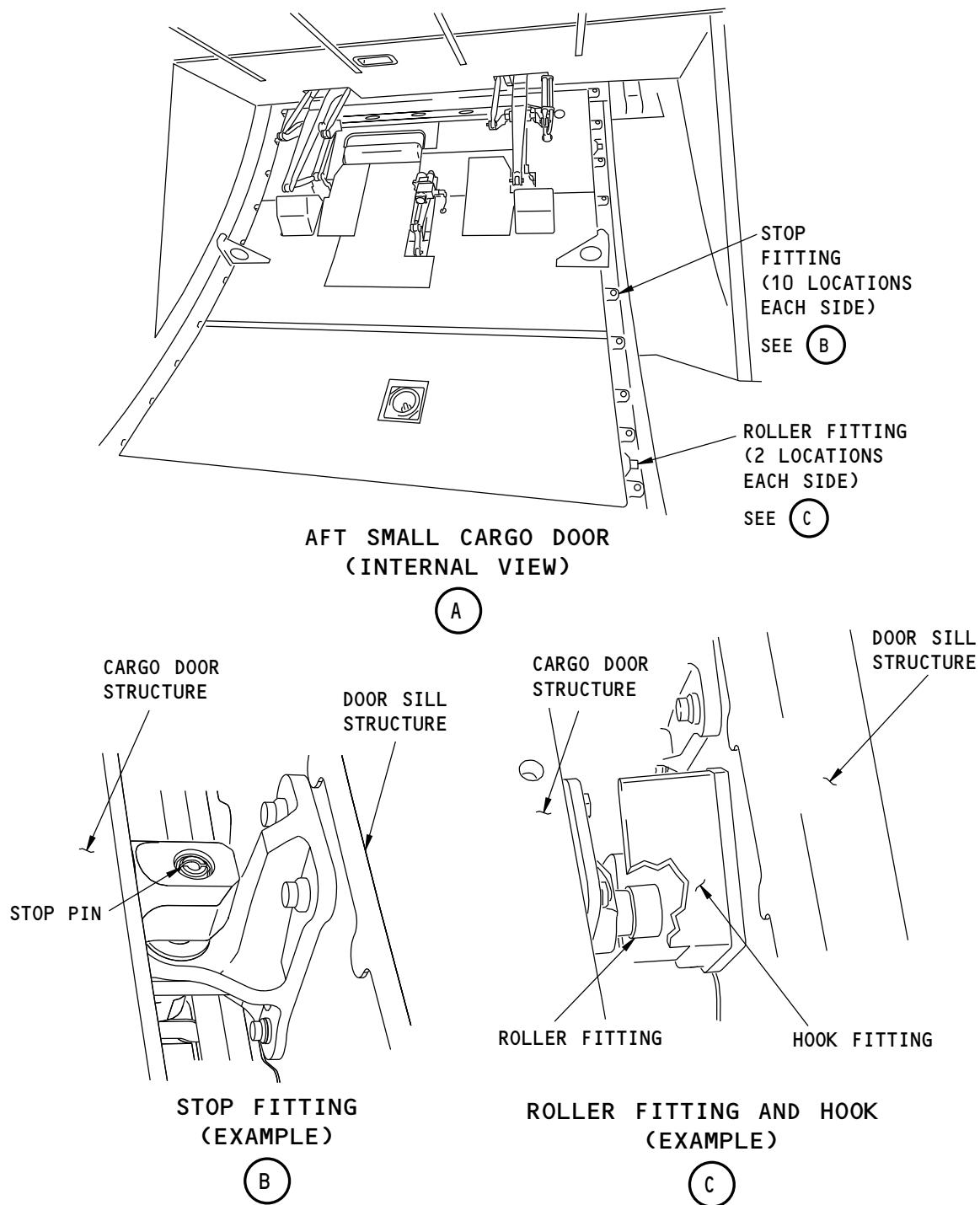
52-05-03

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G70886 S0006424479_V1

Aft Small Cargo Door General Visual (External)
Figure 206/52-05-03-990-804 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009

52-05-03

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EAD ALL

TASK 52-05-03-210-803

8. EXTERNAL - GENERAL VISUAL: BULK CARGO DOOR

(Figure 207)

A. Inspection

SUBTASK 52-05-03-210-003

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

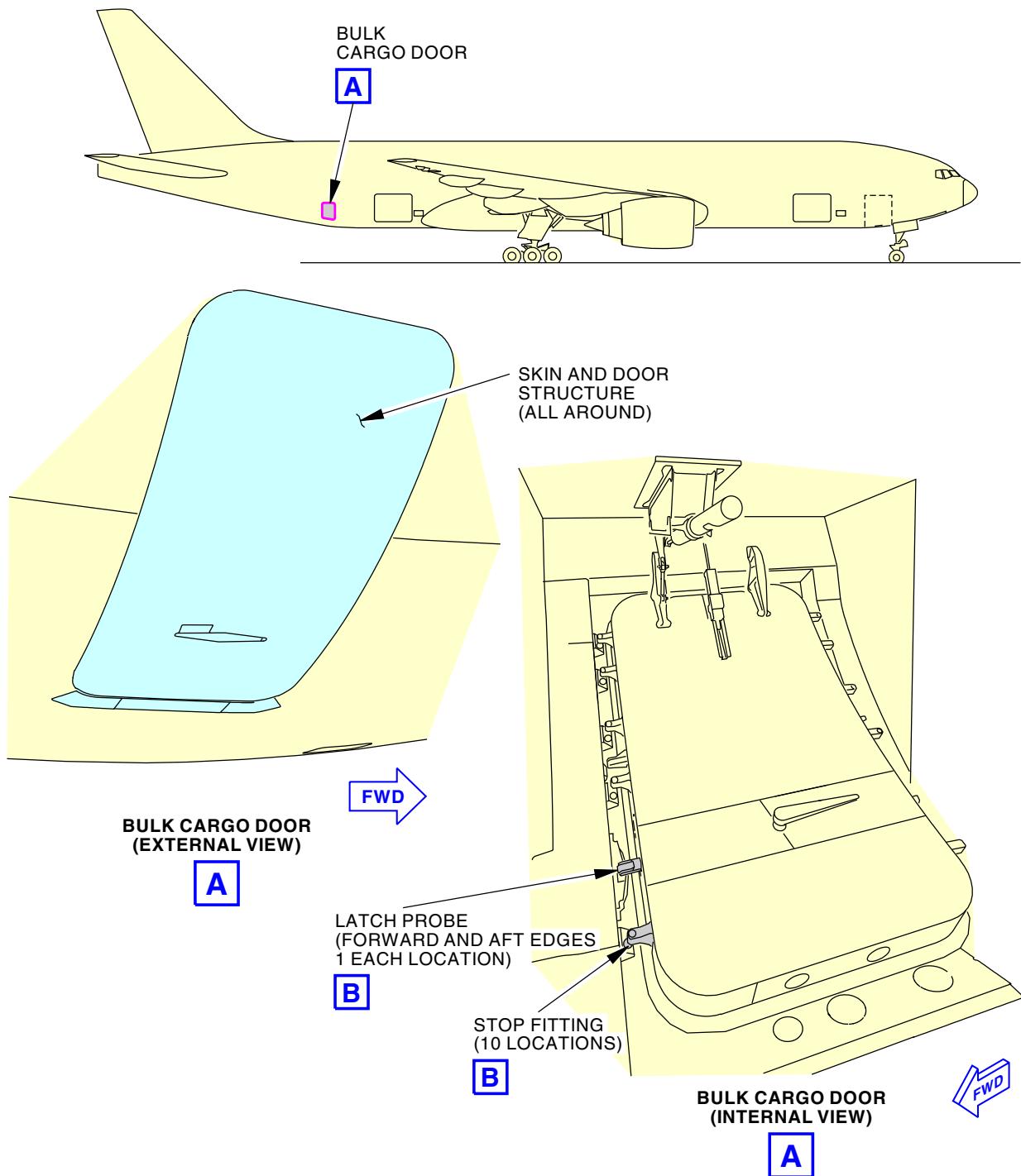
52-05-03

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G66428 S0006424481_V2

Bulk Cargo Door General Visual (External)
Figure 207/52-05-03-990-805 (Sheet 1 of 2)

EFFECTIVITY
EAD ALL

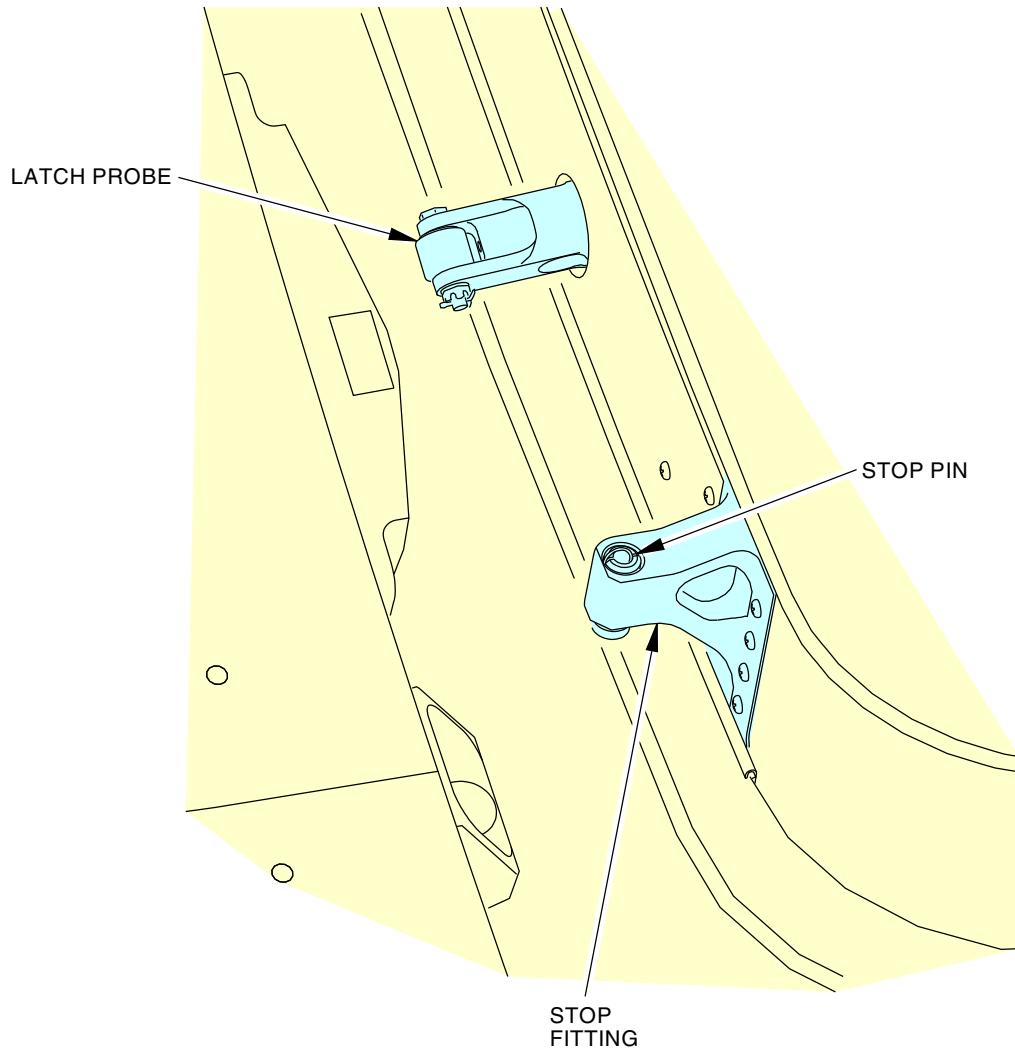
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LATCH PROBE AND STOP FITTING
(EXAMPLE)

B

G66443 S0006424482_V2

**Bulk Cargo Door General Visual (External)
Figure 207/52-05-03-990-805 (Sheet 2 of 2)**

EFFECTIVITY
EAD ALL

52-05-03

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-05-03-210-804

9. INTERNAL - GENERAL VISUAL: BULK CARGO DOOR

(Figure 208, Figure 209)

A. Inspection

SUBTASK 52-05-03-210-004

- (1) Do the inspection.

———— END OF TASK ————

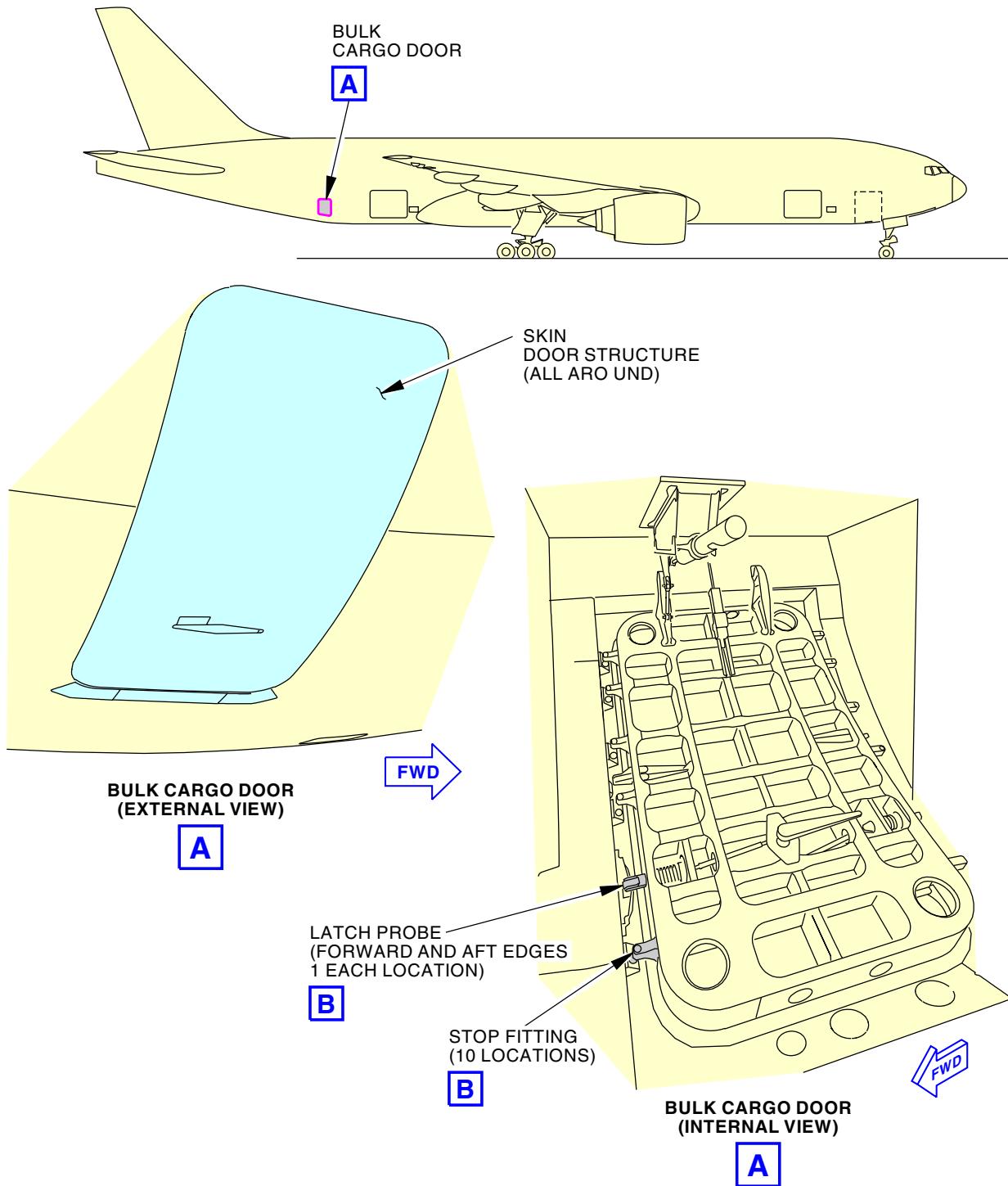
— EFFECTIVITY —
EAD ALL

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AIRCRAFT MAINTENANCE MANUAL**



G66376 S0006424484_V2

Bulk Cargo Door General Visual (Internal)
Figure 208/52-05-03-990-806 (Sheet 1 of 2)

EFFECTIVITY
EAD ALL

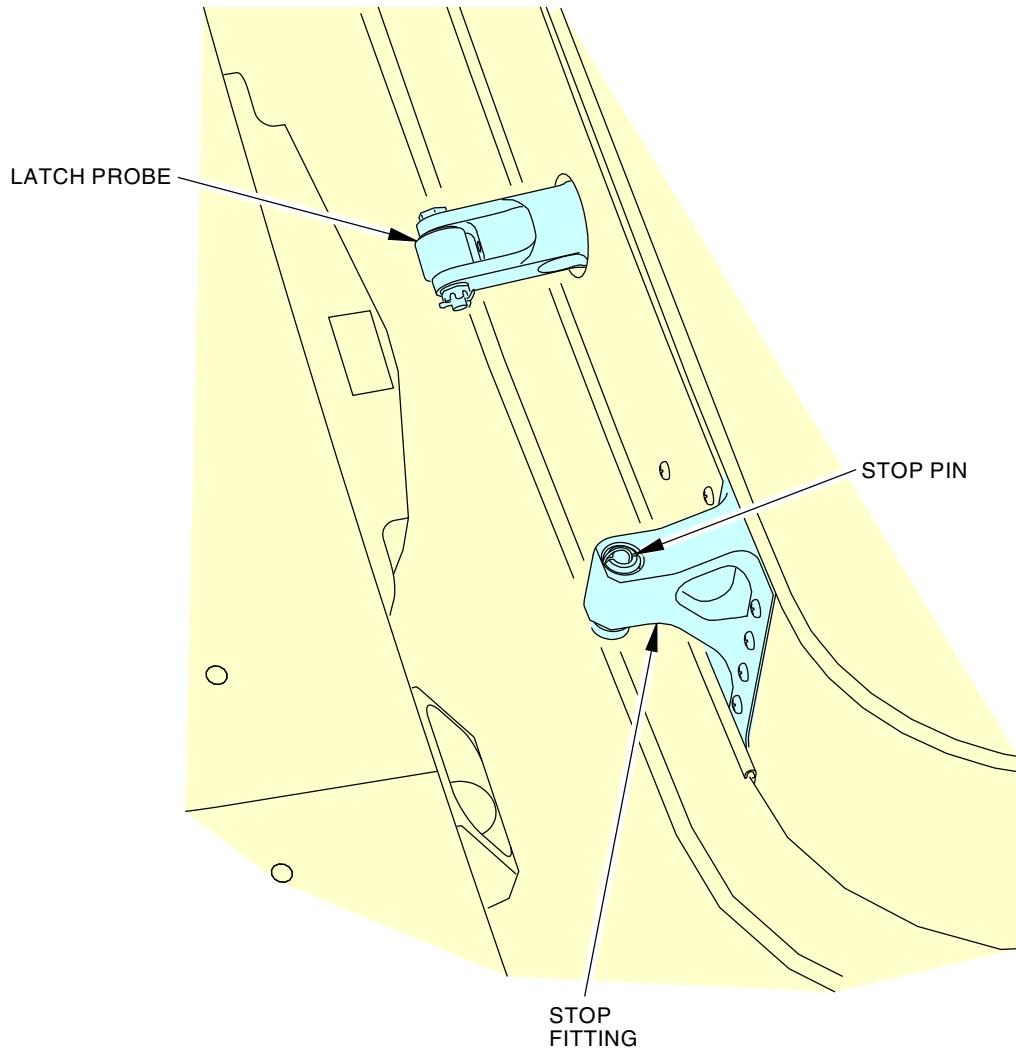
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LATCH PROBE AND STOP FITTING
(EXAMPLE)

B

G66398 S0006424485_V2

**Bulk Cargo Door General Visual (Internal)
Figure 208/52-05-03-990-806 (Sheet 2 of 2)**

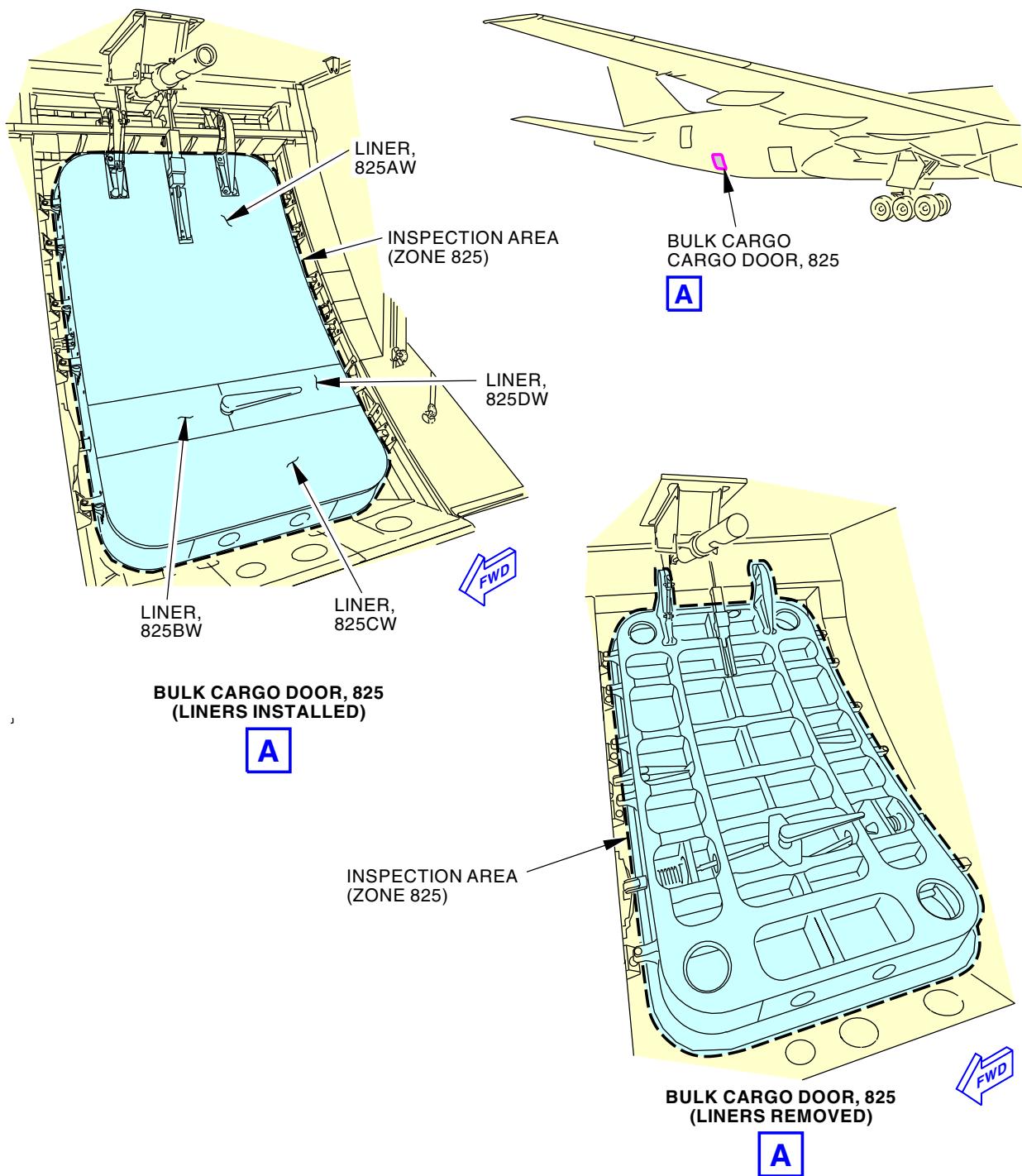
EFFECTIVITY
EAD ALL

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W68035 S0000128696_V2

Bulk Cargo Door
Figure 209/52-05-03-990-867

EFFECTIVITY
EAD ALL

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EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-805

10. EXTERNAL - GENERAL VISUAL: AFT LARGE CARGO DOOR

(Figure 210)

A. Inspection

SUBTASK 52-05-03-210-005

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

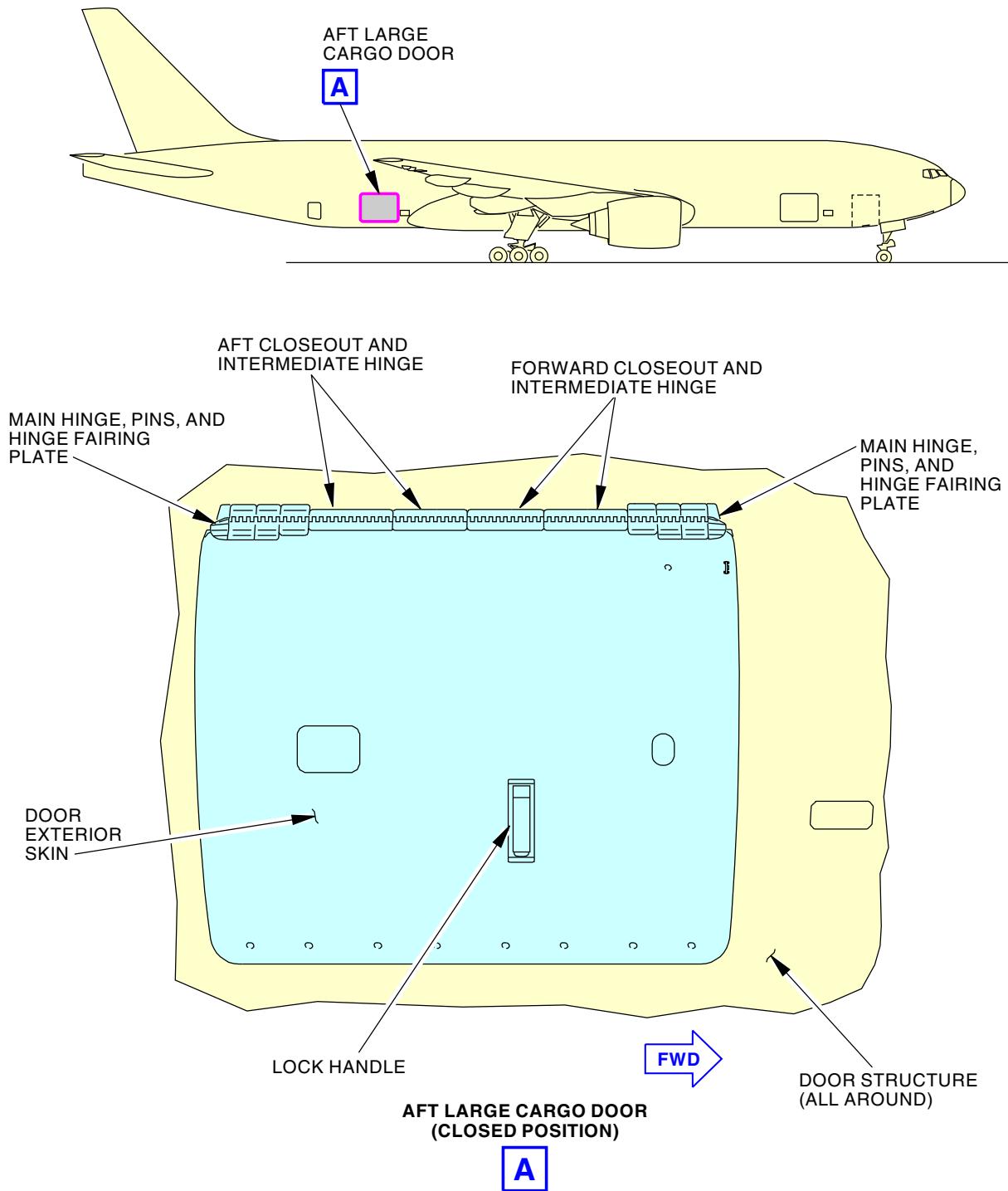
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G62833 S0006424487_V2

Aft Large Cargo Door General Visual (External)
Figure 210/52-05-03-990-807 (Sheet 1 of 3)

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

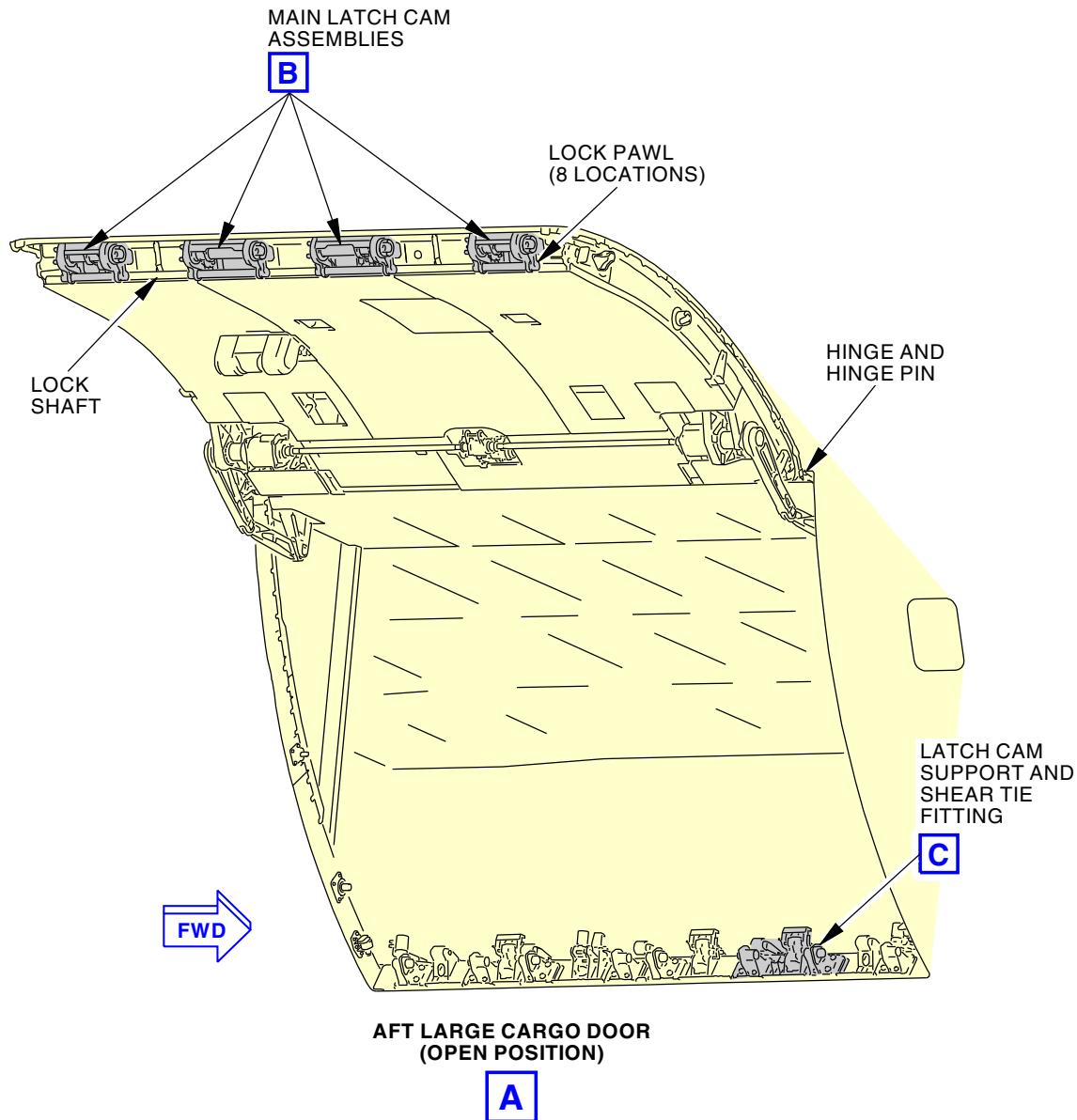
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G62493 S0006424488_V2

Aft Large Cargo Door General Visual (External)
Figure 210/52-05-03-990-807 (Sheet 2 of 3)

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

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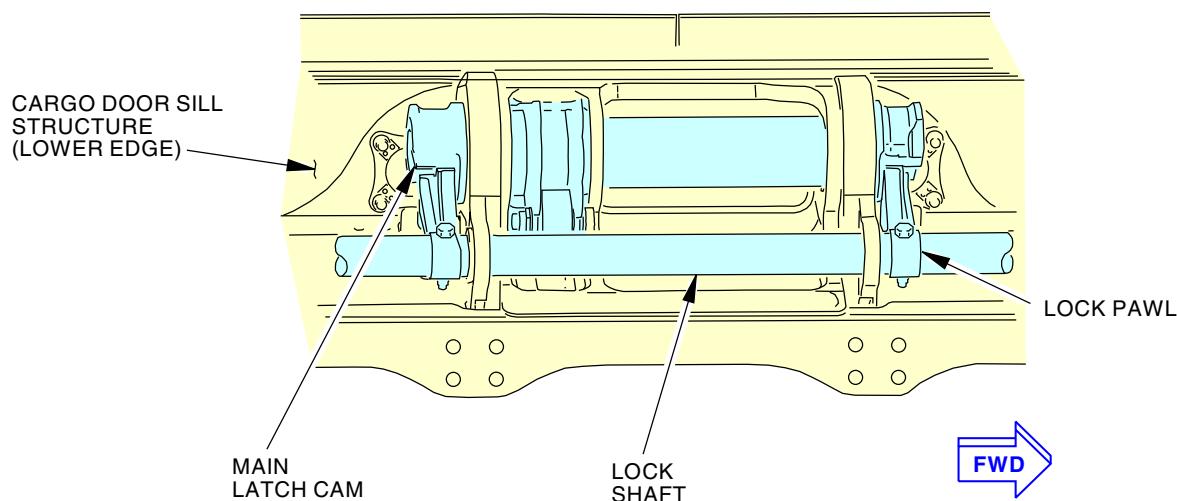
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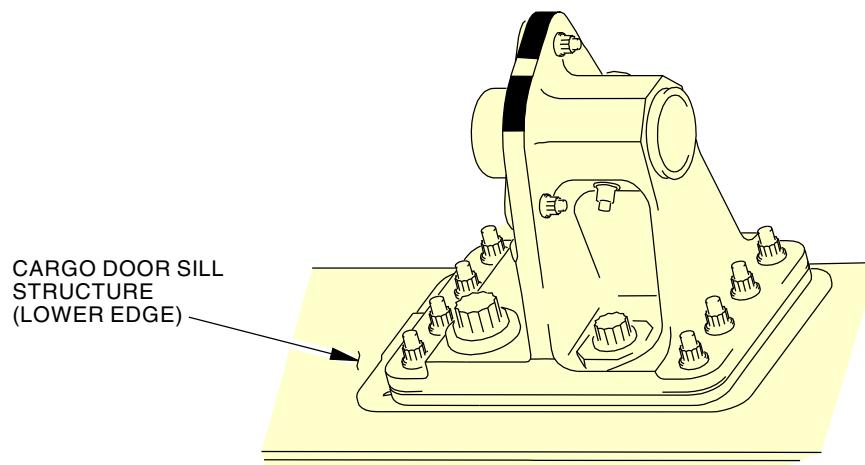


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AIRCRAFT MAINTENANCE MANUAL



MAIN LATCH CAM ASSEMBLY
(EXAMPLE, 4 LOCATIONS)

B



LATCH CAM SUPPORT AND SHEAR TIE FITTING
(EXAMPLE)

C

G62801 S0000173833_V2

Aft Large Cargo Door General Visual (External)
Figure 210/52-05-03-990-807 (Sheet 3 of 3)

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 (Continued)

TASK 52-05-03-211-805

11. EXTERNAL - DETAILED: AFT LARGE CARGO DOOR

(Figure 211)

A. Inspection

SUBTASK 52-05-03-211-005

- (1) Do the inspection.

———— END OF TASK ————

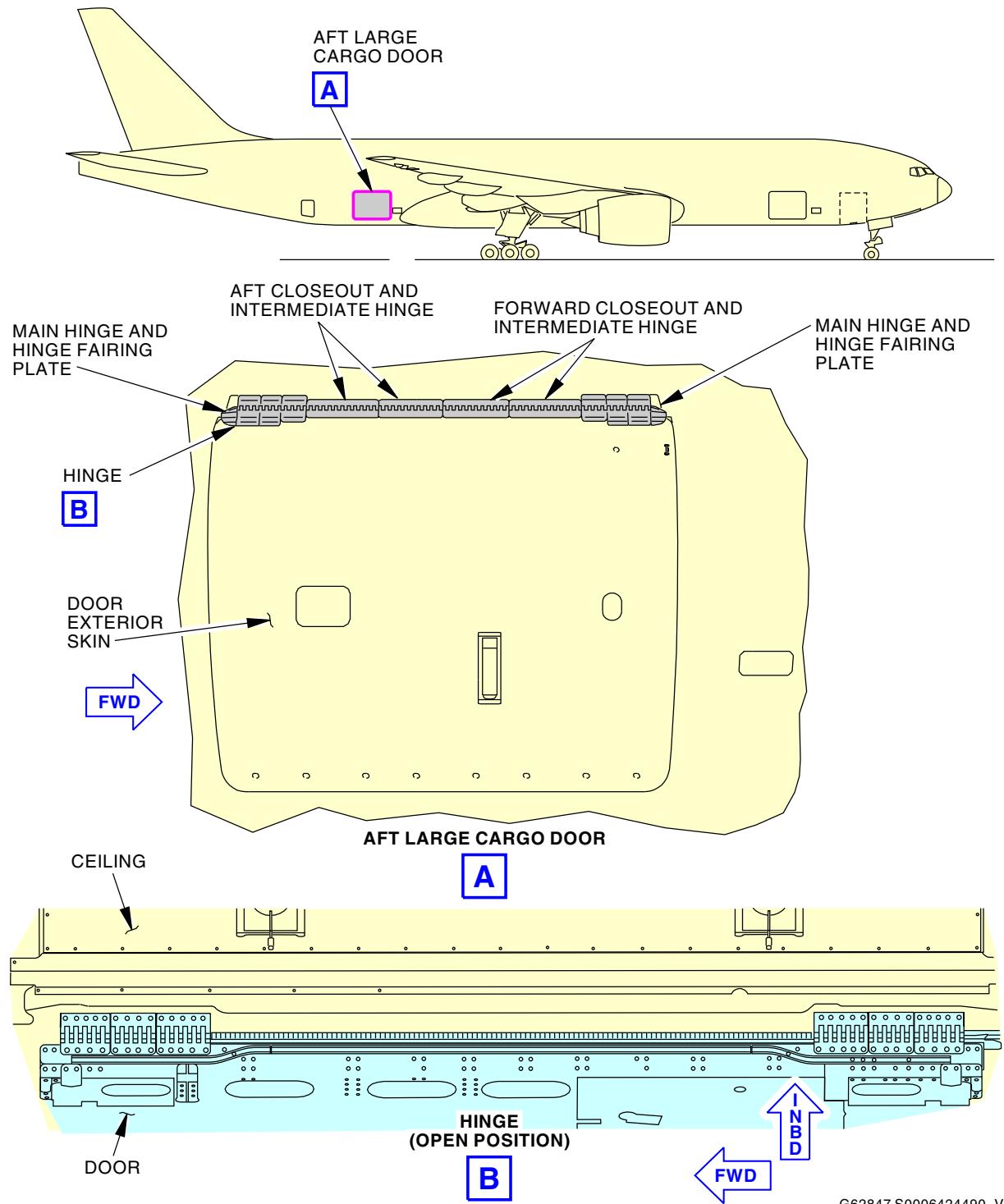
— EFFECTIVITY —
EAD ALL

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G62847 S0006424490_V3

Hinge and Hinge Pins (Aft Large Cargo Door) (External)
Figure 211/52-05-03-990-808

EFFECTIVITY
**EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
 401-413, 581-599, 601, 605-608, 613-999**

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EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 (Continued)

TASK 52-05-03-211-806

12. INTERNAL - DETAILED: AFT LARGE CARGO DOOR

(Figure 212)

A. Inspection

SUBTASK 52-05-03-211-006

- (1) Do the inspection.

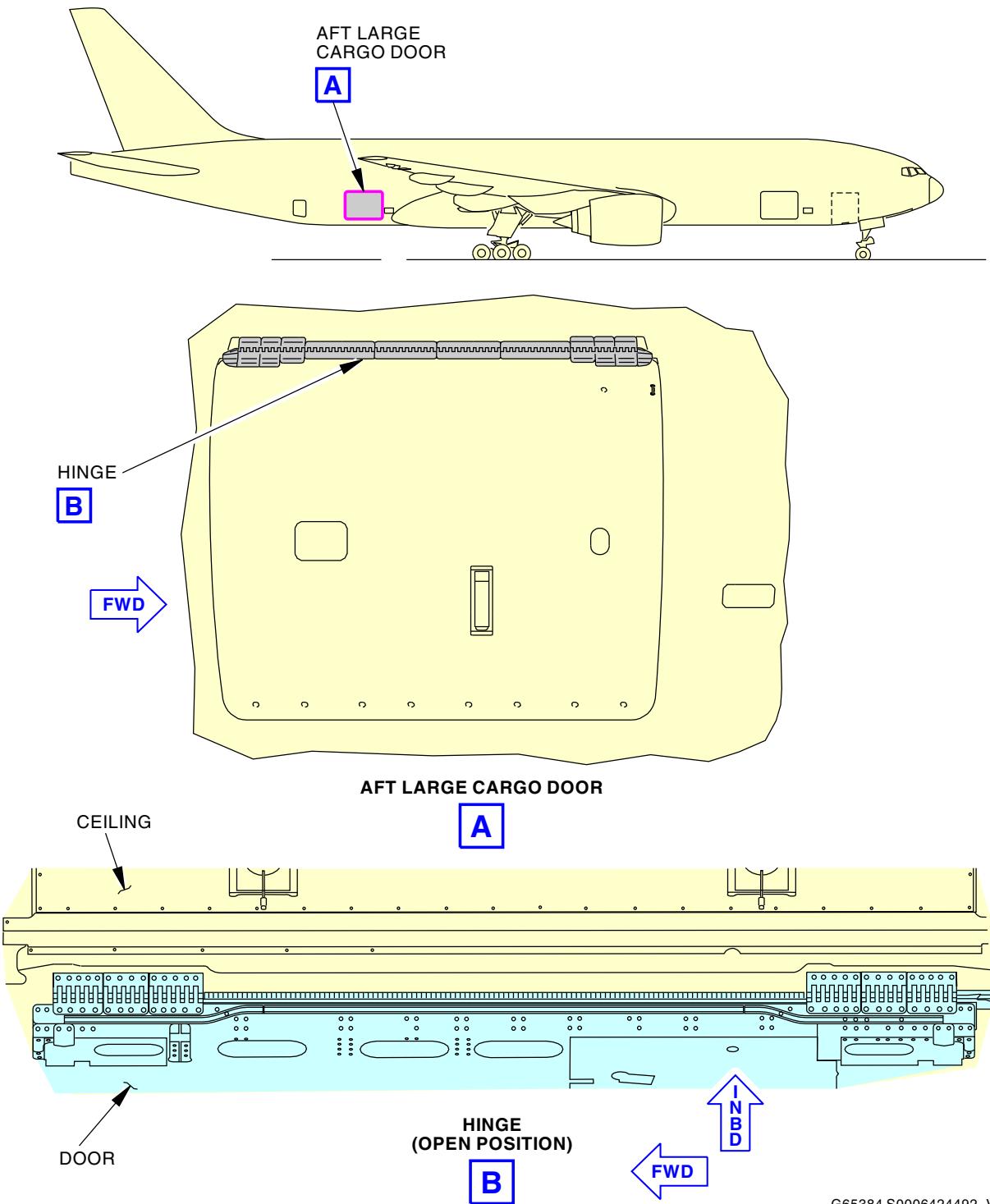
———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

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AIRCRAFT MAINTENANCE MANUAL**


G65384 S0006424492_V2

Hinge and Hinge Pins (Aft Large Cargo Door) (Internal)
Figure 212/52-05-03-990-809

EFFECTIVITY
**EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
 401-413, 581-599, 601, 605-608, 613-999**

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AIRCRAFT MAINTENANCE MANUAL

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 (Continued)

TASK 52-05-03-211-807

13. INTERNAL - DETAILED: AFT LARGE CARGO DOOR

(Figure 213)

NOTE: This procedure is a scheduled maintenance task.

A. References

| Reference | Title |
|------------------|---|
| 52-37-15-000-801 | Main Cam Latches Removal (P/B 201) |
| 52-37-15-400-801 | Main Cam Latches Installation (P/B 201) |

B. Removal of Two Center Main Cam Latches

Main Cam Latches Removal, TASK 52-37-15-000-801

C. Inspection

SUBTASK 52-05-03-211-007

- (1) Do the Detailed Internal Inspection of Two Center Main Latch Cam Assemblies

D. Installation of Two Center Main Cam Latches

Main Cam Latches Installation, TASK 52-37-15-400-801

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

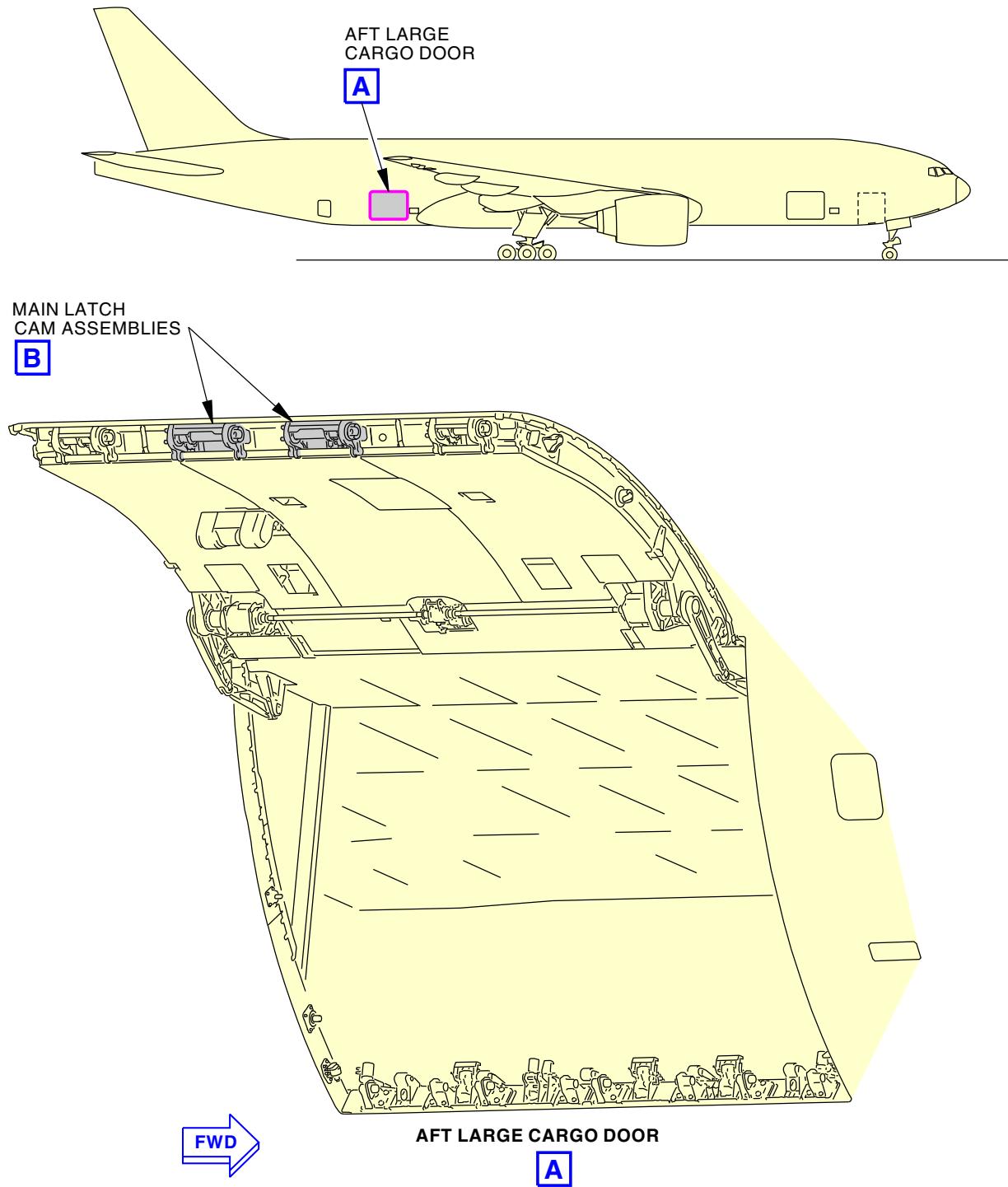
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G66373 S0006424494_V3

Main Latch Cam Assmblies (Aft Large Cargo Door)
Figure 213/52-05-03-990-810 (Sheet 1 of 2)

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

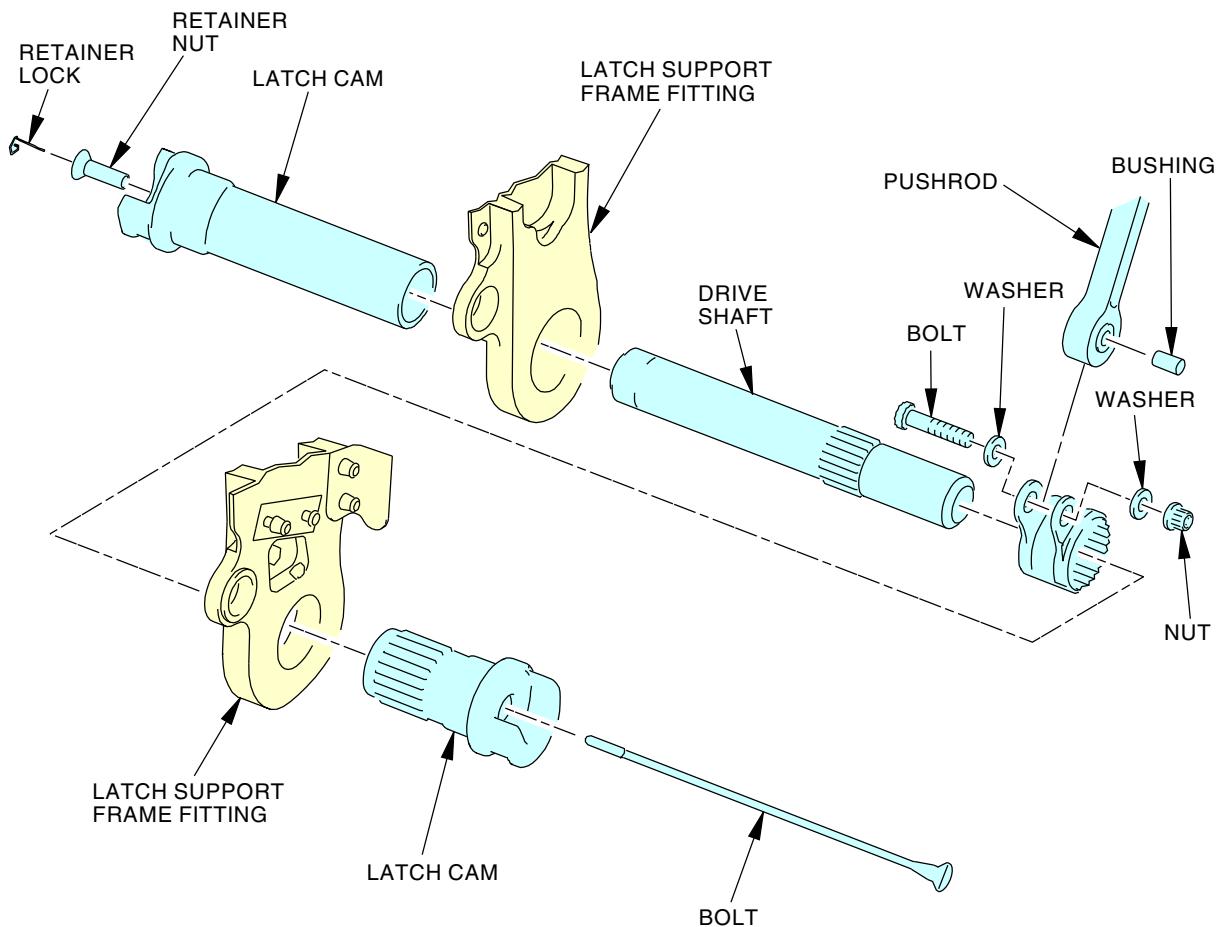
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MAIN LATCH CAM ASSEMBLY
(EXAMPLE)

B

G70768 S0006424495_V2

Main Latch Cam Assmblies (Aft Large Cargo Door)
Figure 213/52-05-03-990-810 (Sheet 2 of 2)

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 (Continued)

TASK 52-05-03-211-808

14. INTERNAL - DETAILED: AFT LARGE CARGO DOOR

(Figure 214)

A. Inspection

SUBTASK 52-05-03-211-008

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

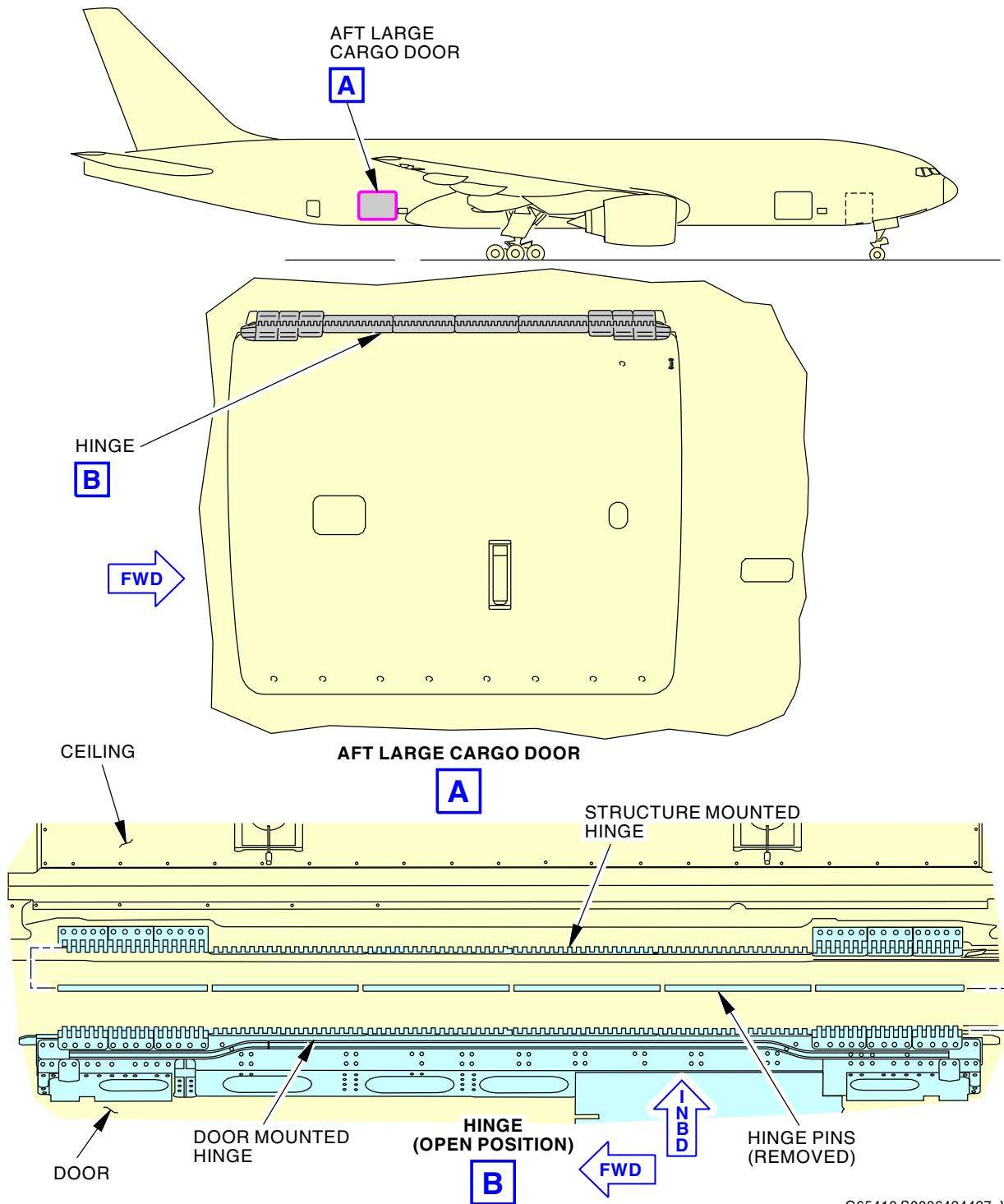
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AIRCRAFT MAINTENANCE MANUAL



G65410 S0006424497_V2

Hinge Pins (Aft Large Cargo Door)
Figure 214/52-05-03-990-811

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

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EAD ALL

TASK 52-05-03-210-806

15. EXTERNAL - GENERAL VISUAL: LEFT #1 PASSENGER ENTRY DOOR

(Figure 215)

A. Inspection

SUBTASK 52-05-03-210-006

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

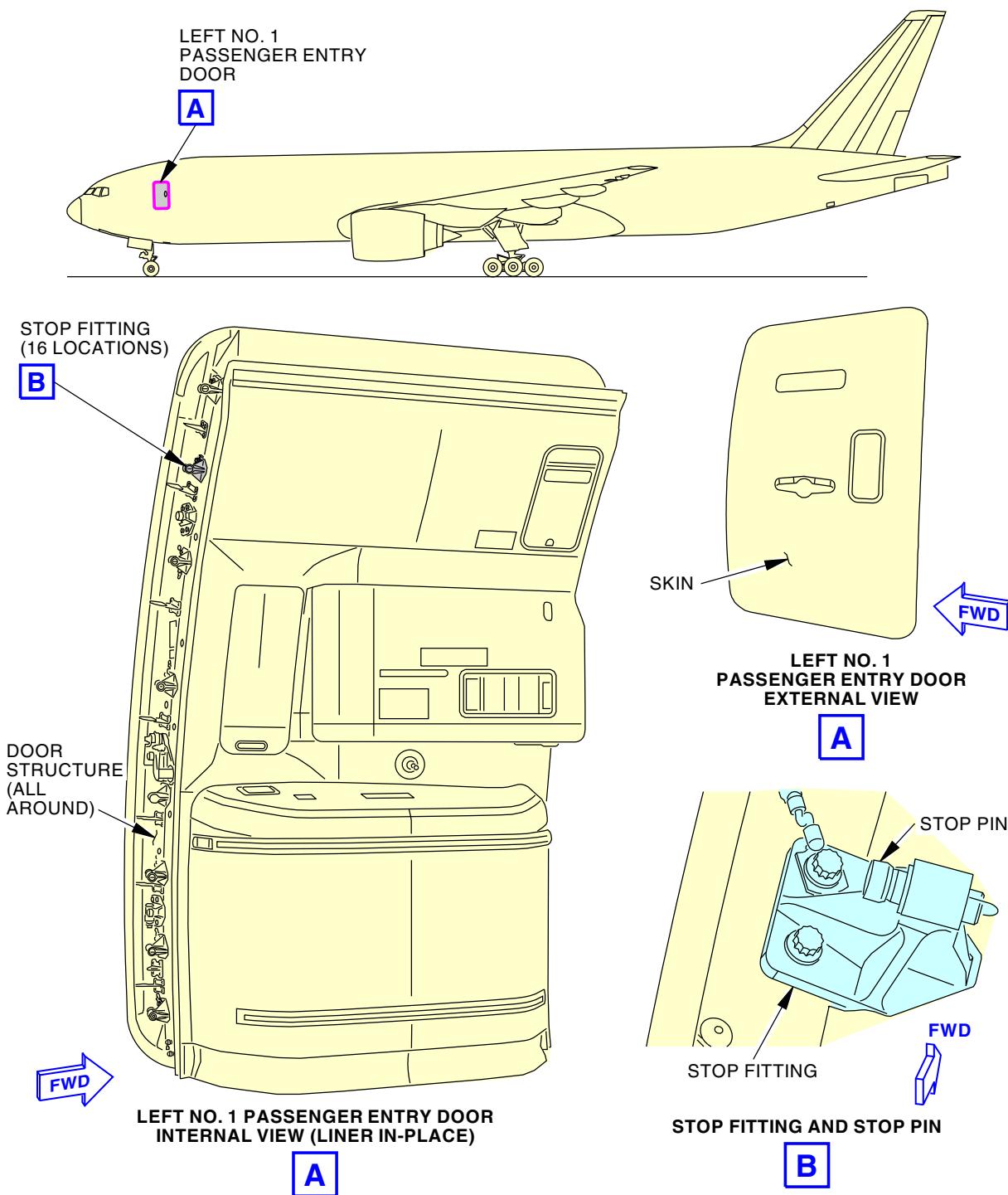
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G66115 S0006424499_V3

Left No. 1 Passenger Entry Door
Figure 215/52-05-03-990-812

EFFECTIVITY
EAD ALL

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-807

16. EXTERNAL - GENERAL VISUAL: LEFT #2 PASSENGER ENTRY DOOR

(Figure 216)

A. Inspection

SUBTASK 52-05-03-210-007

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

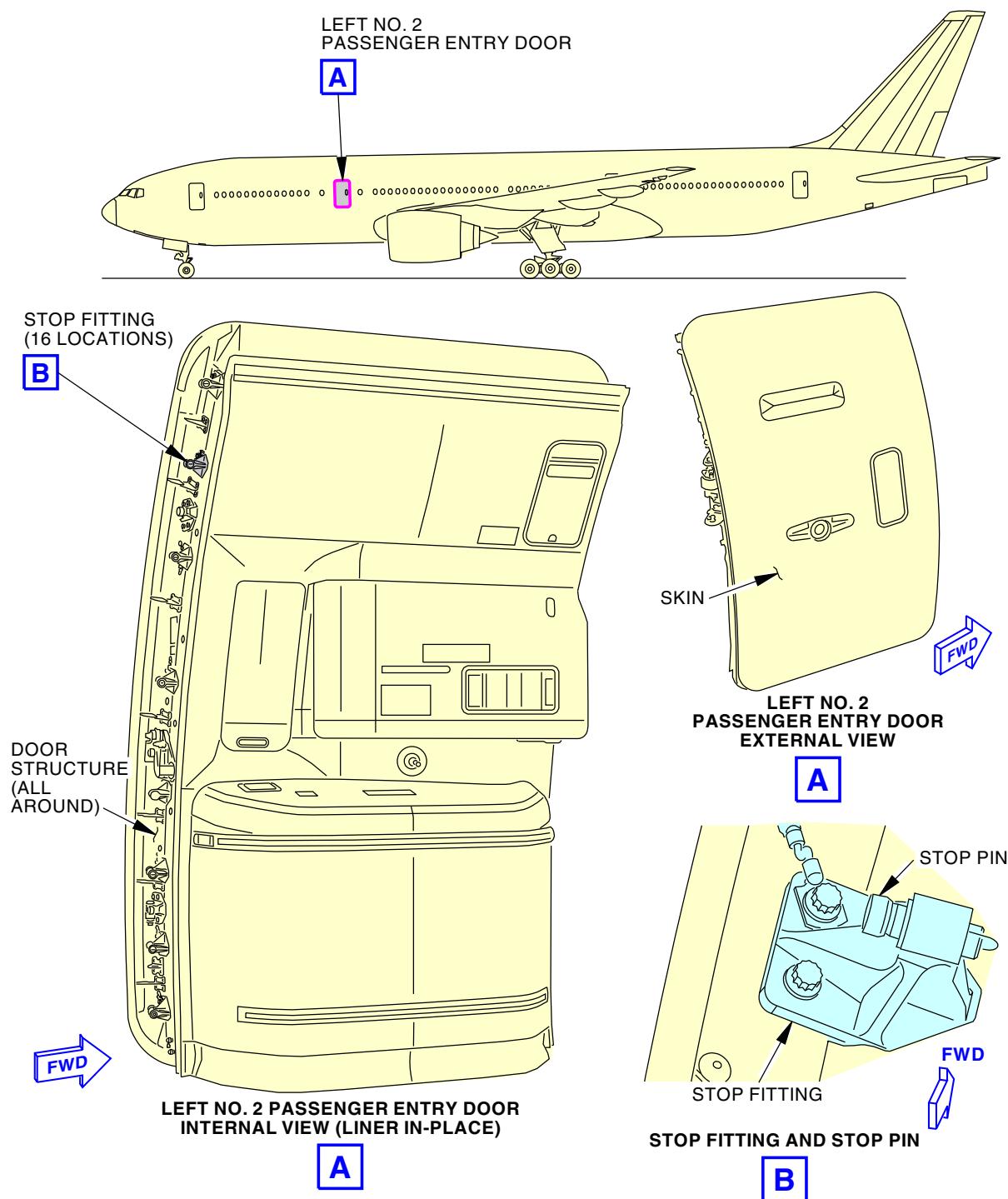
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AIRCRAFT MAINTENANCE MANUAL



G65109 S0006424501_V2

Left No. 2 Passenger Entry Door
Figure 216/52-05-03-990-813

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
201-210, 301-399, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-808

17. EXTERNAL - GENERAL VISUAL: LEFT #3 OVERWING DOOR

(Figure 217)

A. Inspection

SUBTASK 52-05-03-210-008

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

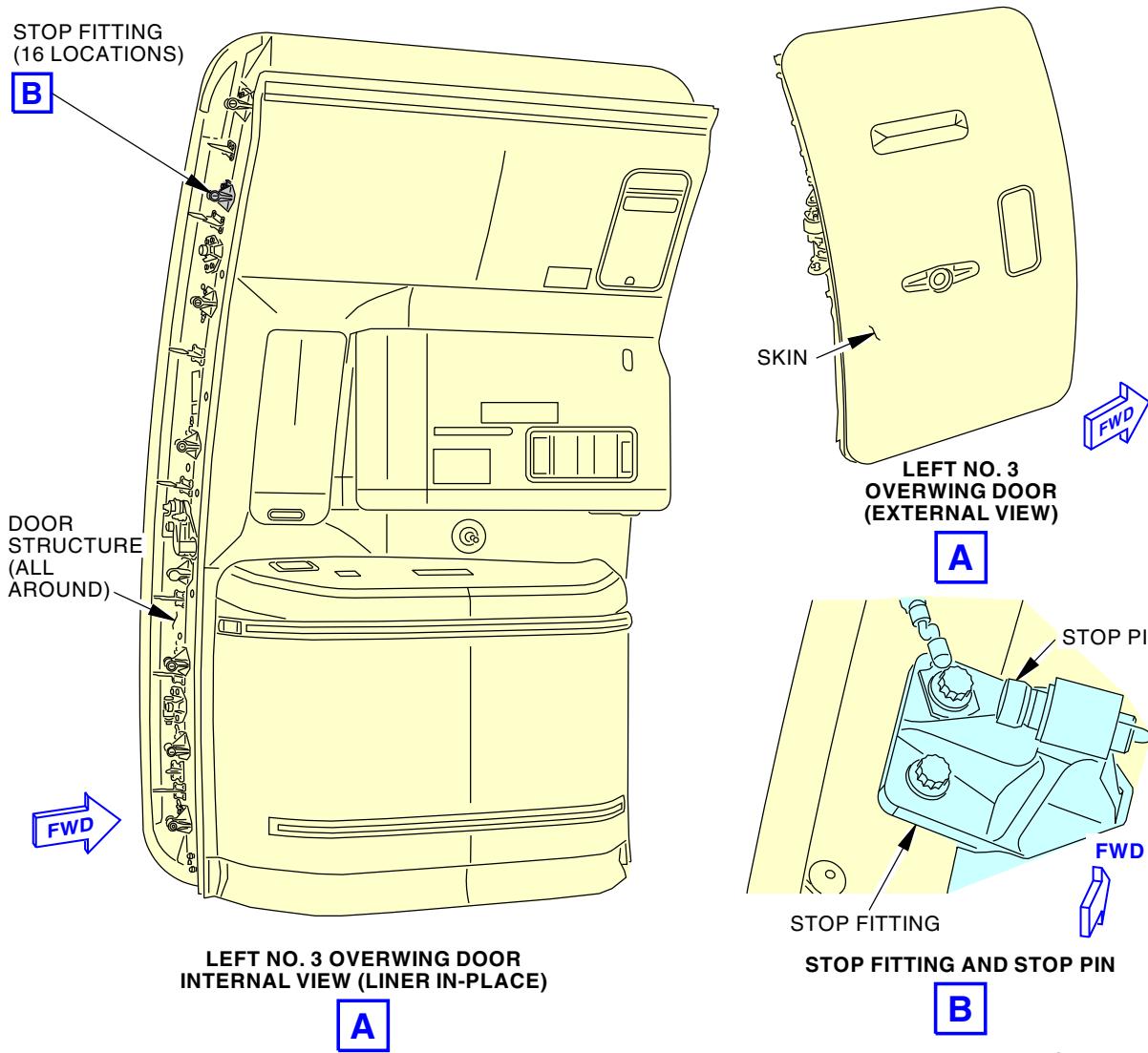
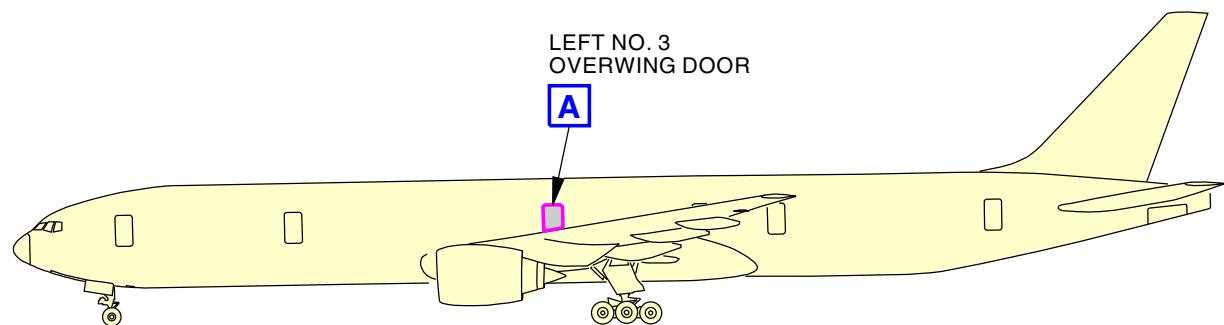
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H86474 S0006424503_V2

Left No. 3 Overwing Door
Figure 217/52-05-03-990-814

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-210-809

18. EXTERNAL - GENERAL VISUAL: LEFT #3 PASSENGER ENTRY DOOR

(Figure 218)

A. Inspection

SUBTASK 52-05-03-210-009

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

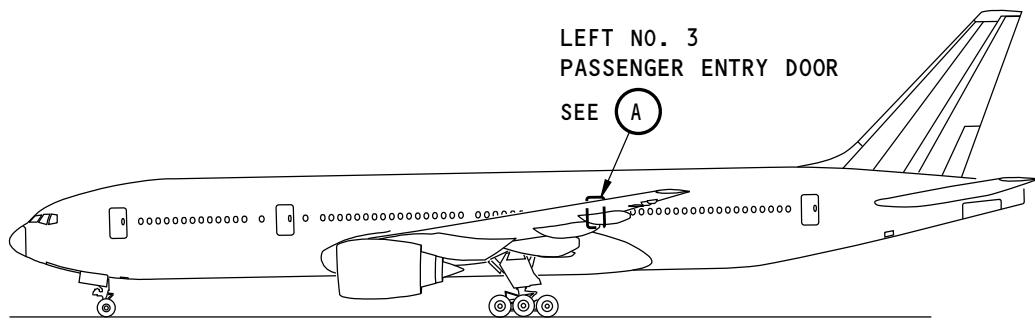
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STOP FITTING
(16 LOCATIONS)

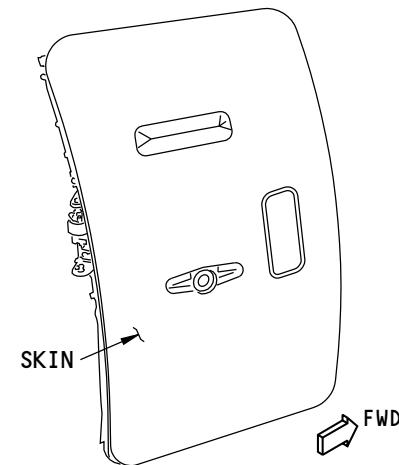
SEE **B**

DOOR
STRUCTURE
(ALL
AROUND)

FWD

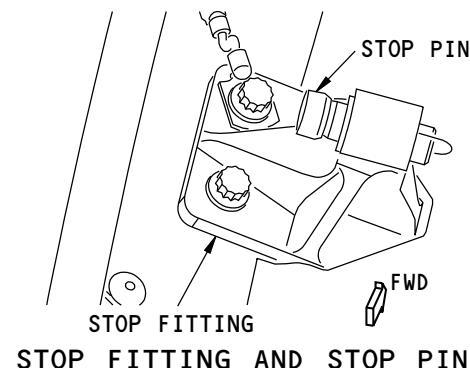
LEFT NO. 3 PASSENGER ENTRY DOOR
INTERNAL VIEW (LINER IN-PLACE)

A



LEFT NO. 3
PASSENGER ENTRY DOOR
EXTERNAL VIEW

A



STOP FITTING AND STOP PIN

B

G66129 S0006424505_V1

Left No. 3 Passenger Entry Door
Figure 218/52-05-03-990-815

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-812

19. EXTERNAL - GENERAL VISUAL: LEFT #4 PASSENGER ENTRY DOOR

(Figure 219)

A. Inspection

SUBTASK 52-05-03-210-012

- (1) Do the inspection.

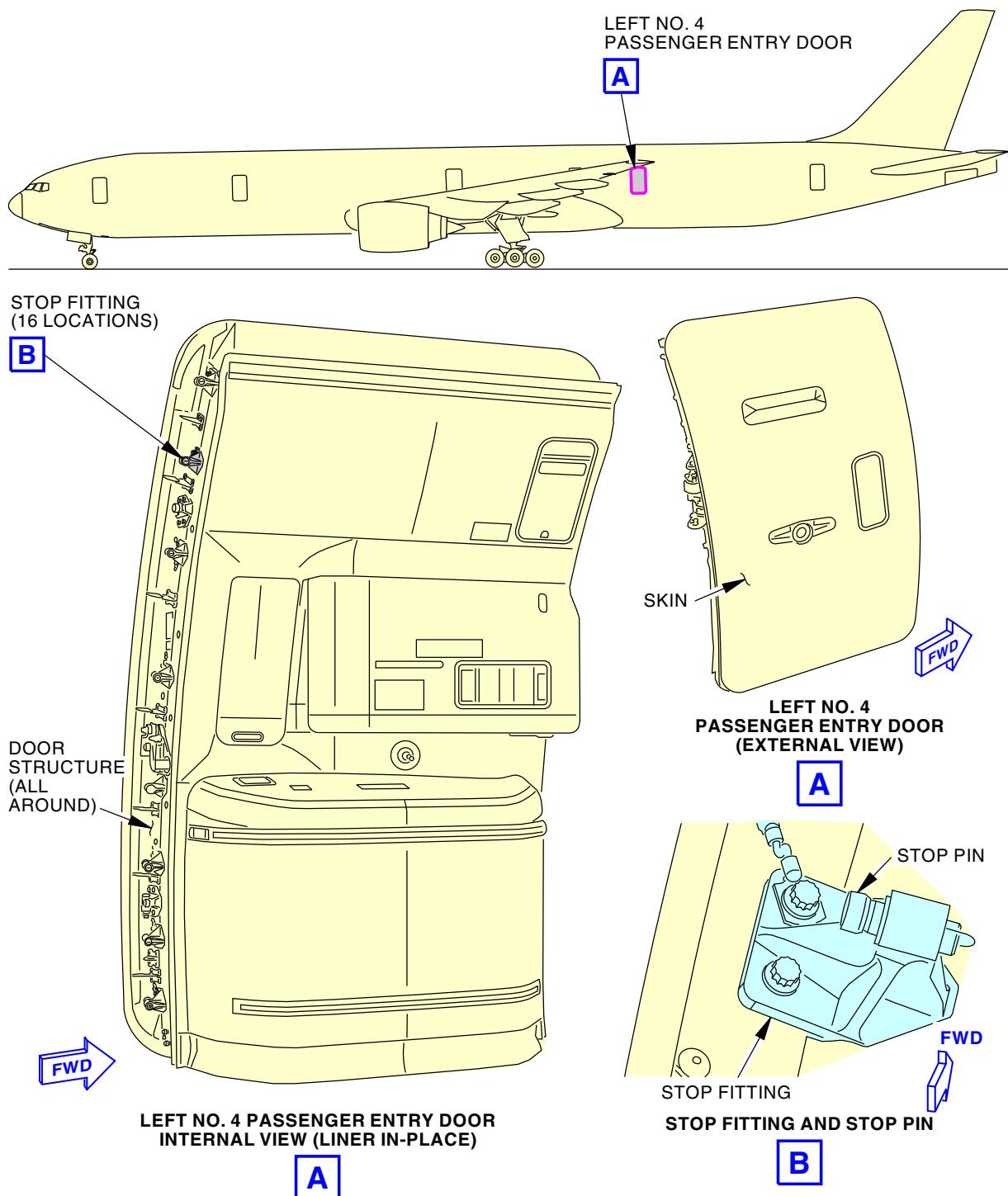
———— END OF TASK ———

— EFFECTIVITY —
EAD ALL

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H86460 S0006424511_V2

Left No. 4 Passenger Entry Door
Figure 219/52-05-03-990-818

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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AIRCRAFT MAINTENANCE MANUAL

EAD 001-007, 009, 201-210

TASK 52-05-03-210-813

20. EXTERNAL - GENERAL VISUAL: LEFT #4 PASSENGER ENTRY DOOR

(Figure 220)

A. Inspection

SUBTASK 52-05-03-210-013

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

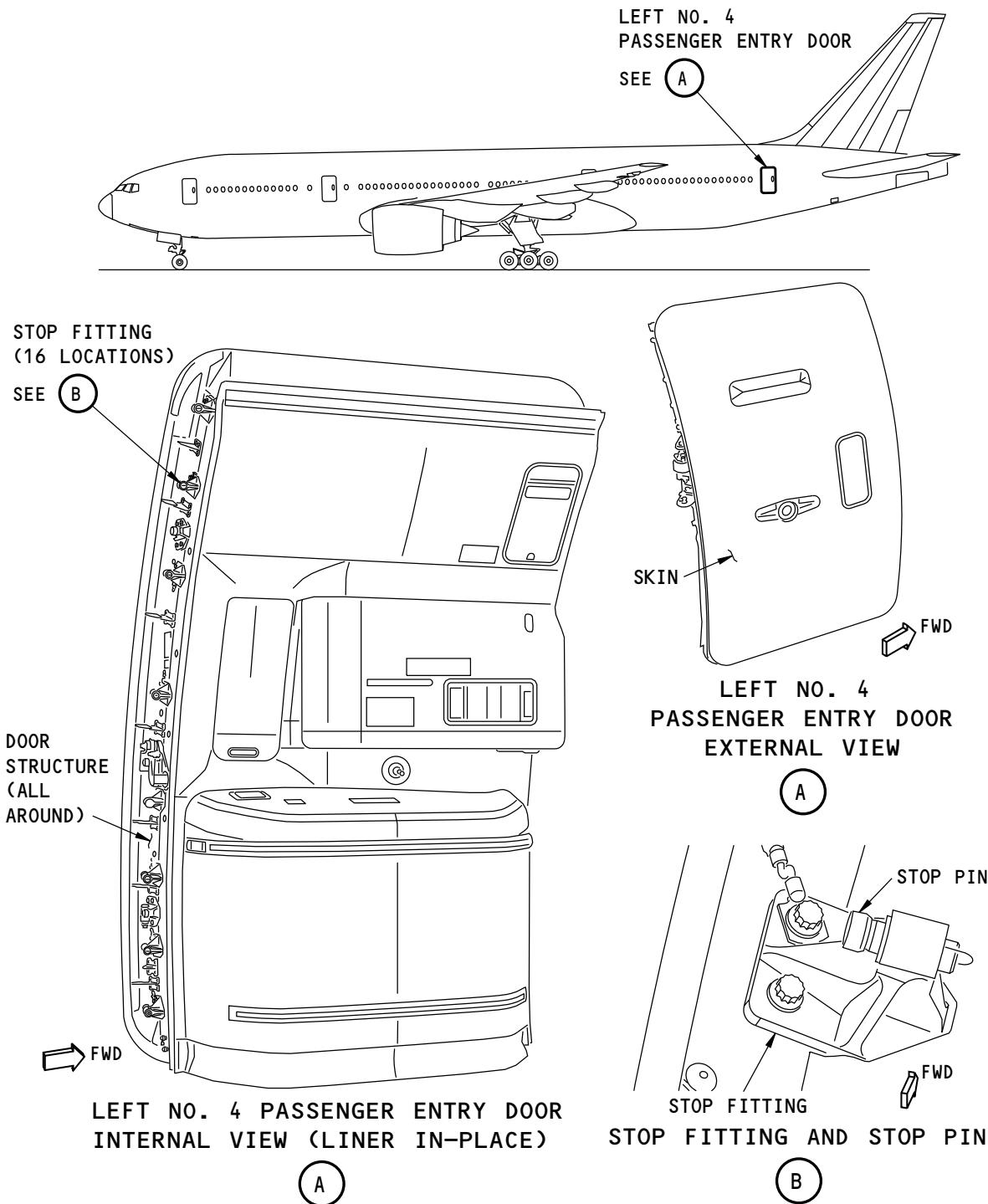
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G66131 S0006424513_V1

Left No. 4 Passenger Entry Door
Figure 220/52-05-03-990-819

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-816

21. EXTERNAL - GENERAL VISUAL: LEFT #5 PASSENGER ENTRY DOOR

(Figure 221)

A. Inspection

SUBTASK 52-05-03-210-016

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

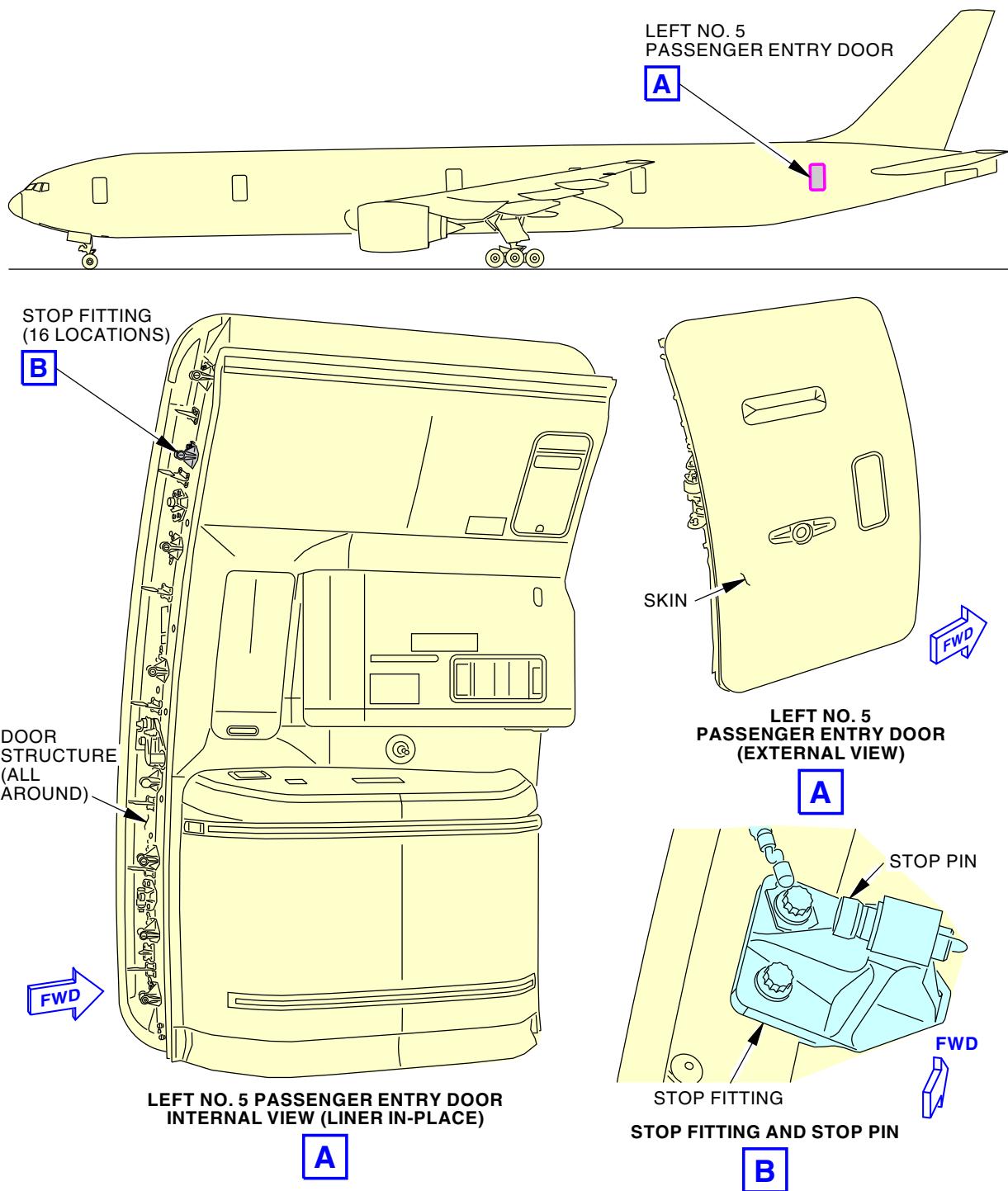
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H86476 S0006424519_V2

Left No. 5 Passenger Entry Door
Figure 221/52-05-03-990-822

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD ALL

TASK 52-05-03-211-809

22. EXTERNAL - DETAILED: LEFT #1 PASSENGER ENTRY DOOR

(Figure 222)

A. Inspection

SUBTASK 52-05-03-211-009

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

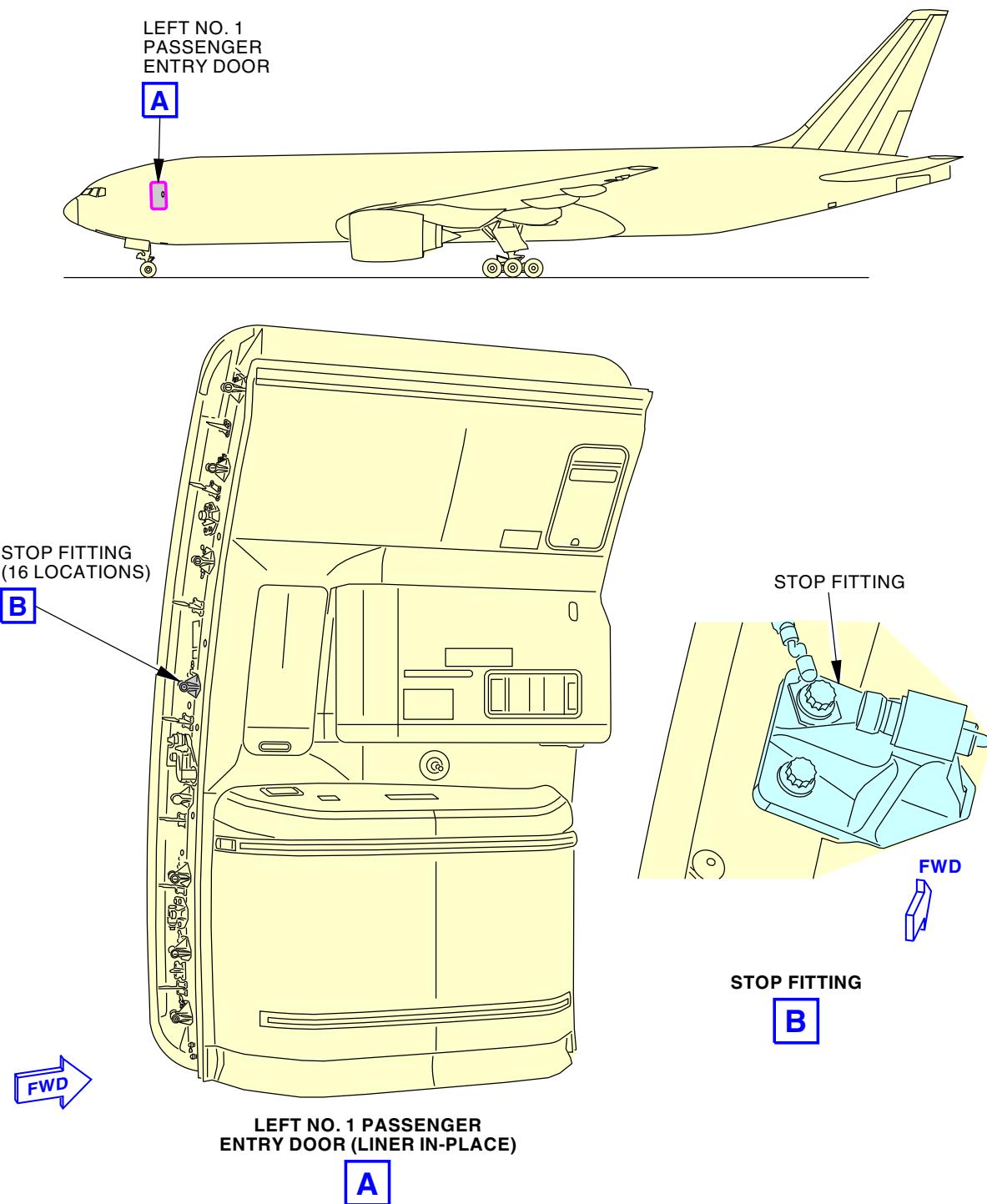
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G65098 S0006424521_V3

Left No. 1 Passenger Entry Door
Figure 222/52-05-03-990-823

EFFECTIVITY
EAD ALL

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-810

23. EXTERNAL - DETAILED: LEFT #2 PASSENGER ENTRY DOOR

(Figure 223)

A. Inspection

SUBTASK 52-05-03-211-010

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

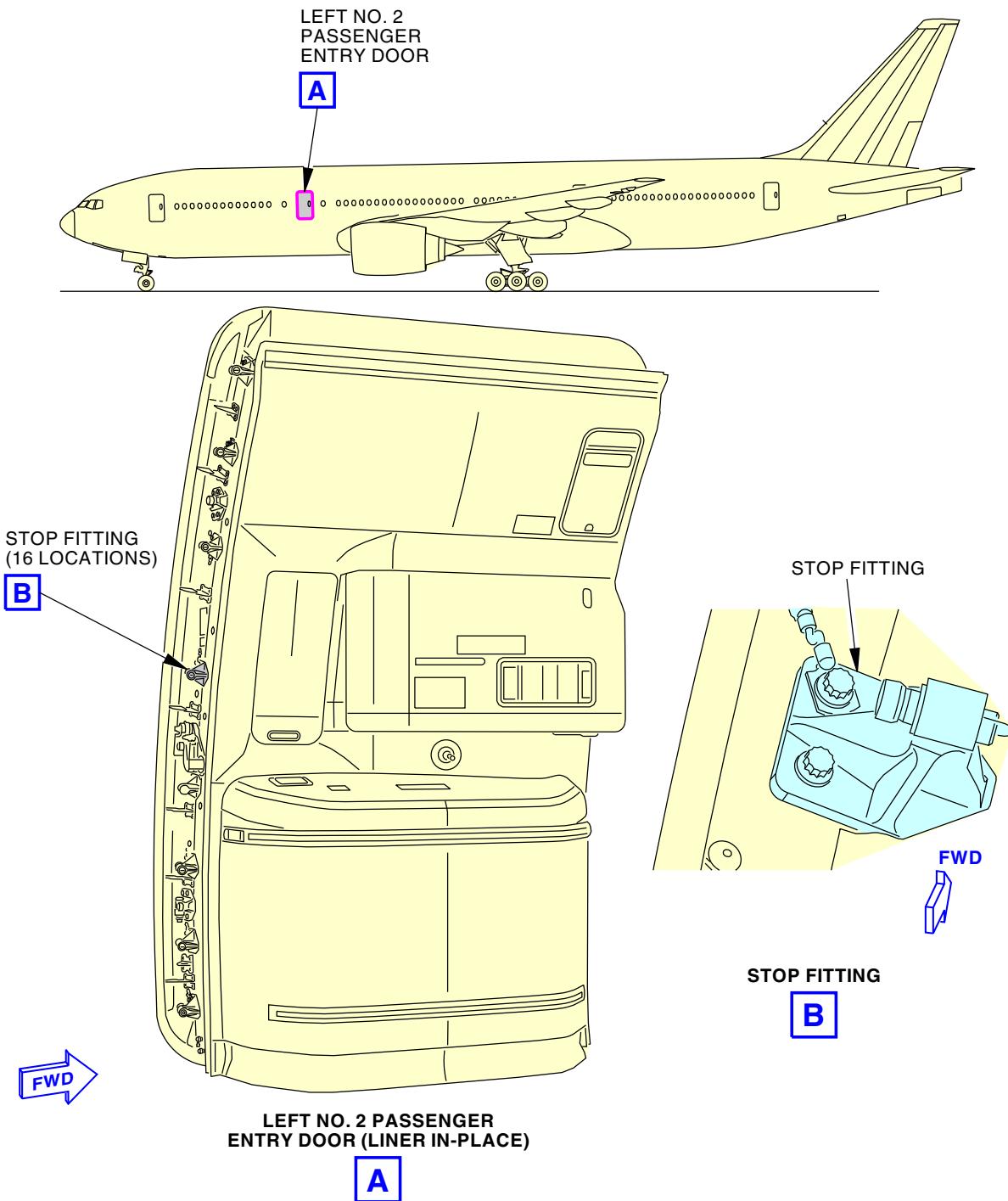
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AIRCRAFT MAINTENANCE MANUAL



G65947 S0006424523_V2

Left No. 2 Passenger Entry Door
Figure 223/52-05-03-990-824

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
201-210, 301-399, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-811

24. EXTERNAL - DETAILED: LEFT #3 OVERWING DOOR

A. Inspection

SUBTASK 52-05-03-211-011

- (1) Do the inspection.

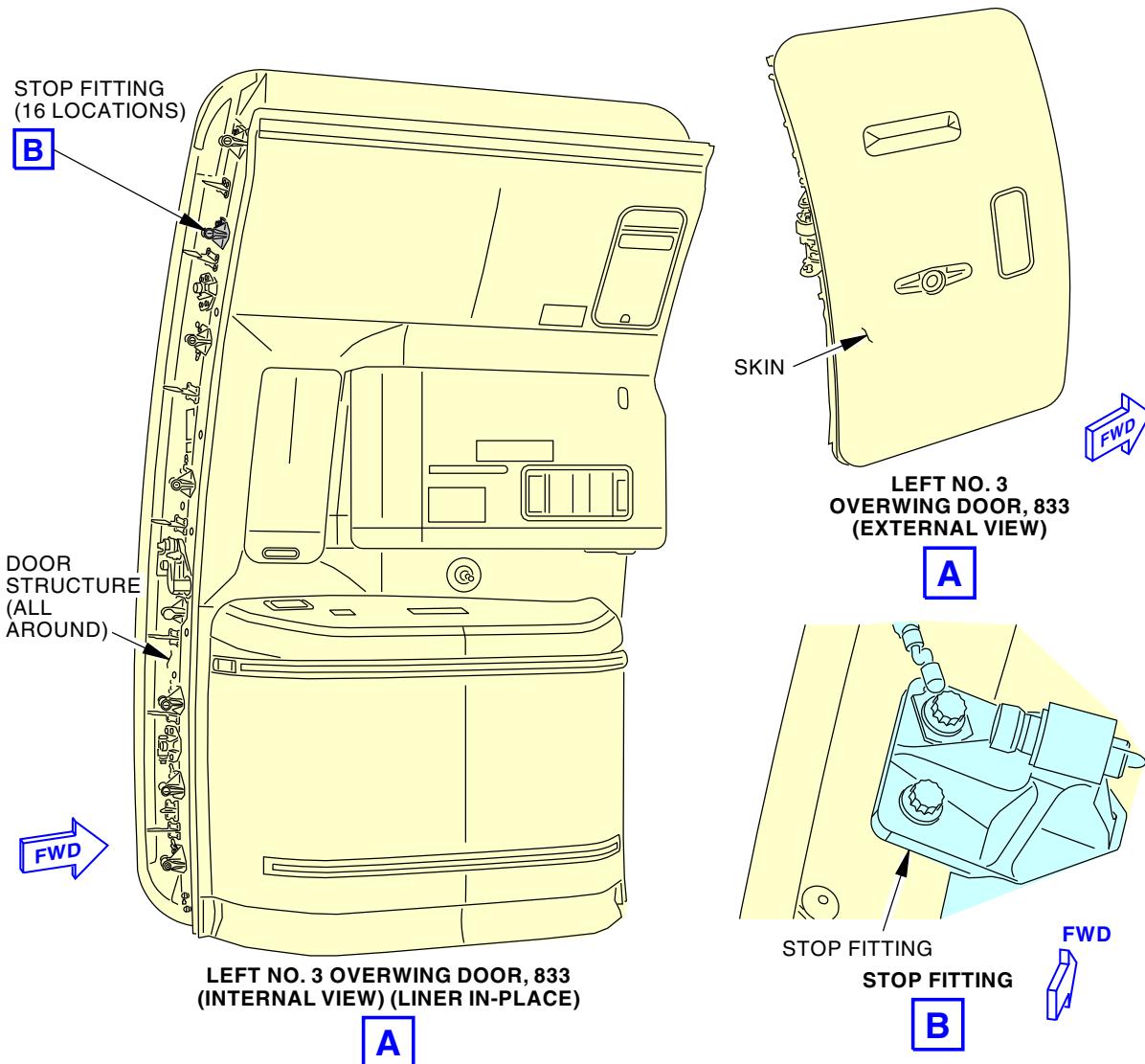
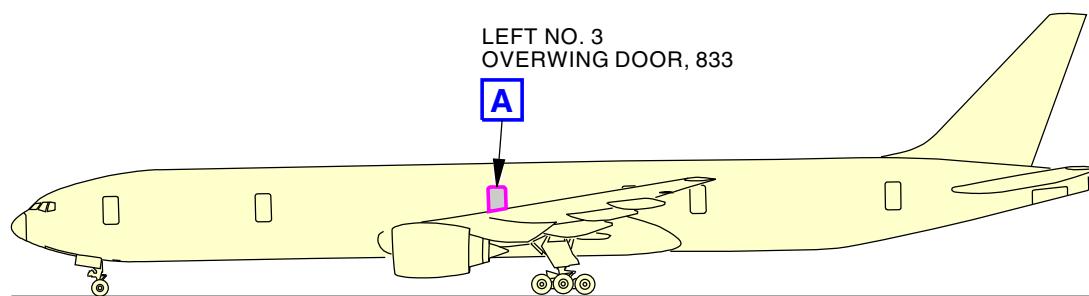
———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

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AIRCRAFT MAINTENANCE MANUAL**


497106 S0000148508_V2

Left #3 Overwing Door
Figure 224/52-05-03-990-853

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

52-05-03

D633W101-EAD



777-200/300
AIRCRAFT MAINTENANCE MANUAL

EAD 001-007, 009, 201-210

TASK 52-05-03-211-812

25. EXTERNAL - DETAILED: LEFT #3 PASSENGER ENTRY DOOR

(Figure 225)

A. Inspection

SUBTASK 52-05-03-211-012

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

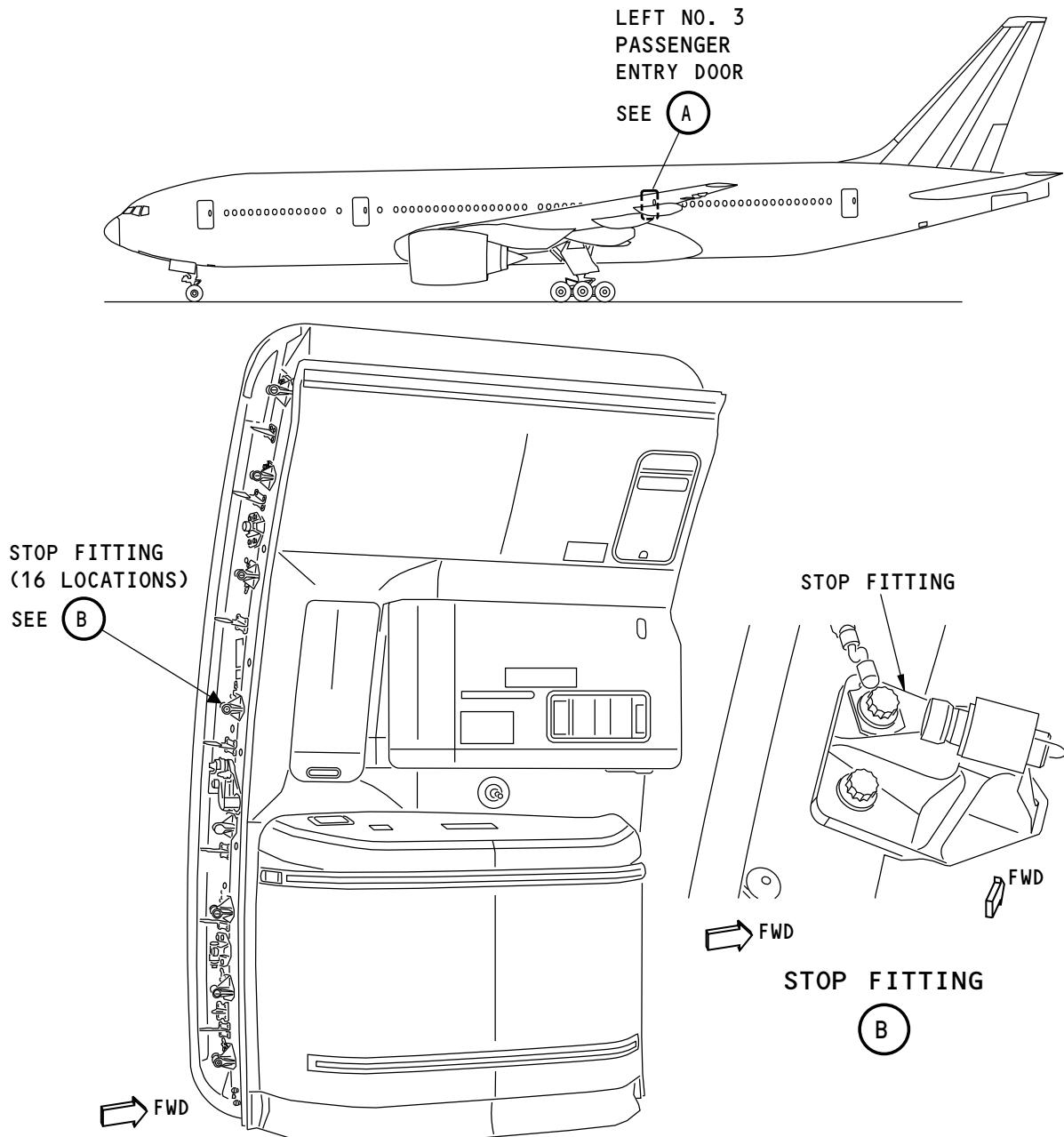
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LEFT NO. 3 PASSENGER
ENTRY DOOR (LINER IN-PLACE)

(A)

G65955 S0006424526_V1

Left No. 3 Passenger Entry Door
Figure 225/52-05-03-990-825

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-815

26. EXTERNAL - DETAILED: LEFT #4 PASSENGER ENTRY DOOR

A. Inspection

SUBTASK 52-05-03-211-015

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

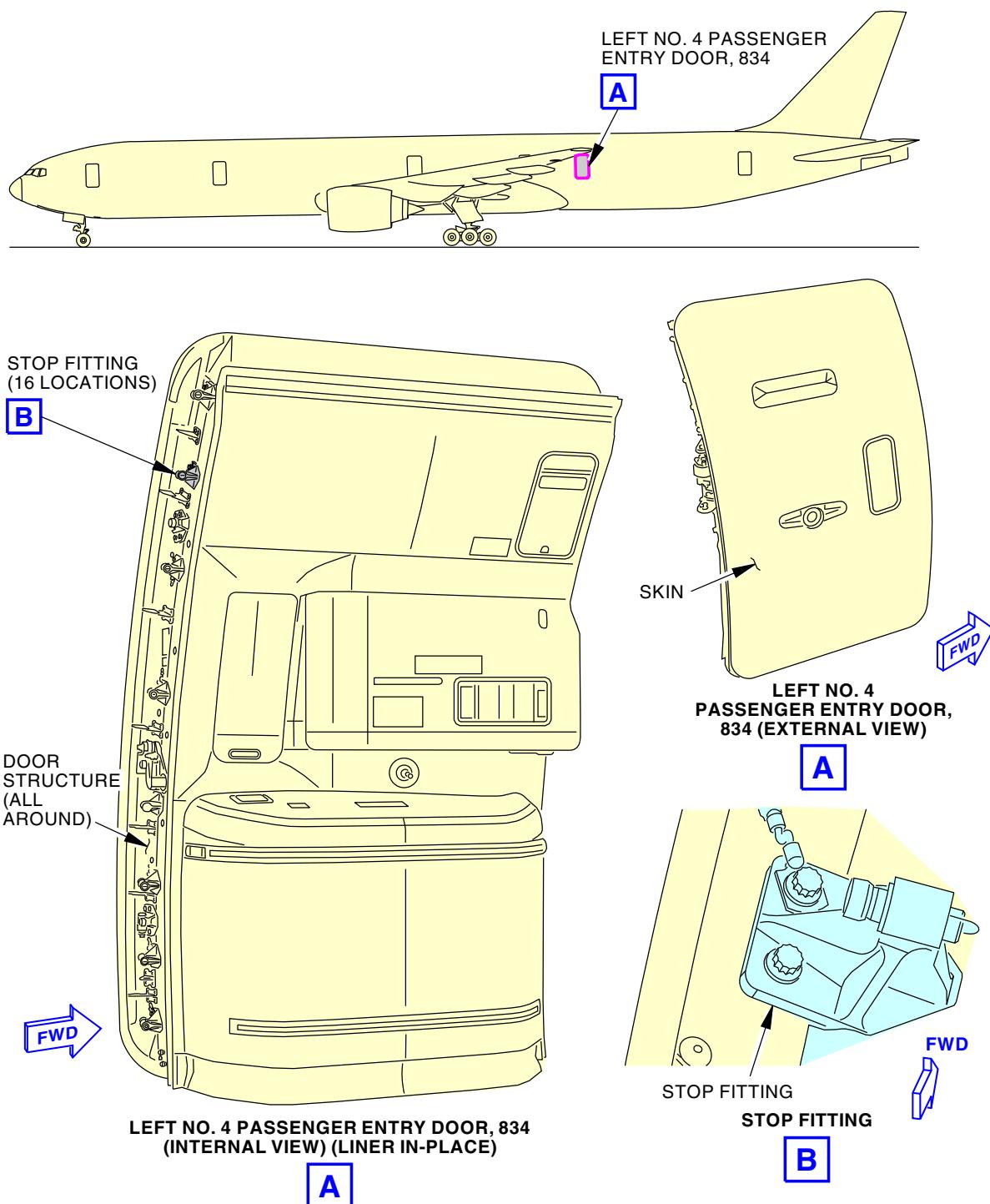
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497191 S0000148511_V2

Left #4 Passenger Entry Door
Figure 226/52-05-03-990-854

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-211-816

27. EXTERNAL - DETAILED: LEFT #4 PASSENGER ENTRY DOOR

(Figure 227)

A. Inspection

SUBTASK 52-05-03-211-016

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

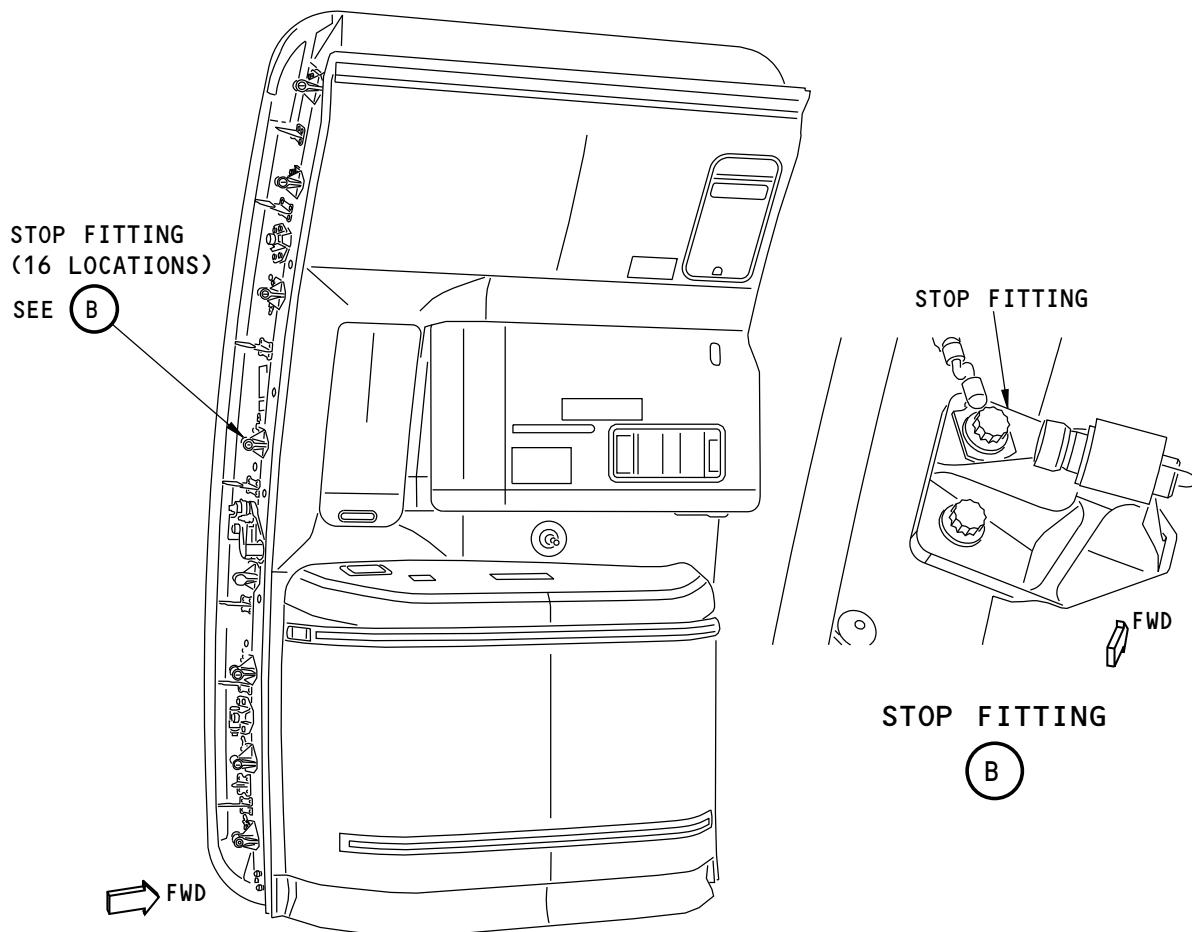
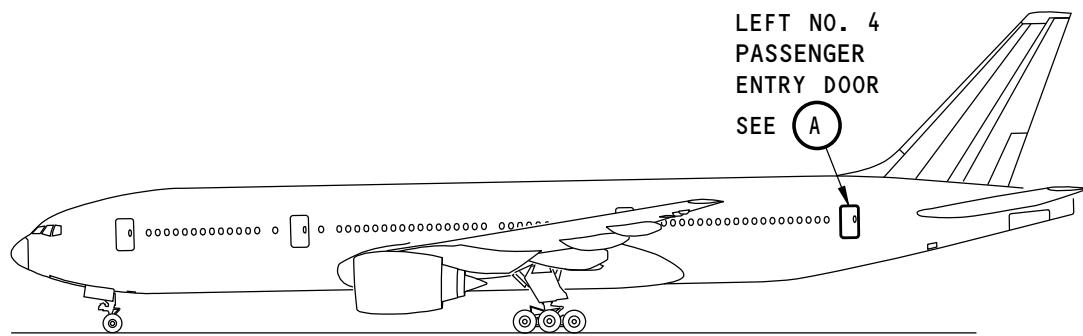
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LEFT NO. 4 PASSENGER
ENTRY DOOR (LINER IN-PLACE)

(A)

G65957 S0006424533_V1

Left No. 4 Passenger Entry Door
Figure 227/52-05-03-990-828

EFFECTIVITY
EAD 001-007, 009, 201-210

52-05-03



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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-819

28. EXTERNAL - DETAILED: LEFT #5 PASSENGER ENTRY DOOR

A. Inspection

SUBTASK 52-05-03-211-019

- (1) Do the inspection.

———— END OF TASK ————

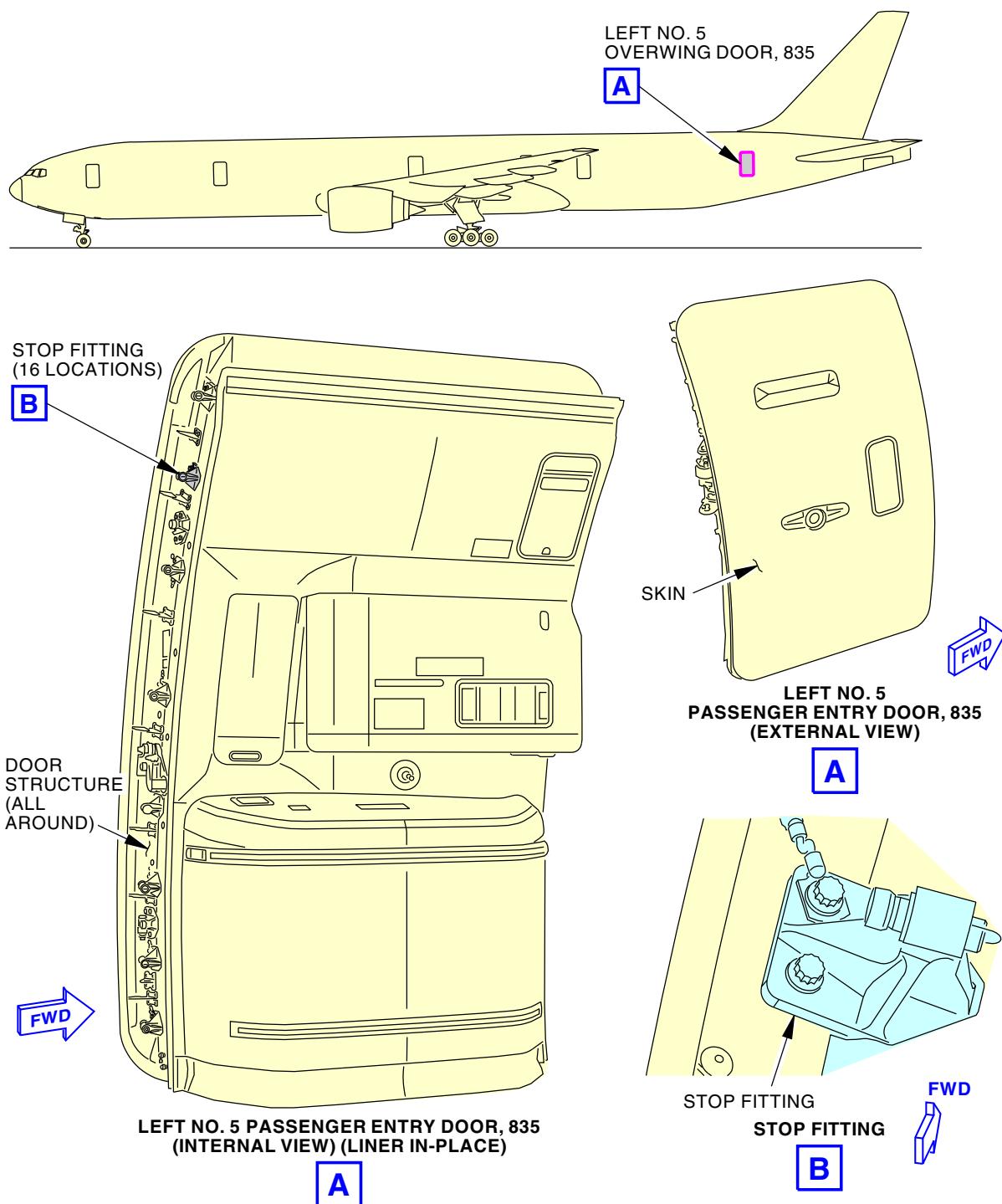
— EFFECTIVITY —
EAD ALL

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497192 S0000148512_V2

Left #5 Passenger Entry Door
Figure 228/52-05-03-990-855

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD ALL

TASK 52-05-03-210-817

29. EXTERNAL - GENERAL VISUAL: RIGHT #1 PASSENGER ENTRY DOOR

(Figure 229)

A. Inspection

SUBTASK 52-05-03-210-017

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

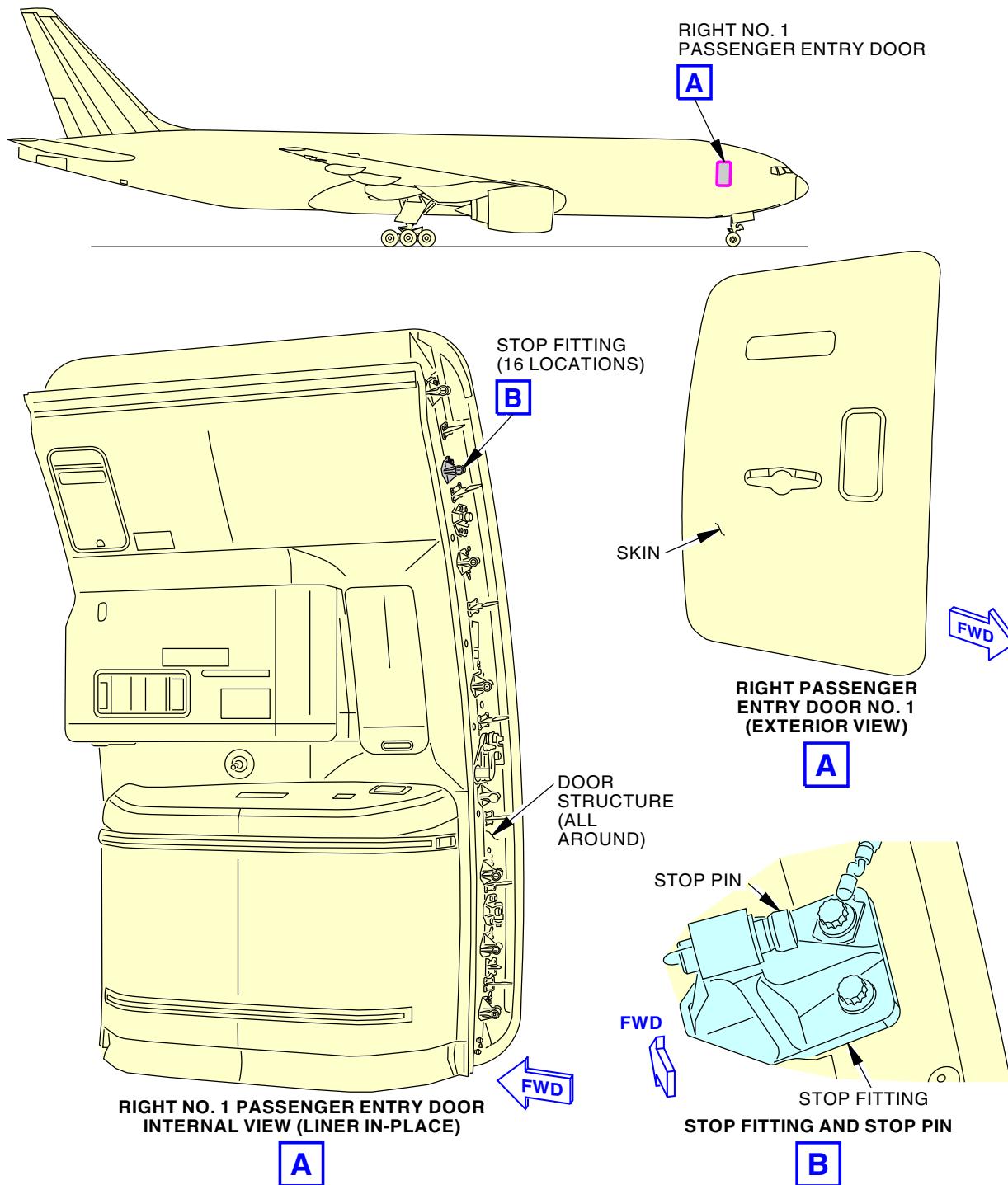
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G66145 S0006424540_V3

Right No. 1 Passenger Entry Door
Figure 229/52-05-03-990-831

EFFECTIVITY
EAD ALL

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-818

30. EXTERNAL - GENERAL VISUAL: RIGHT #2 PASSENGER ENTRY DOOR

(Figure 230)

A. Inspection

SUBTASK 52-05-03-210-018

- (1) Do the inspection.

———— END OF TASK ————

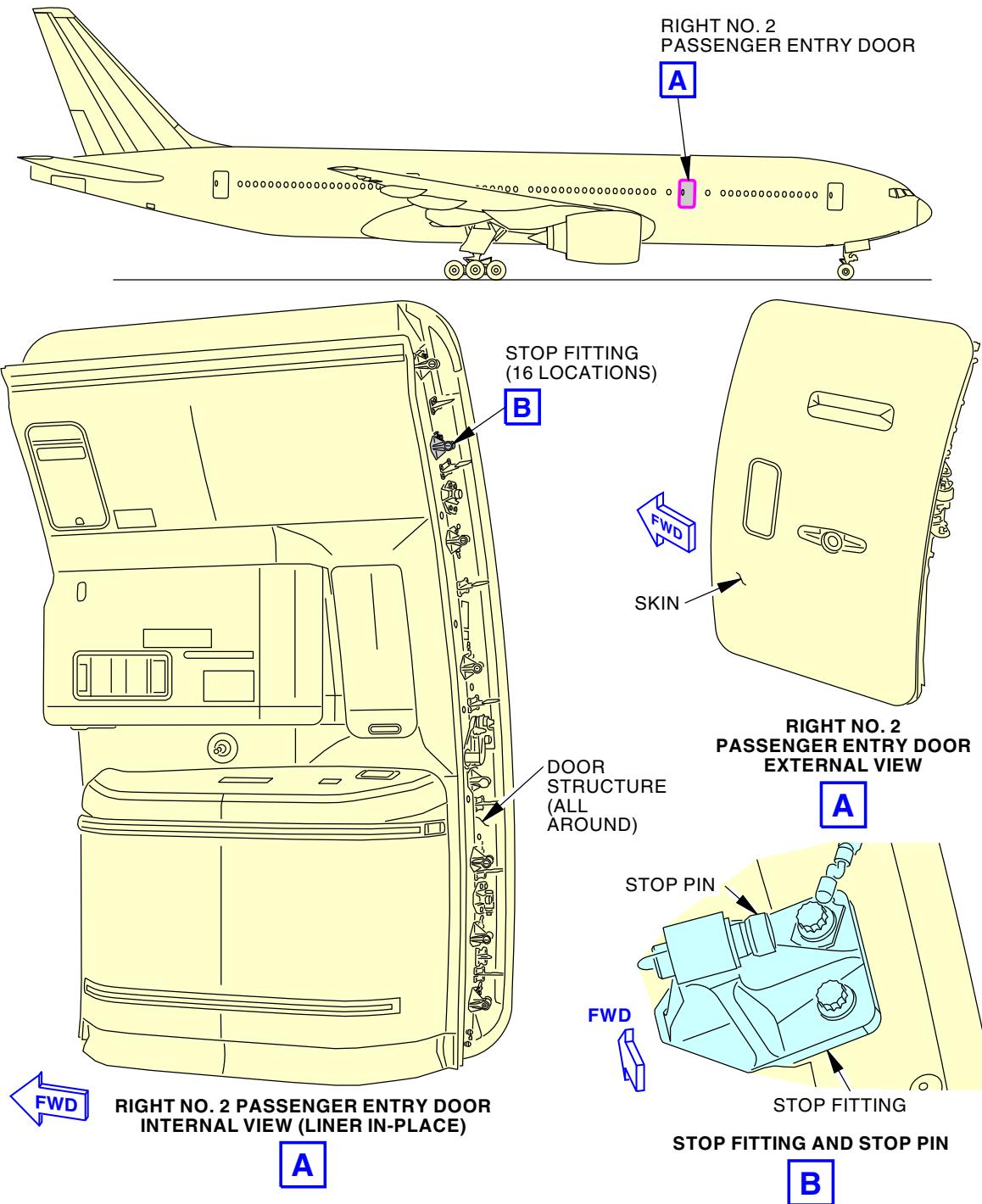
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EAD ALL

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G66147 S0006424542_V2

Right No. 2 Passenger Entry Door
Figure 230/52-05-03-990-832

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
201-210, 301-399, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-819

31. EXTERNAL - GENERAL VISUAL: RIGHT #3 OVERWING DOOR

(Figure 231)

A. Inspection

SUBTASK 52-05-03-210-019

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

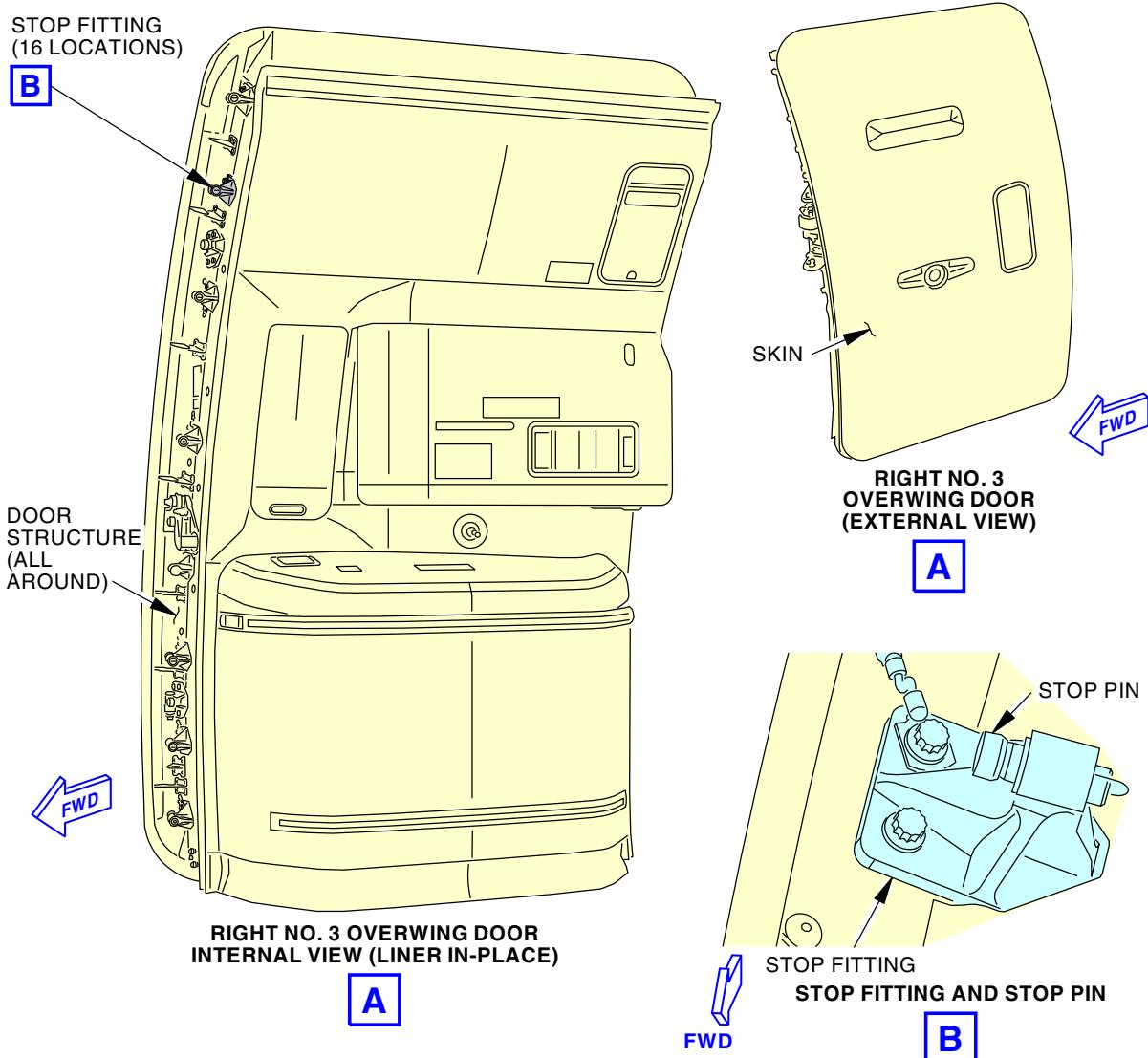
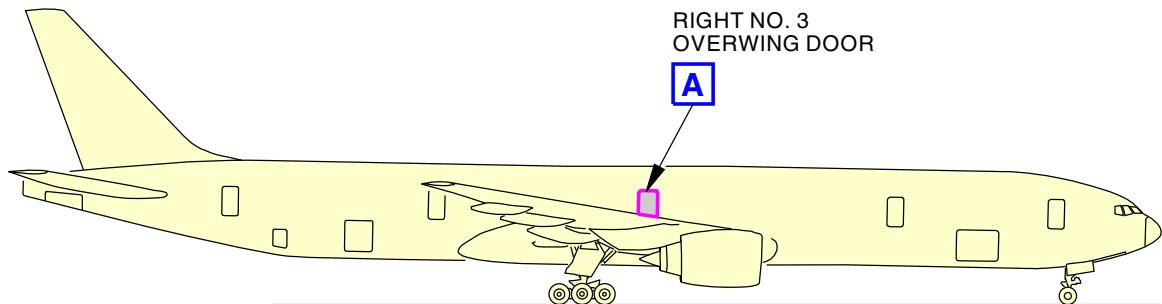
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H86486 S0006424544_V2

Right No. 3 Overwing Door
Figure 231/52-05-03-990-833

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-210-820

32. **EXTERNAL - GENERAL VISUAL: RIGHT #3 PASSENGER ENTRY DOOR**
(Figure 232)

A. Inspection

SUBTASK 52-05-03-210-020

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

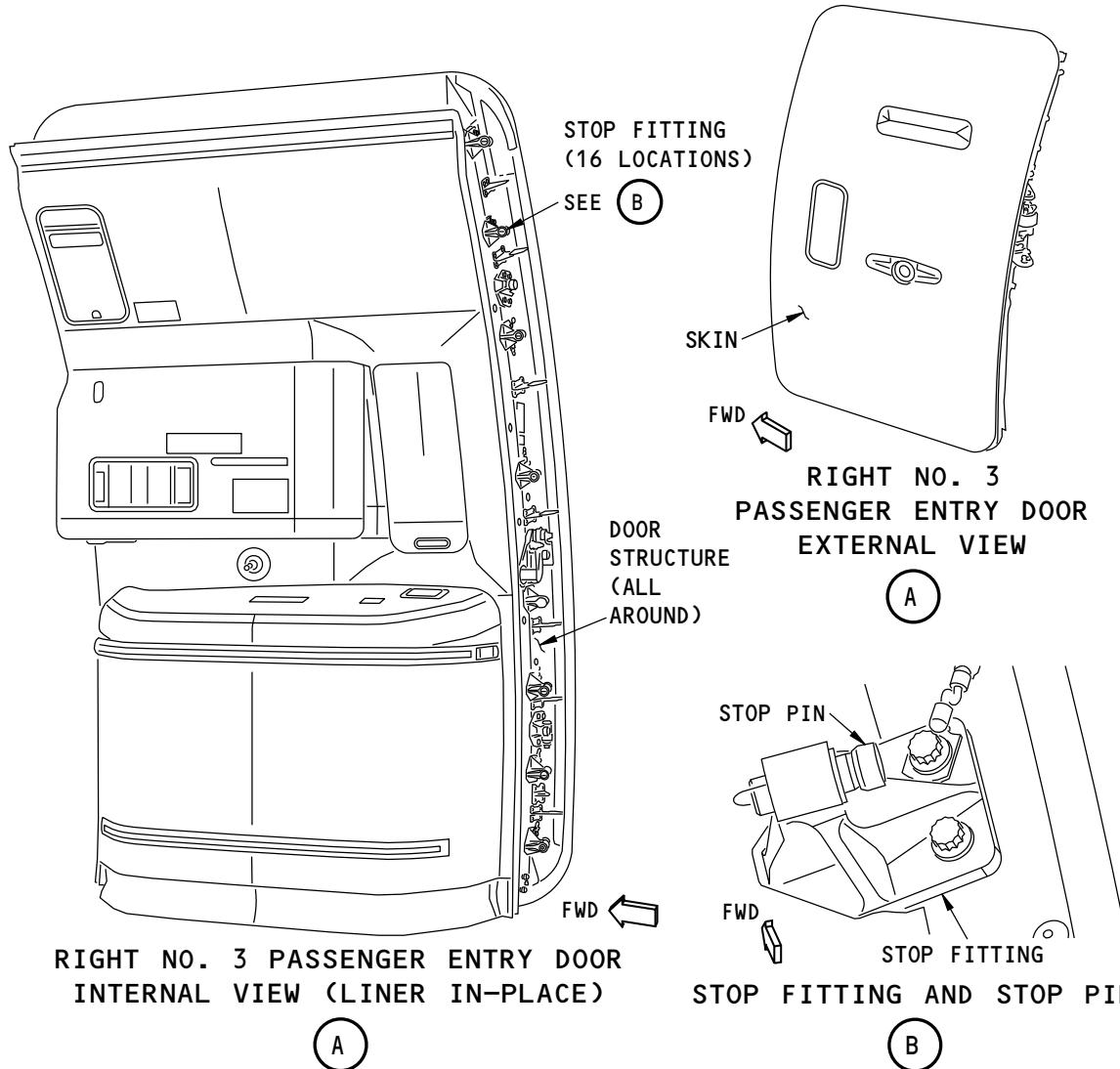
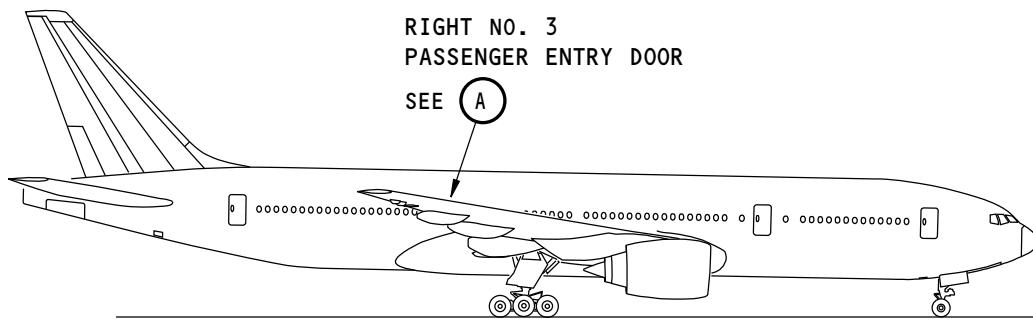
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G66151 S0006424546_V1

Right No. 3 Passenger Entry Door
Figure 232/52-05-03-990-834

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-824

33. EXTERNAL - GENERAL VISUAL: RIGHT #4 PASSENGER ENTRY DOOR

(Figure 233)

A. Inspection

SUBTASK 52-05-03-210-024

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

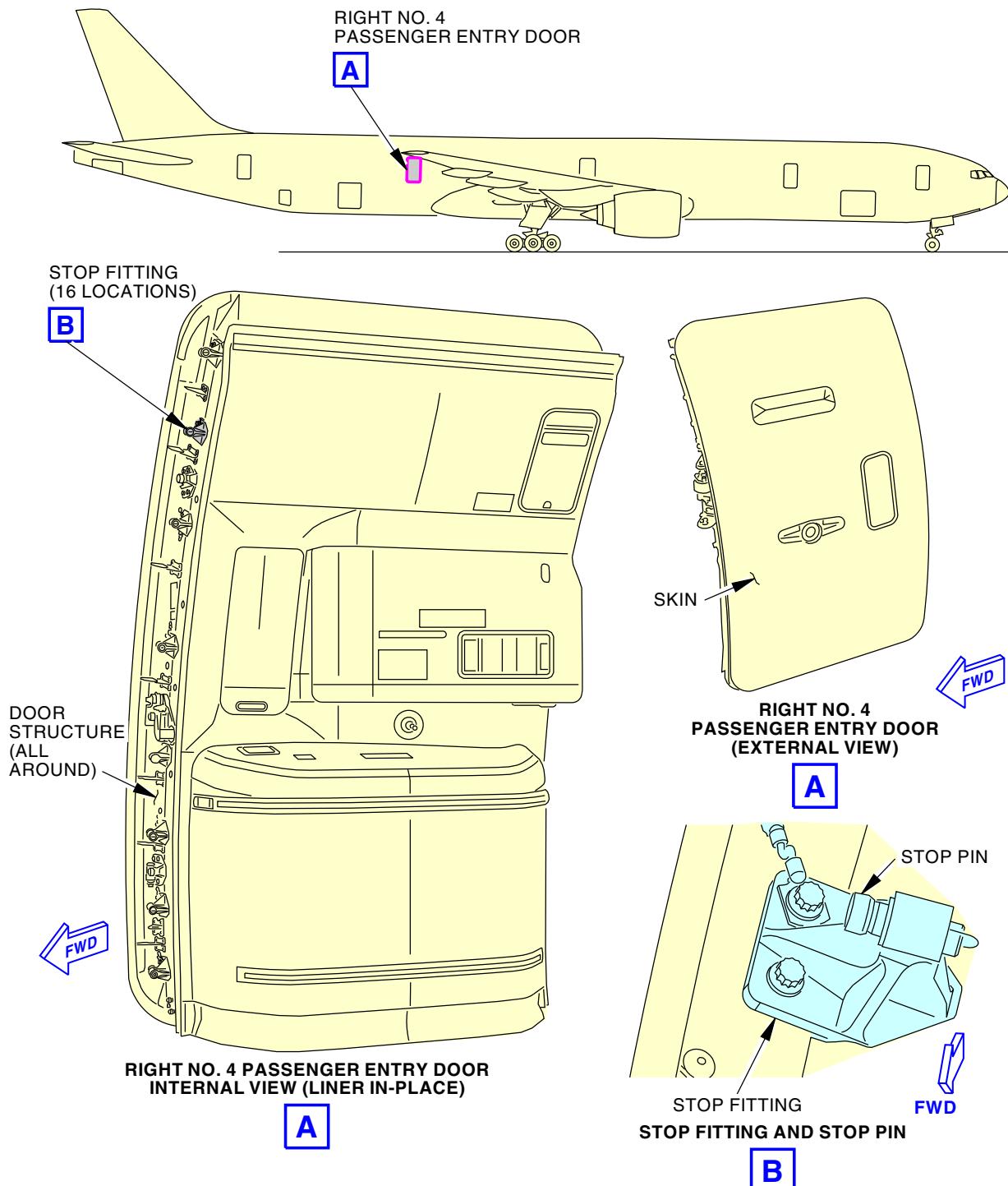
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H86482 S0006424554_V2

Right No. 4 Passenger Entry Door
Figure 233/52-05-03-990-838

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-210-825

34. EXTERNAL - GENERAL VISUAL: RIGHT #4 PASSENGER ENTRY DOOR

(Figure 234)

A. Inspection

SUBTASK 52-05-03-210-025

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

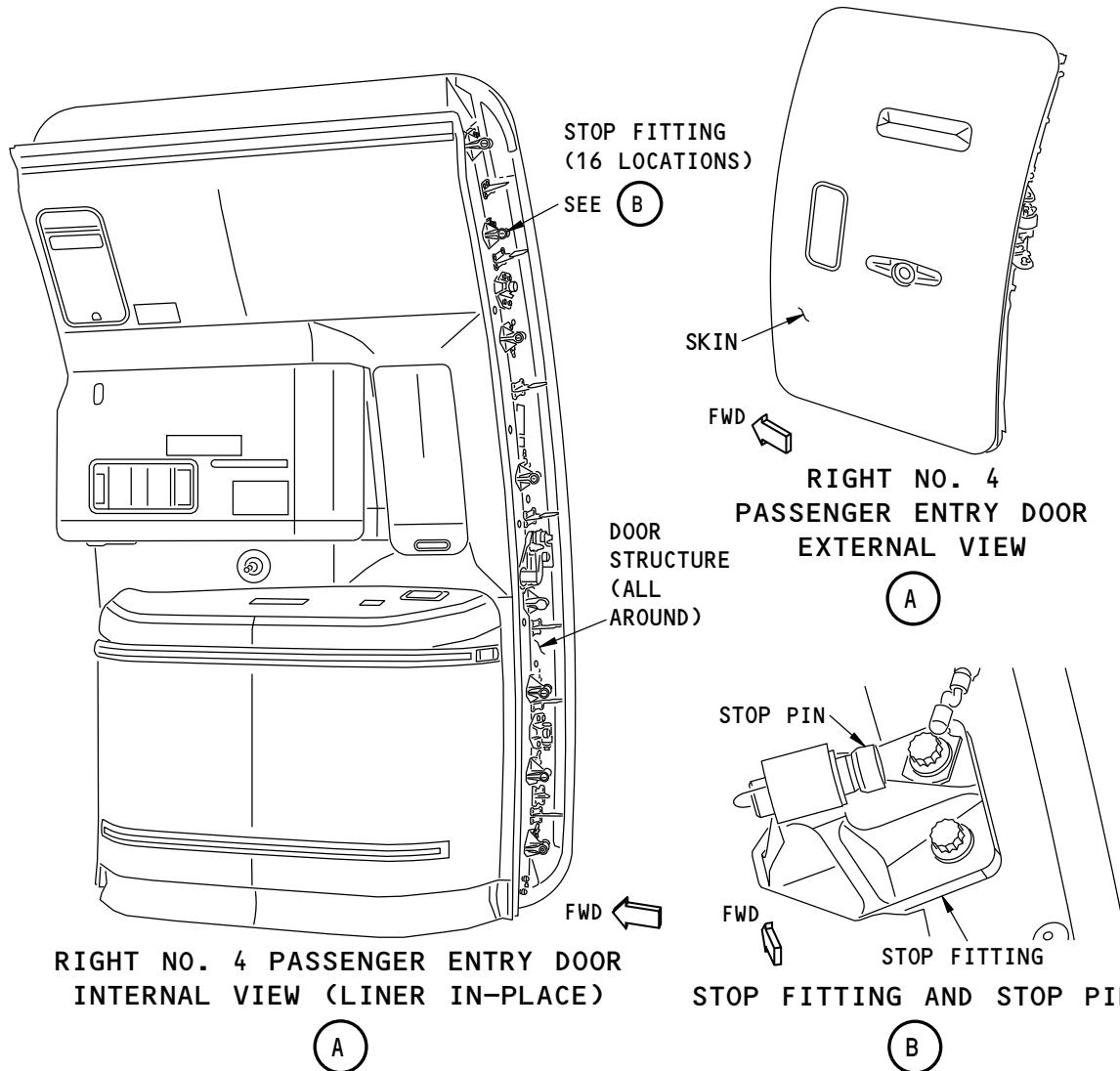
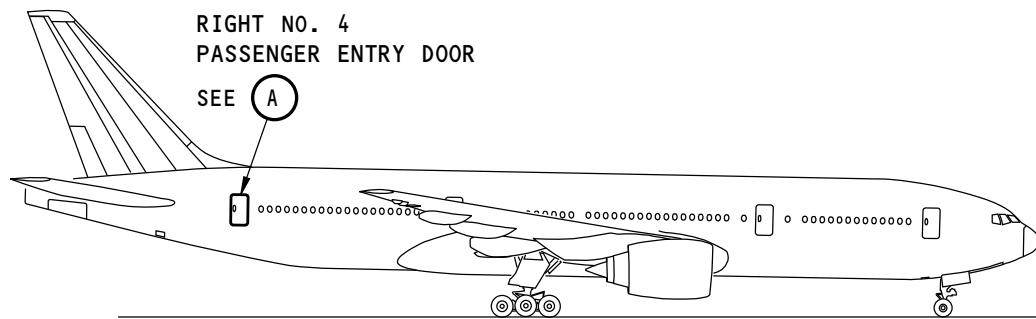
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G66160 S0006424556_V1

Right No. 4 Passenger Entry Door
Figure 234/52-05-03-990-839

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-210-828

35. EXTERNAL - GENERAL VISUAL: RIGHT #5 PASSENGER ENTRY DOOR

(Figure 235)

A. Inspection

SUBTASK 52-05-03-210-028

- (1) Do the inspection.

———— END OF TASK ————

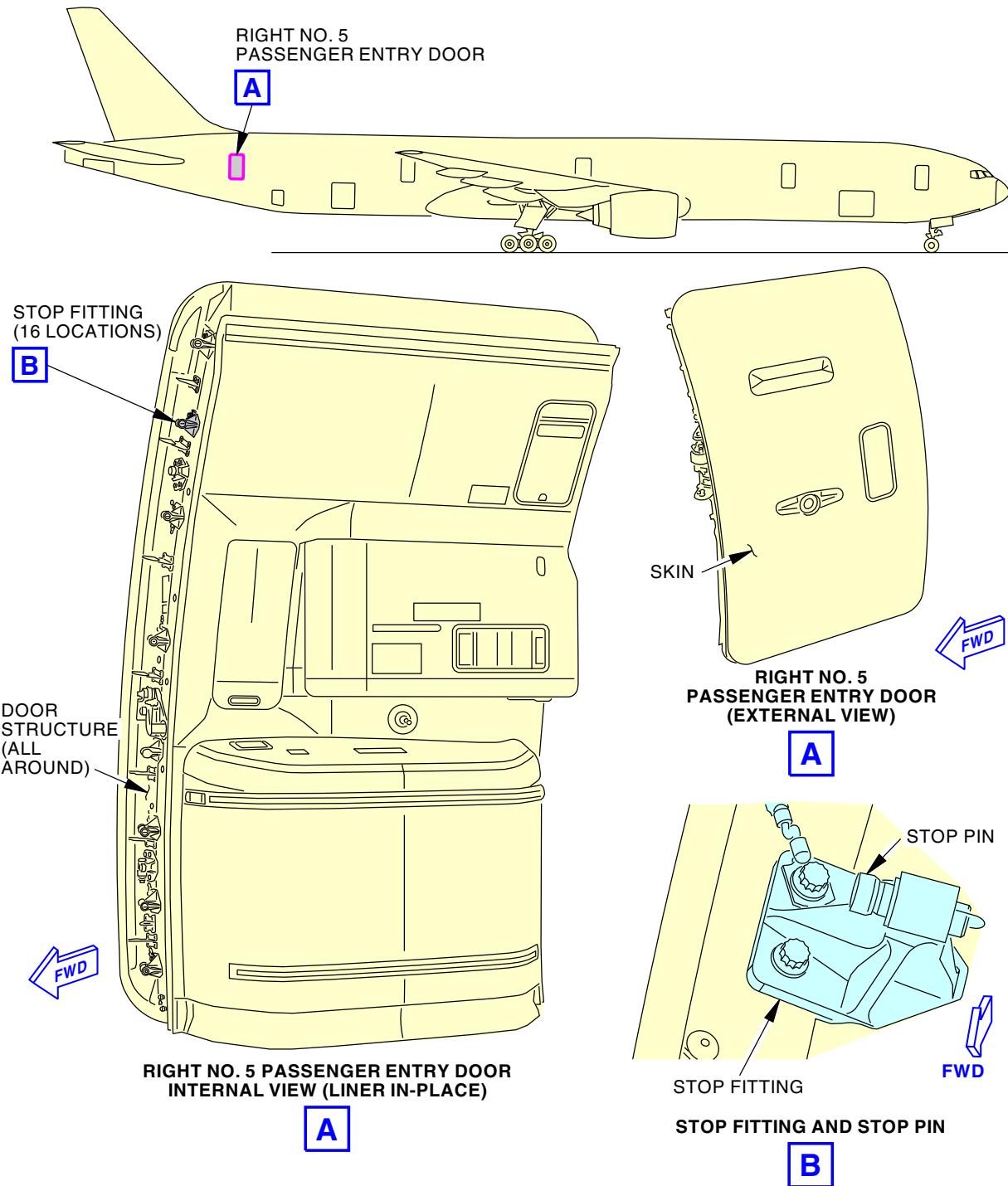
— EFFECTIVITY —
EAD ALL

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H86481 S0006424562_V2

Right No. 5 Passenger Entry Door
Figure 235/52-05-03-990-842

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD ALL

TASK 52-05-03-211-820

36. EXTERNAL - DETAILED: RIGHT #1 PASSENGER ENTRY DOOR

(Figure 236)

A. Inspection

SUBTASK 52-05-03-211-020

- (1) Do the inspection.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

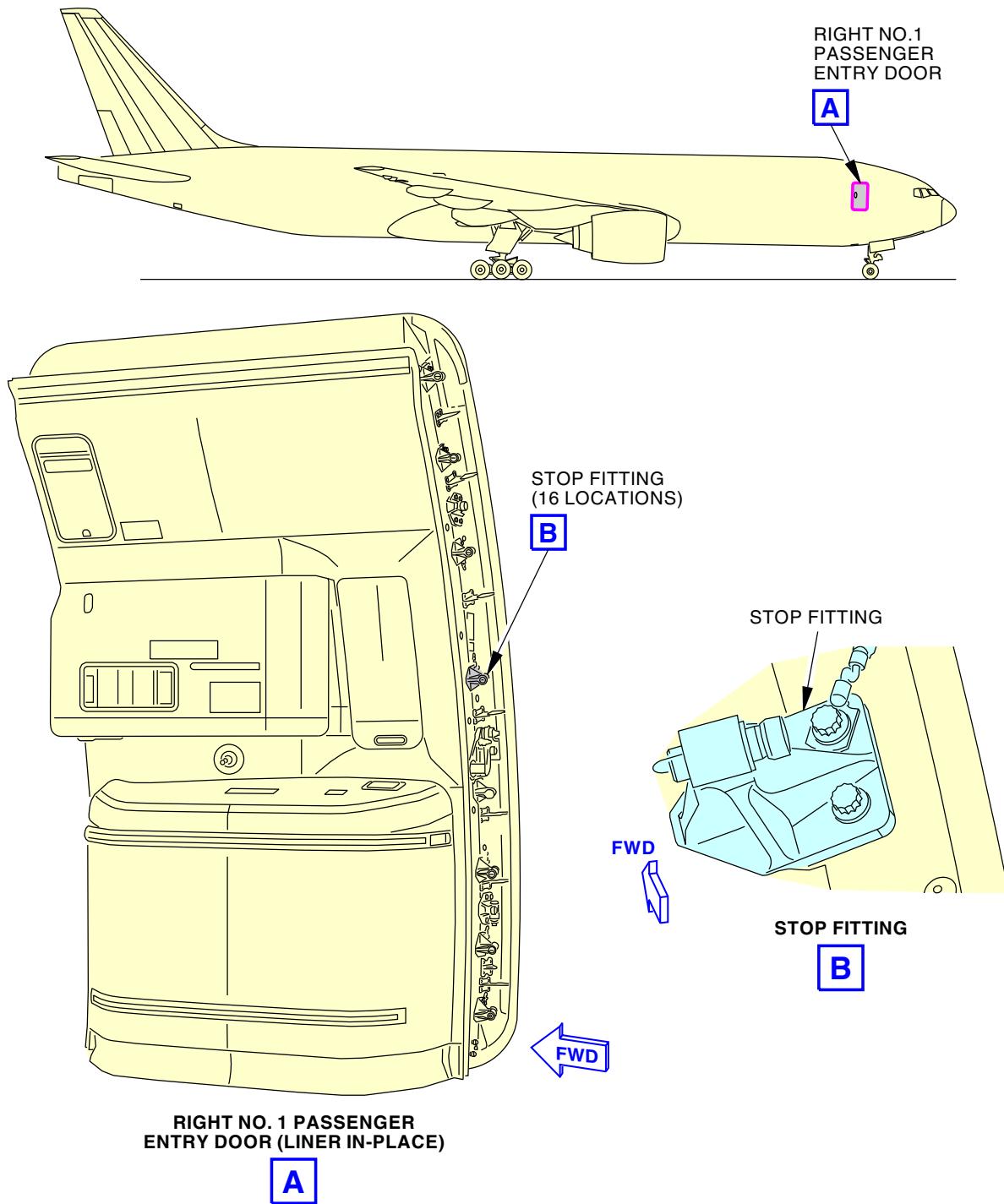
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G66222 S0006424564_V3

Right No. 1 Passenger Entry Door
Figure 236/52-05-03-990-843

EFFECTIVITY
EAD ALL

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-821

37. EXTERNAL - DETAILED: RIGHT #2 PASSENGER ENTRY DOOR

(Figure 237)

A. Inspection

SUBTASK 52-05-03-211-021

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

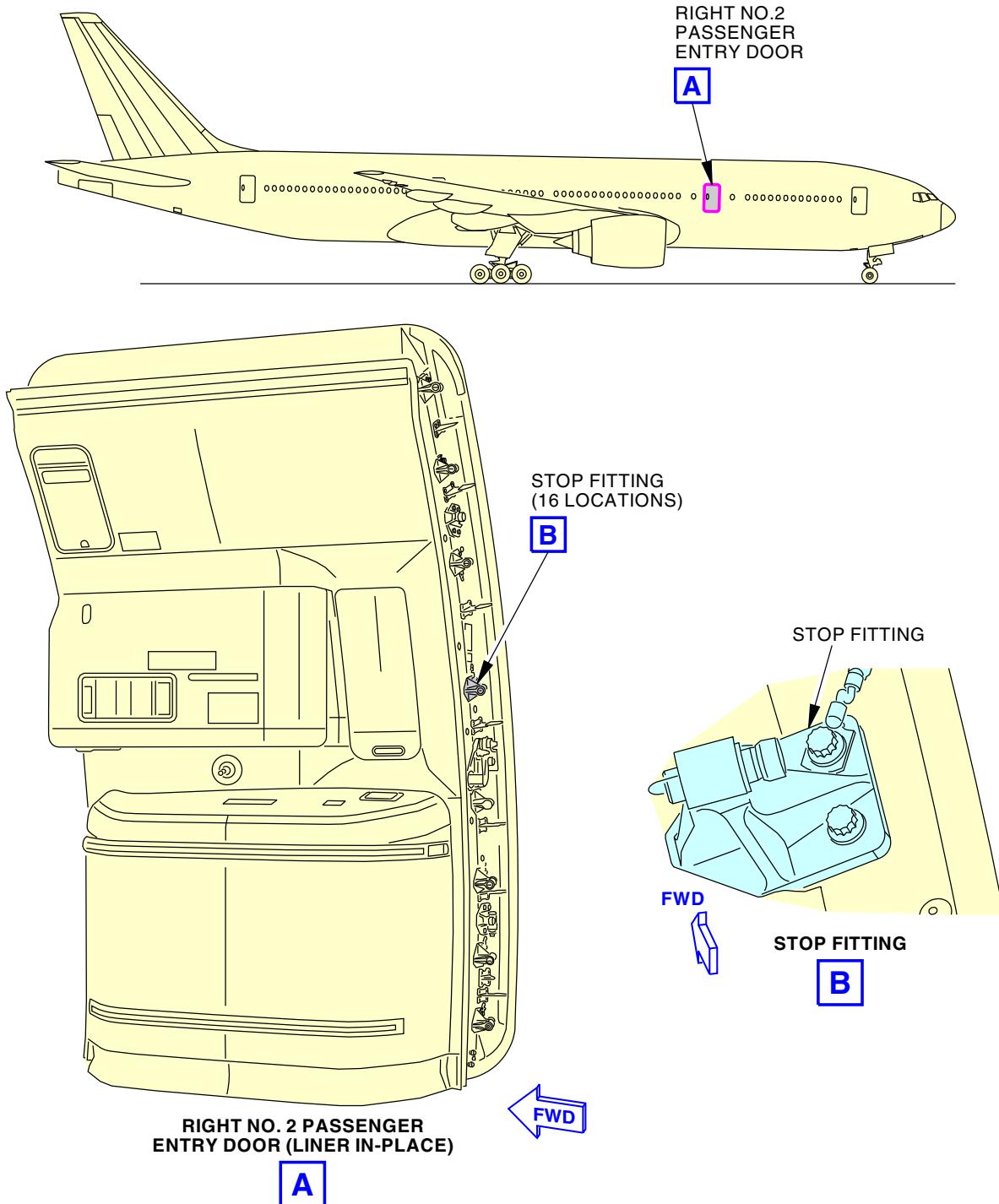
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G66224 S0006424566_V2

Right No. 2 Passenger Entry Door
Figure 237/52-05-03-990-844

EFFECTIVITY
EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
201-210, 301-399, 581-599, 601, 605-608, 613-999

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-822

38. EXTERNAL - DETAILED: RIGHT #3 OVERWING DOOR

A. Inspection

SUBTASK 52-05-03-211-022

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

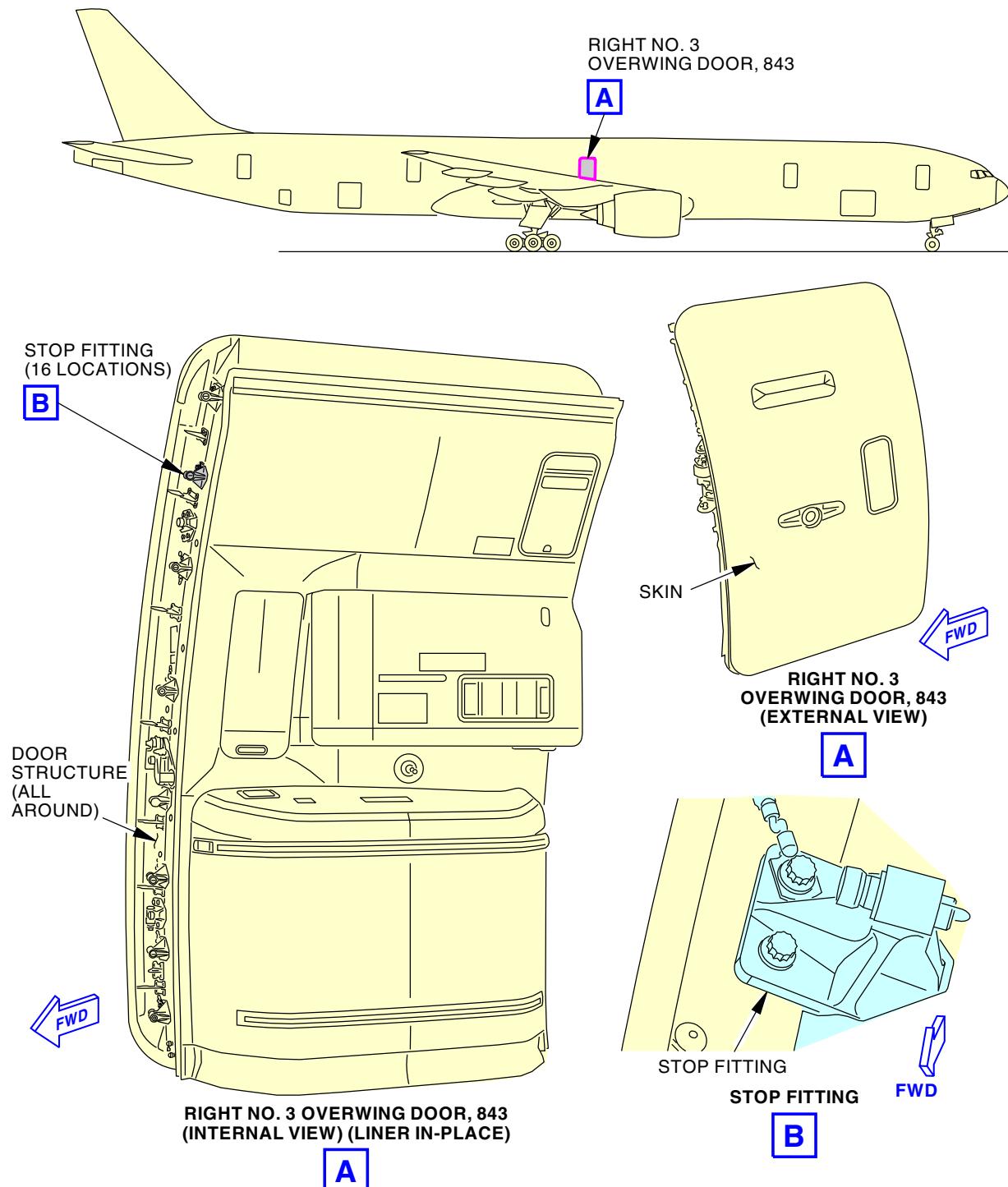
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497195 S0000148518_V2

Right #3 Overwing Door
Figure 238/52-05-03-990-856

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-211-823

39. EXTERNAL - DETAILED: RIGHT #3 PASSENGER ENTRY DOOR

(Figure 239)

A. Inspection

SUBTASK 52-05-03-211-023

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

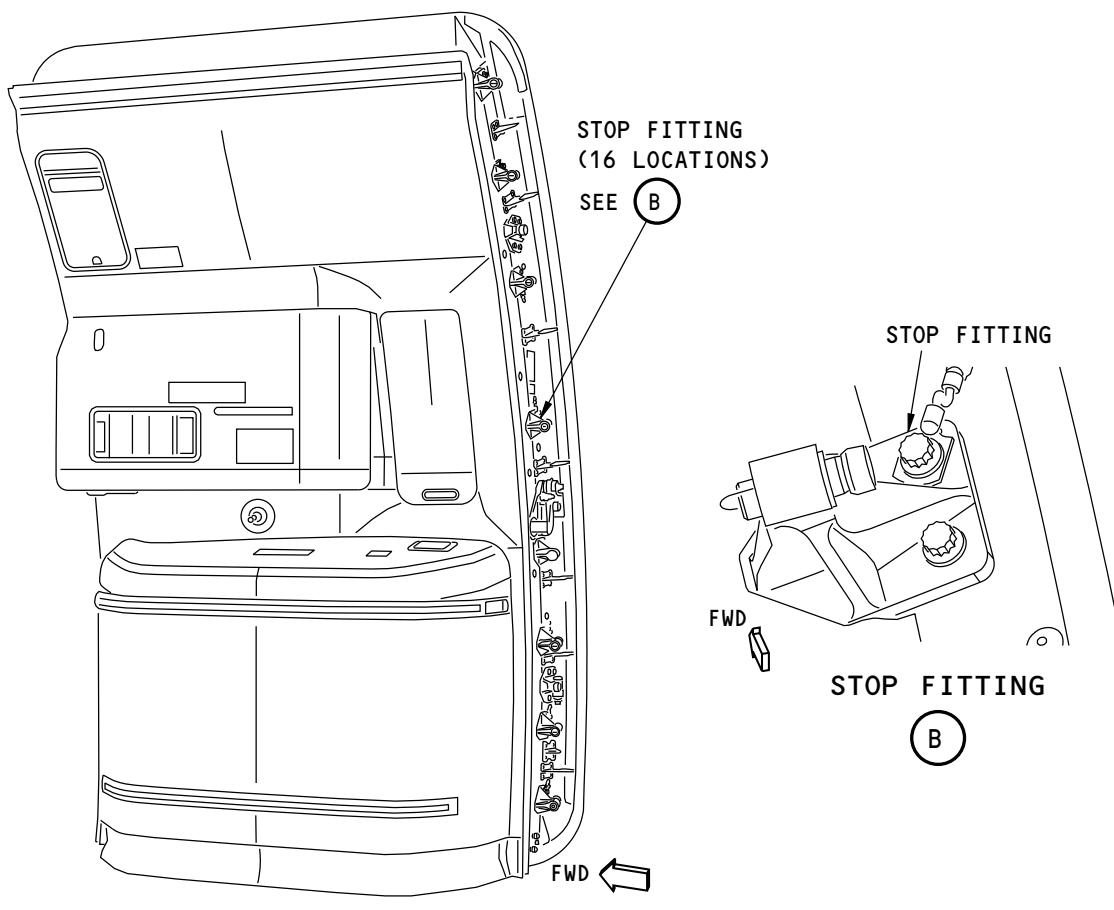
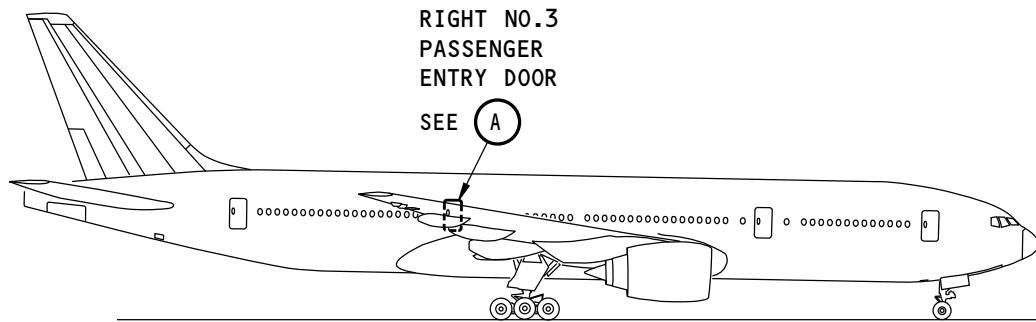
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RIGHT NO. 3 PASSENGER
ENTRY DOOR (LINER IN-PLACE)

(A)

G66207 S0006424569_V1

Right No. 3 Passenger Entry Door
Figure 239/52-05-03-990-845

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-826

40. EXTERNAL - DETAILED: RIGHT #4 PASSENGER ENTRY DOOR

A. Inspection

SUBTASK 52-05-03-211-026

- (1) Do the inspection.

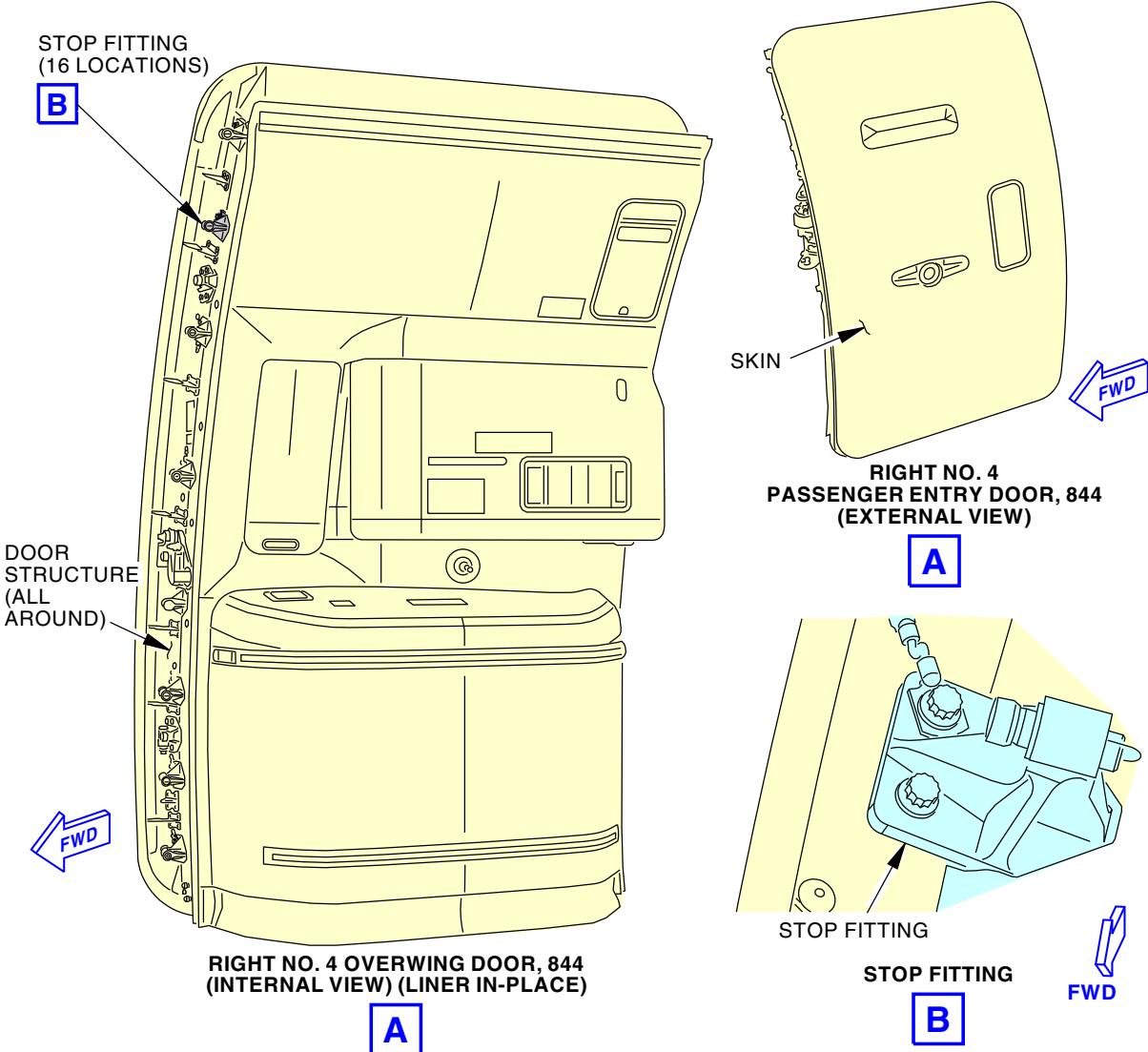
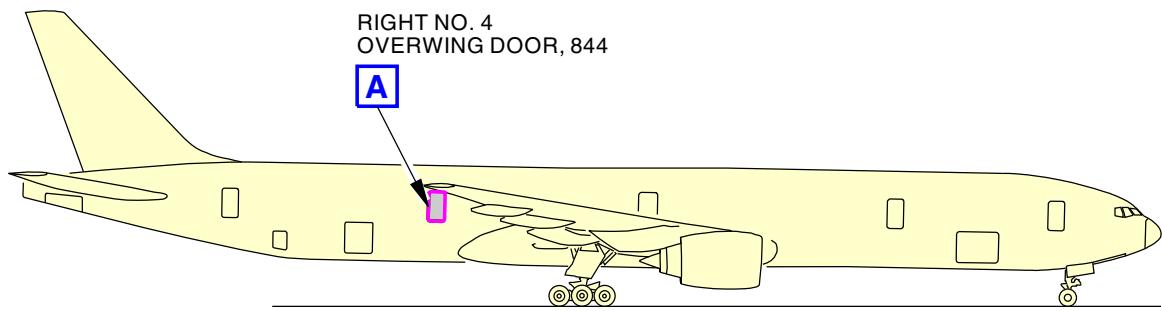
———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

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497197 S0000148519_V2

Right #4 Passenger Entry Door
Figure 240/52-05-03-990-857

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 201-210

TASK 52-05-03-211-827

41. EXTERNAL - DETAILED: RIGHT #4 PASSENGER ENTRY DOOR

(Figure 241)

A. Inspection

SUBTASK 52-05-03-211-027

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

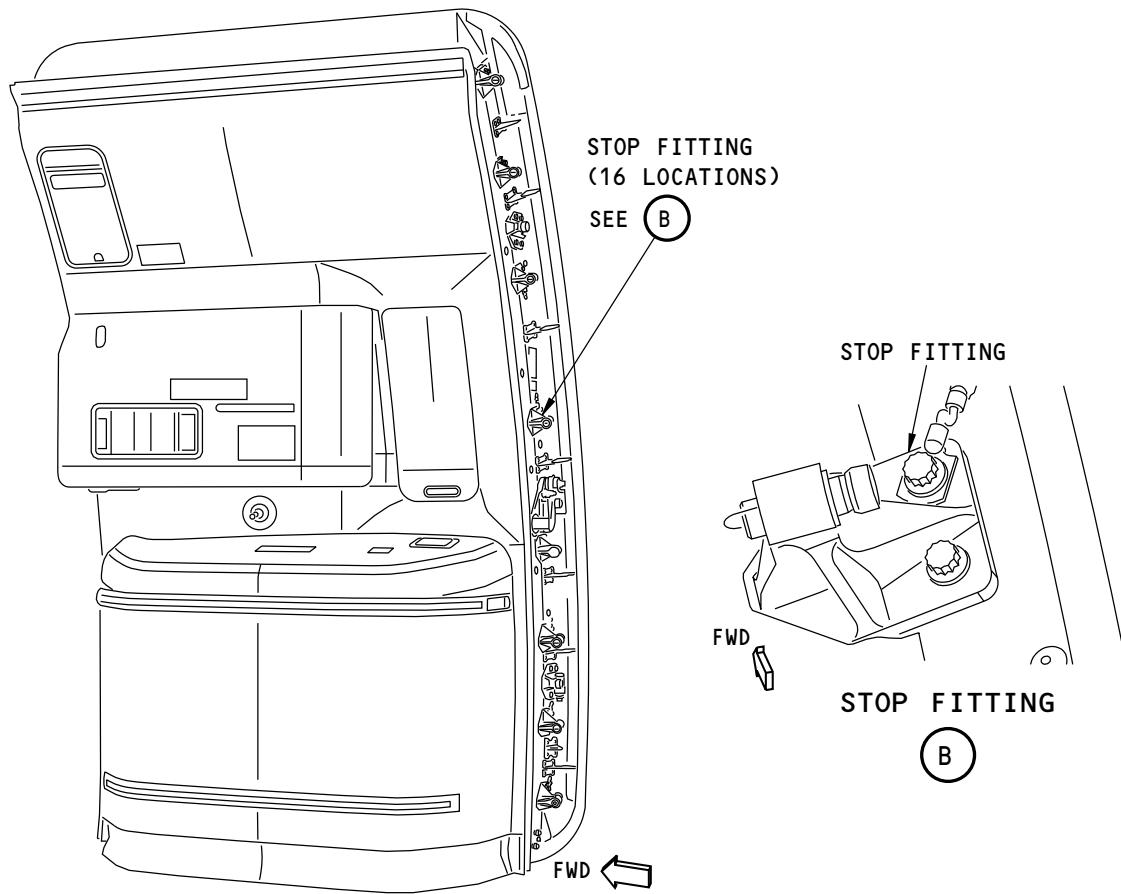
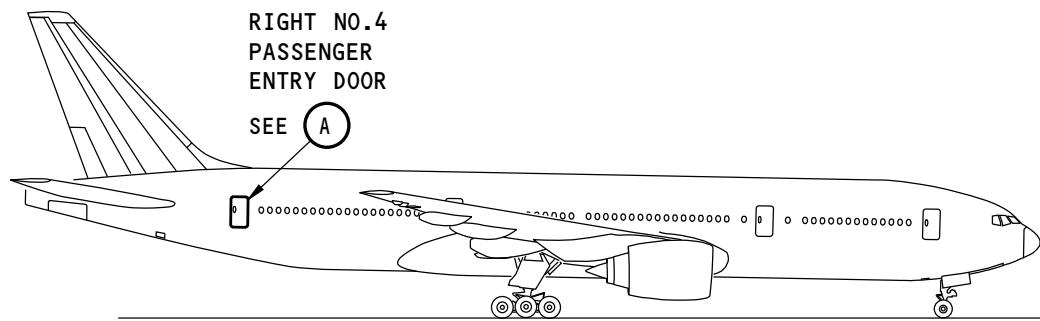
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RIGHT NO. 4 PASSENGER
ENTRY DOOR (LINER IN-PLACE)

(A)

G66202 S0006424576_V1

Right No. 4 Passenger Entry Door
Figure 241/52-05-03-990-848

EFFECTIVITY
EAD 001-007, 009, 201-210

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-830

42. EXTERNAL - DETAILED: RIGHT #5 PASSENGER ENTRY DOOR

A. Inspection

SUBTASK 52-05-03-211-030

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

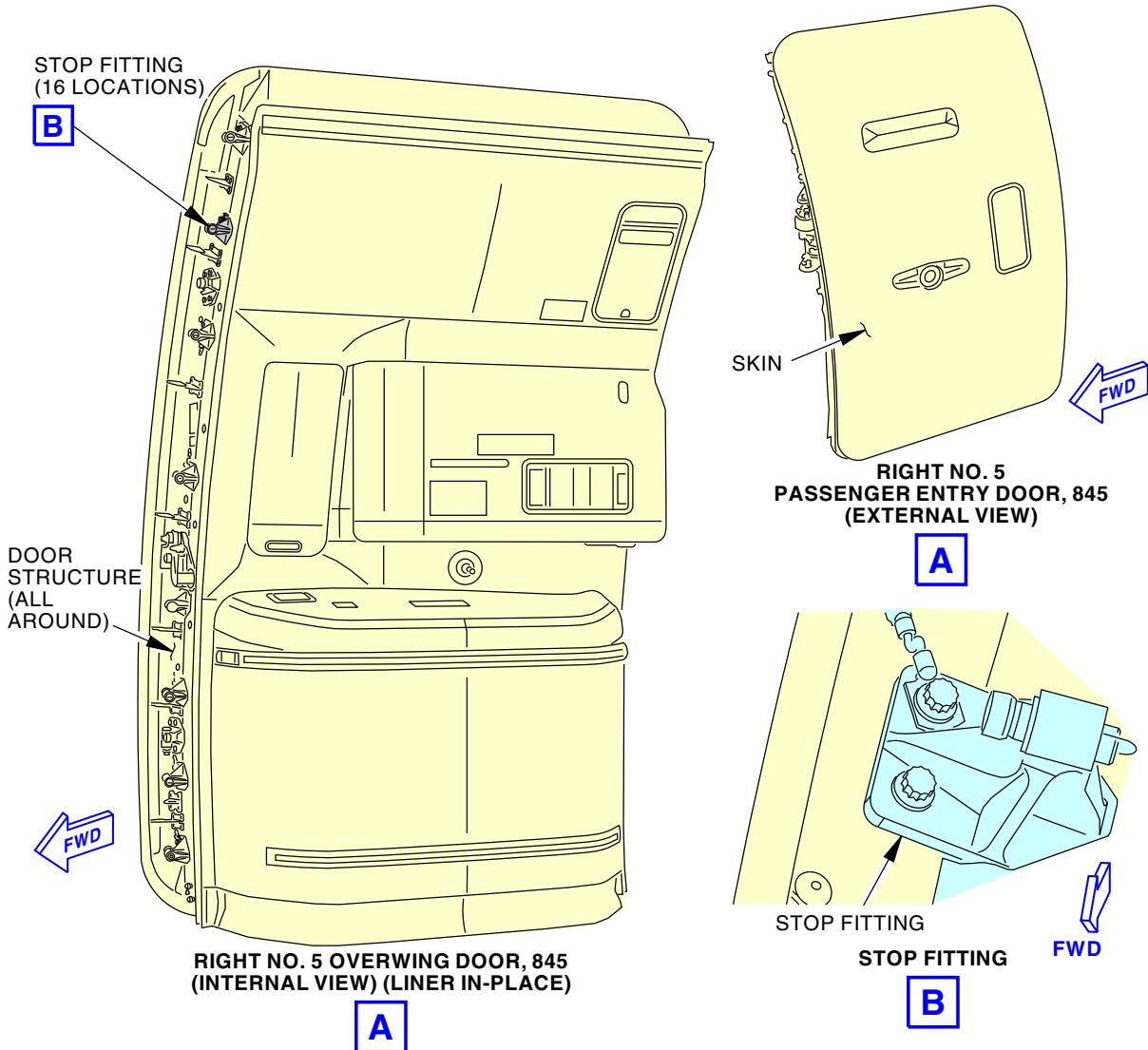
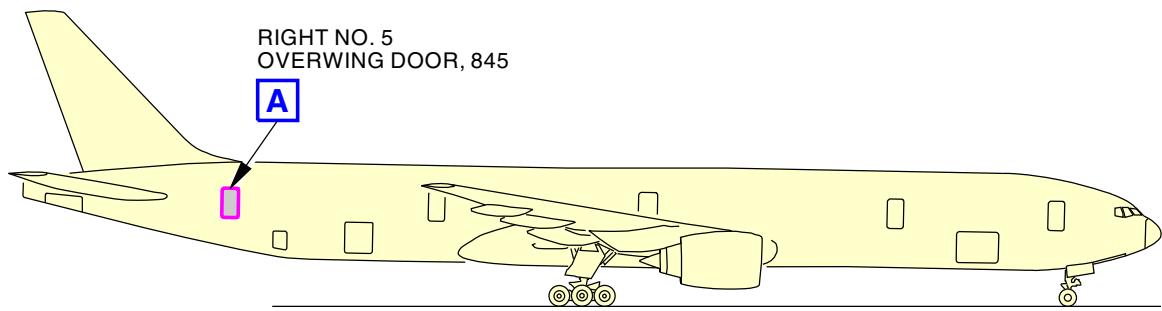
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497200 S0000148520_V2

Right #5 Passenger Entry Door
Figure 242/52-05-03-990-858

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599,
601, 605-608, 613-999

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EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999

TASK 52-05-03-211-831

43. EXTERNAL - GENERAL VISUAL: FLIGHT DECK SECURITY DOOR

A. Inspection

SUBTASK 52-05-03-211-031

- (1) Do the inspection.

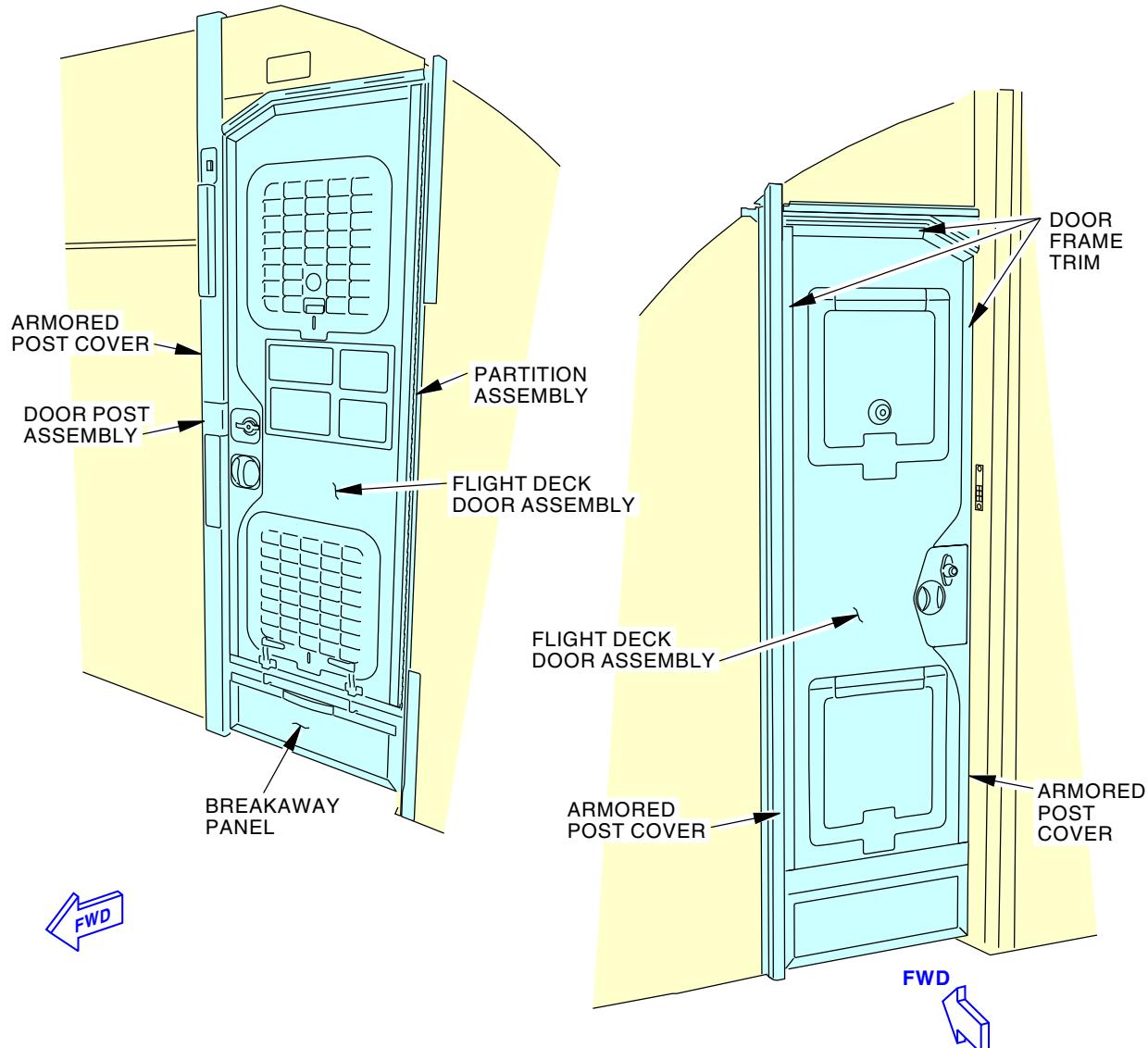
———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

52-05-03

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FLIGHT COMPARTMENT DOOR

J66400 S0000175214_V3

Flight Deck Security Door
Figure 243/52-05-03-990-859

EFFECTIVITY
**EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
 201-210, 301-399, 581-599, 601, 605-608, 613-999**

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EAD 401-413

TASK 52-05-03-210-829

44. EXTERNAL - GENERAL VISUAL: Main Deck Cargo Door

(Figure 244)

A. Inspection

SUBTASK 52-05-03-210-029

- (1) Do the inspection.

— END OF TASK —

— EFFECTIVITY —
EAD ALL

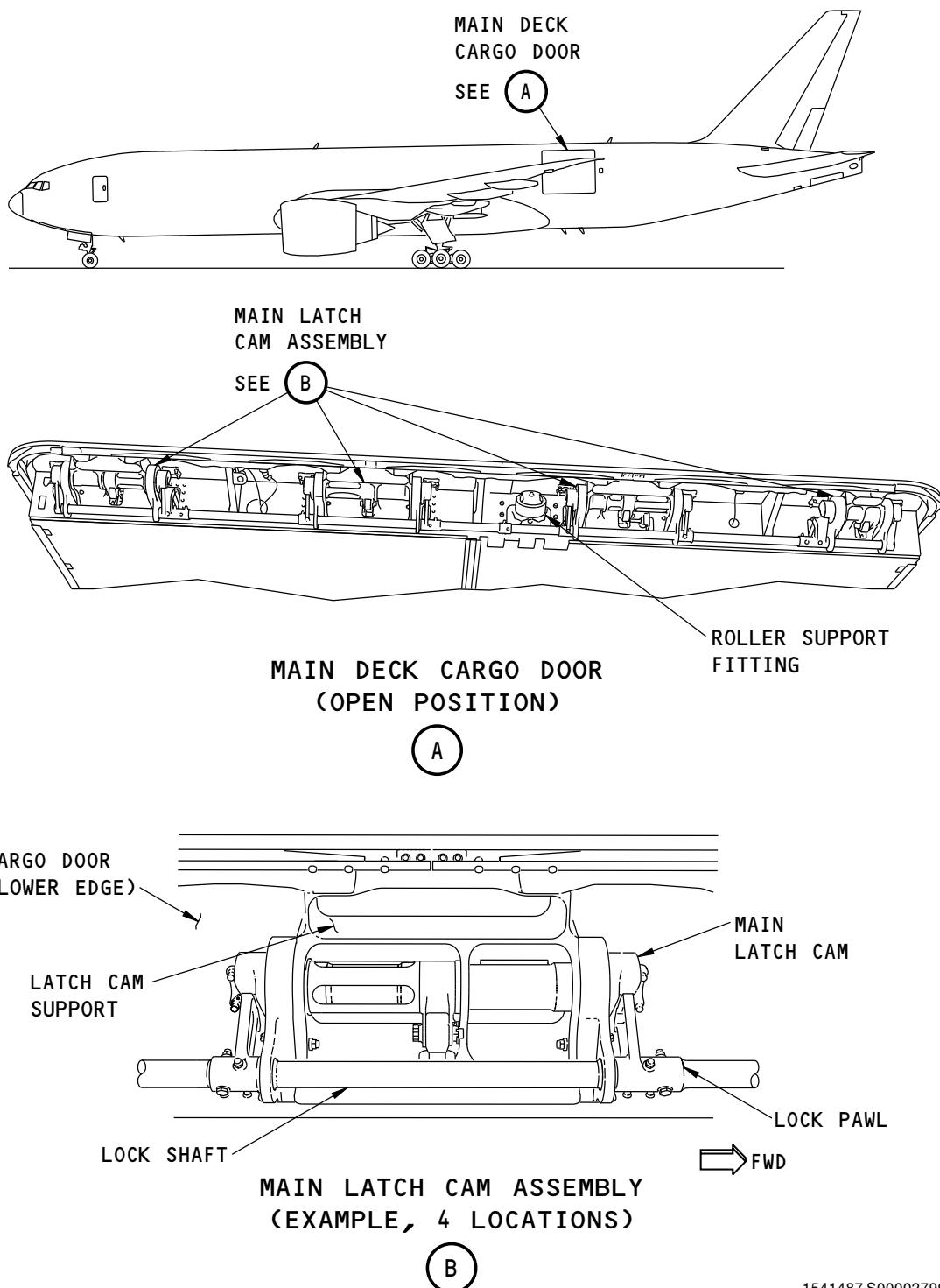
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1541487 S0000279933_V1

Main Deck Cargo Door General Visual (External)
Figure 244/52-05-03-990-861

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EAD 401-413 (Continued)

TASK 52-05-03-211-832

45. EXTERNAL - DETAILED: MAIN DECK CARGO DOOR

Figure 245

A. Inspection

SUBTASK 52-05-03-211-032

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

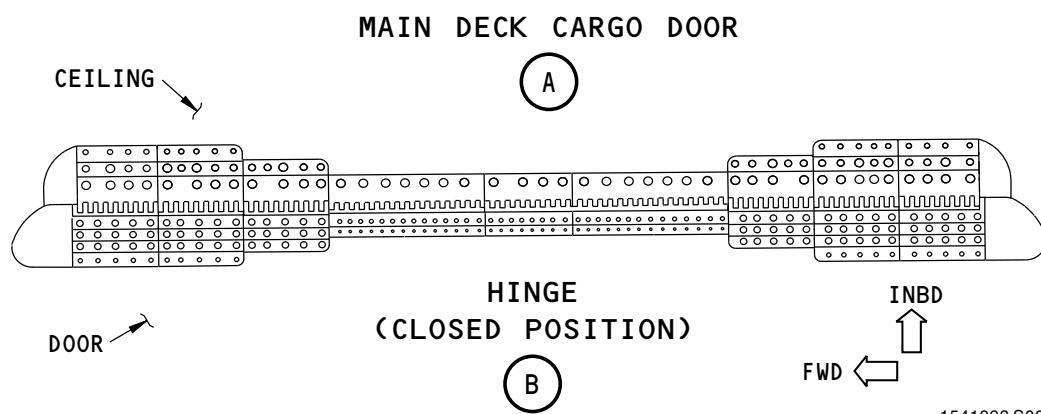
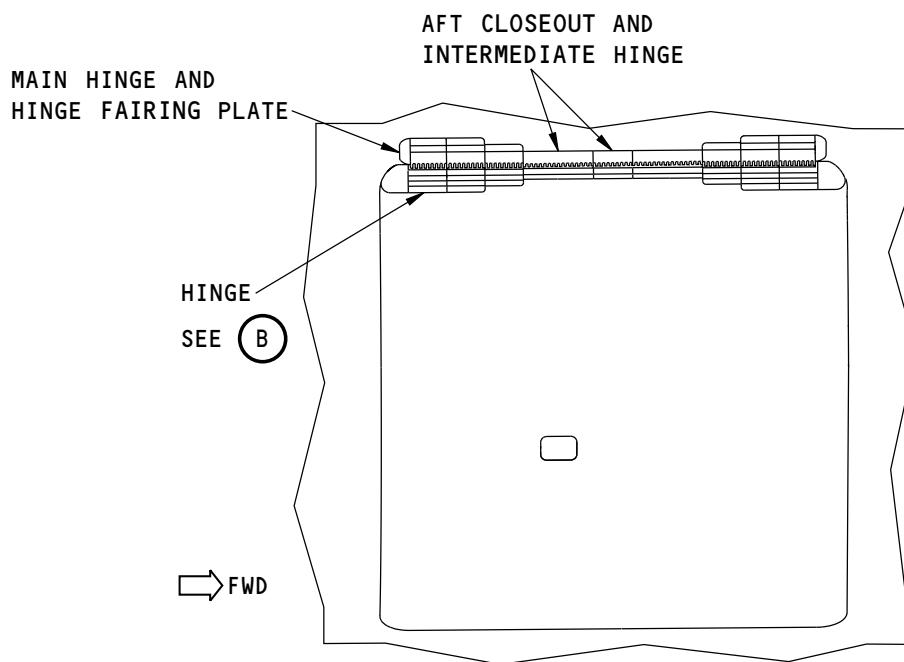
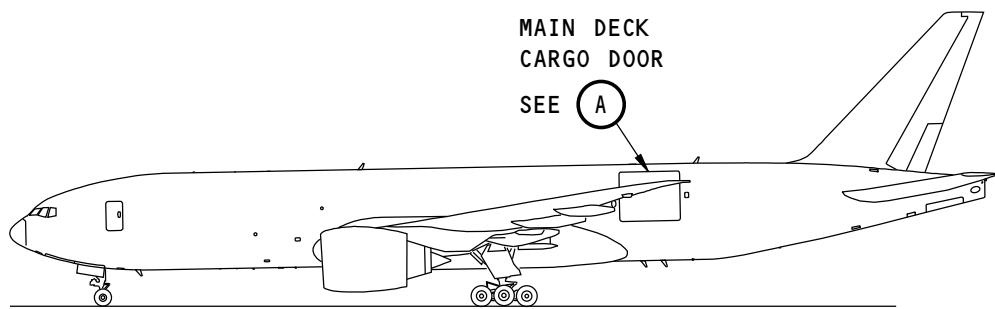
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1541993 S0000279993_V1

HINGES AND HINGE PINS (MAIN DECK CARGO DOOR) (EXTERNAL)
Figure 245/52-05-03-990-862

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EAD 401-413 (Continued)

TASK 52-05-03-211-833

46. INTERNAL - DETAILED: MAIN DECK CARGO DOOR

Figure 246

A. Inspection

SUBTASK 52-05-03-211-033

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

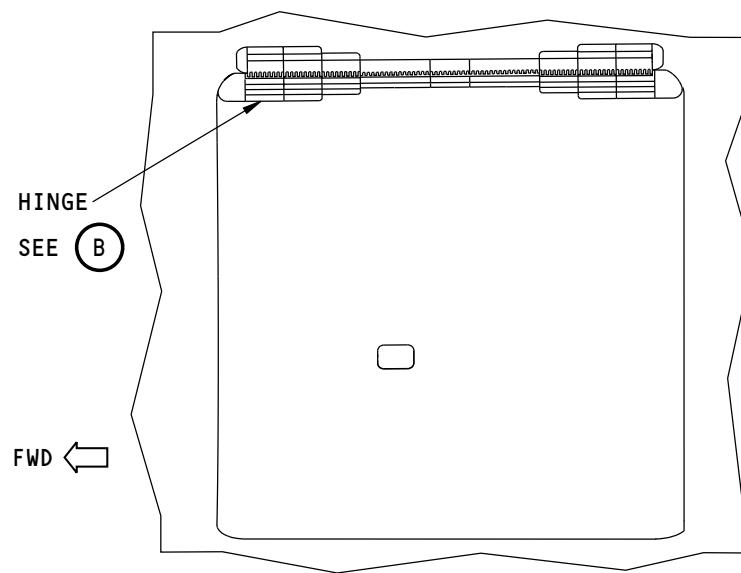
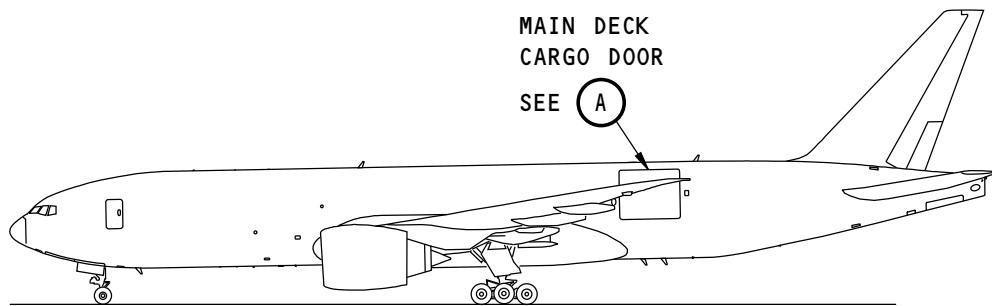
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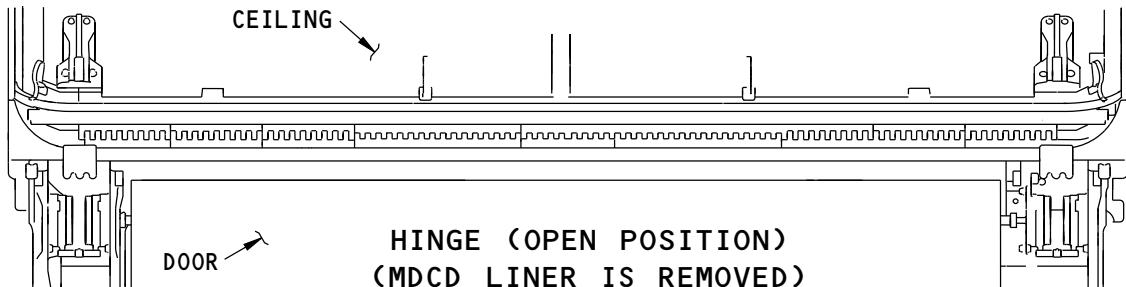
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MAIN DECK CARGO DOOR



1545320 S0000279996_V1

HINGES AND HINGE PINS (MAIN DECK CARGO DOOR) (INTERNAL)
Figure 246/52-05-03-990-863

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EAD 401-413 (Continued)

TASK 52-05-03-211-834

47. INTERNAL - DETAILED: MAIN DECK CARGO DOOR

Figure 247

A. Inspection

SUBTASK 52-05-03-211-035

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

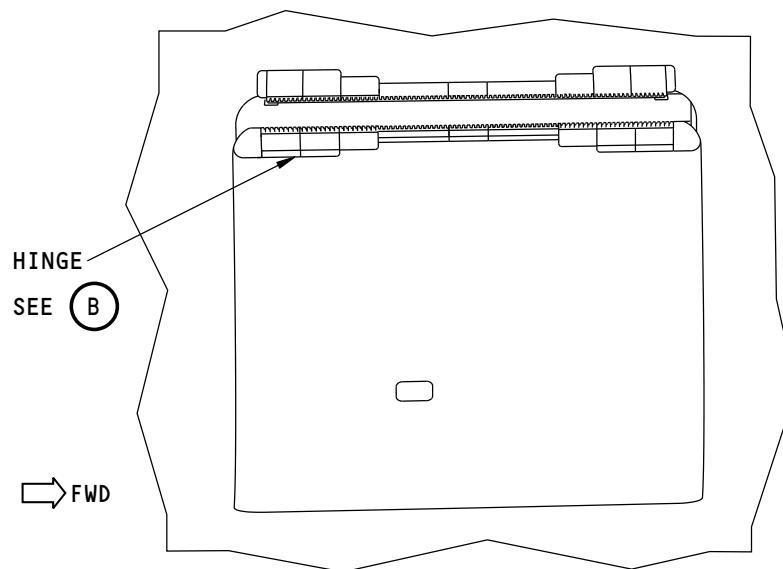
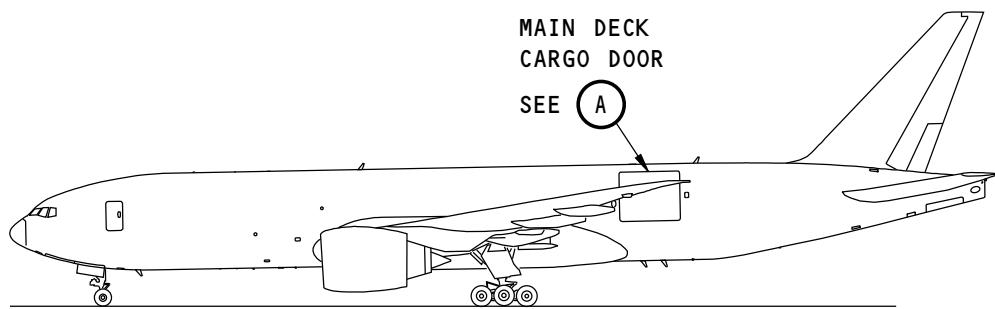
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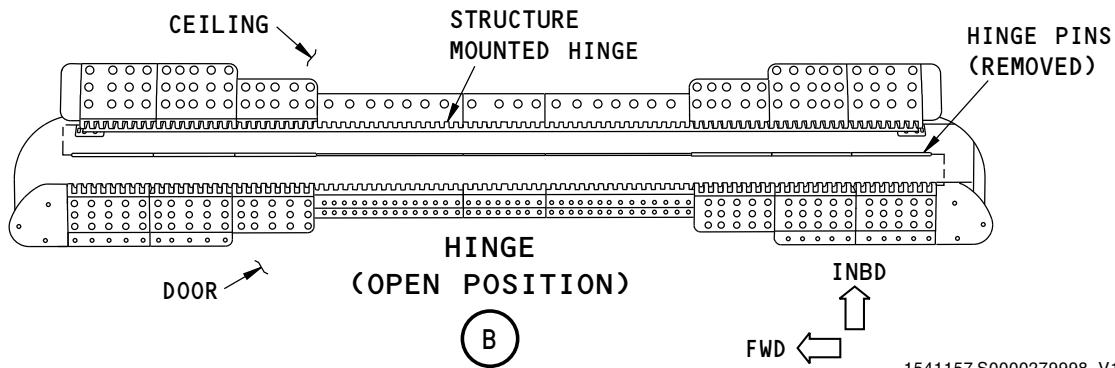
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MAIN DECK CARGO DOOR



1541157 S0000279998_V1

HINGE PINS (MAIN DECK CARGO DOOR) (INTERNAL)
Figure 247/52-05-03-990-864

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EAD 401-413 (Continued)

TASK 52-05-03-210-830

48. EXTERNAL - GENERAL VISUAL: MAIN DECK CARGO DOOR

(Figure 248)

A. Inspection

SUBTASK 52-05-03-210-030

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

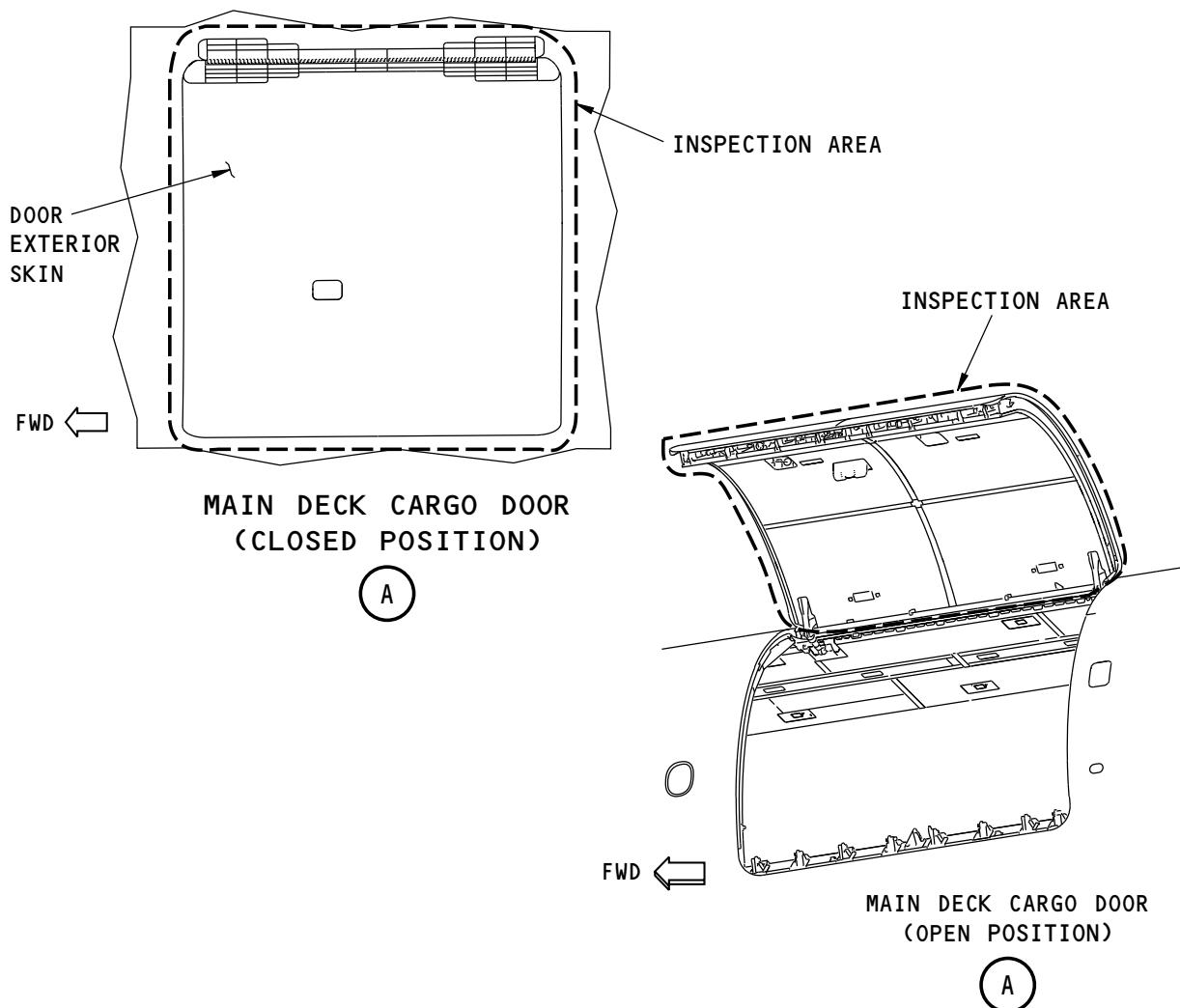
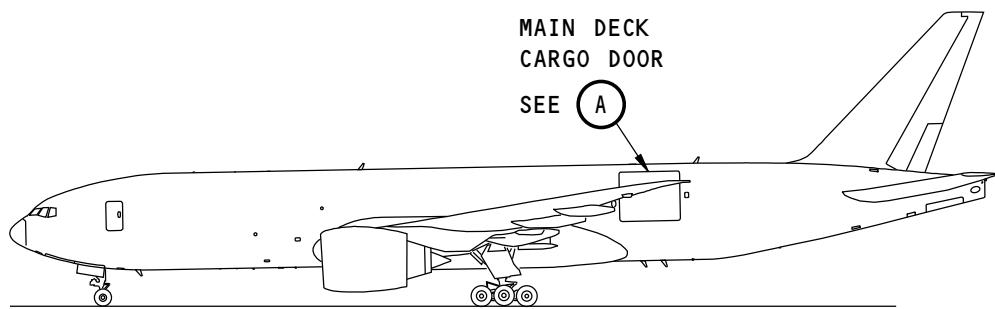
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1542341 S0000280110_V1

SKIN AND DOOR STRUCTURE (MAIN DECK CARGO DOOR) (EXTERNAL)
Figure 248/52-05-03-990-865

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EAD 401-413 (Continued)

TASK 52-05-03-211-835

49. INTERNAL - DETAILED: MAIN DECK CARGO DOOR

(Figure 249)

A. Inspection

SUBTASK 52-05-03-211-034

- (1) Do the inspection.

———— END OF TASK ————

— EFFECTIVITY —
EAD ALL

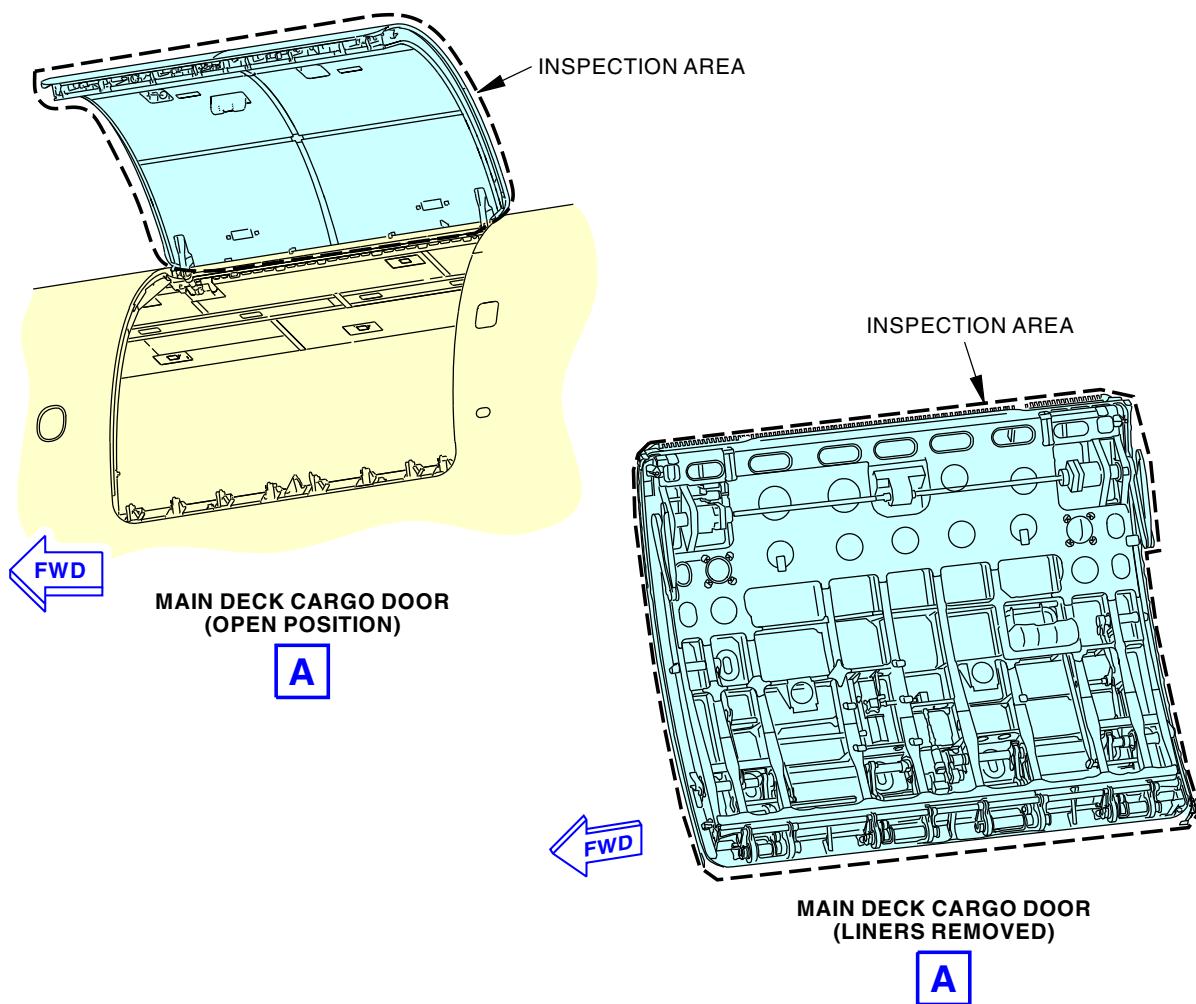
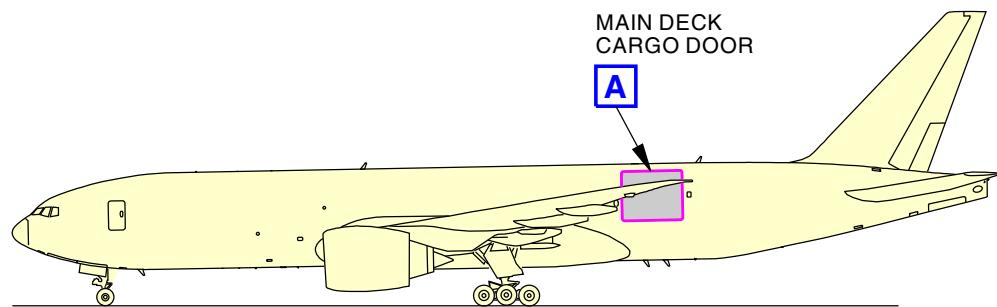
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2523520 S0000593306_V1

LOCK PAWLS & LOCK SHAFT INSTALLATION, SKIN AND DOOR STRUCTURE (MDCD)
Figure 249/52-05-03-990-868

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DOOR SEALS - REPAIRS

1. General

- A. This procedure has the repairs of the Entry, Cargo, and Access door seals.
- B. Seals prevent loss of cabin pressure at entry doors, galley service doors, cargo doors, the forward access door, electronic equipment access door, and emergency exit doors. Seals also keep water from entering the airplane at these door locations. Types of seals include:
 - (1) Blade seals
 - (2) Bulb seals
 - (3) Diaphragm seals
- C. The pressure seals used in these areas are subject three different types of failure or damage as follows:
 - (1) Separation of the mechanical blade seal from the diaphragm seal at the joint. The fabric-reinforced rubber which makes the joint can pull loose from the mechanical blade seal or the diaphragm seal.
 - (2) Cuts, nicks, splits or tears can occur in the pressure seal.
 - (3) Splice failure occurs on those continuous seals formed by splicing the ends of the extruded bulb section. Flexing of the seal causes separation of the bond between this material and the ends of the extruded section.
- D. Seal repair procedures for the silicone rubber door and hatch seals may be divided into three general methods:
 - (1) Method A is a procedure for repairs in which the cut, delaminated, or otherwise separated surfaces are rejoined by adhesive only.
 - (2) Method B consists of repairs with an adhesive reinforced with open mesh fabric. The fabric is embedded in the adhesive on the seal surface.
 - (3) Method C repair procedure comprises the replacement of a section of seal using adhesive, and when required, fabric cemented into place.
- E. Adhesives used for repairs are in three category types as follows:
 - (1) Type I is a two-part, air-cured adhesive.
 - (a) Use type I adhesives only on those parts of the blade seal where it is not necessary to have a flexible bond. Do not use on the diaphragm seals or on the seal lip of the blade seals.
 - (2) Type II is a clear, one-part, air-cured adhesive. It is flexible at low temperatures.
 - (a) Use type II adhesives for repairs to the seal lip on the blade seals where it is necessary that the adhesive is flexible to make an air-tight seal.
 - (3) Type III is a quick repair air-cured adhesive (two-part kit). It is very flexible.
 - (a) Use type III adhesives for fast repairs. You can use it in all locations on the seal.
- F. Make all of the repairs to the pressure seals with the seal in a position for easy access and when the load on the seal is as small as possible. For seals that are installed, it can be necessary to remove parts of the seal retainer to do work on the damaged area.

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TASK 52-09-00-100-801

2. Seal Repair Procedure Surface Preparation

A. General

- (1) Make all of the seal repairs with the seal in a position for easy access and when the load on the seal is as small as possible. For seals that are installed, it may be necessary to remove parts of the seal retainer to do work on the damaged area.
- (2) Replace the seal if the damage is extensive.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|----------------------------------|
| B00068 | Alcohol - Denatured, Ethyl (Ethanol) | AMS 3002, MIL-E-51454 Type II |
| B00130 | Alcohol - Isopropyl | TT-I-735 |
| B00137 | Abrasive - Garnet Coated Paper | |
| B00148 | Solvent - Methyl Ethyl Ketone (MEK) | ASTM D740 |
| G00034 | Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze) | BMS15-5 Class A |

C. Procedure

SUBTASK 52-09-00-010-001

- (1) Make sure there is access to the seal.
 - (a) If it is necessary, remove one or more sections of seal retainer to get access to a damaged section of seal.

SUBTASK 52-09-00-100-001

- (2) Clean the area of the pressure seals with the seal in a position for easy access, do the steps that follow:
 - (a) Rub the area and approximately 2 in. (51 mm) or more on all sides of the area with a clean cotton wiper, G00034 that is wet with one of the solvents that follow:
 - 1) solvent, B00148
 - 2) alcohol, B00068
 - 3) alcohol, B00130
 - (b) Lightly rub the surface to be repaired with the abrasive, B00137 (180 grit minimum).
 - (c) Wipe dry with a cotton wiper, G00034 before solvent evaporates.
 - 1) If necessary repeat steps to completely remove dirt, oil, paint, and other soils.

NOTE: Clean surfaces are necessary to make a good bond.

———— END OF TASK ————

TASK 52-09-00-390-801

3. Seal Repair Procedures For Specified Types of Seal Damage

(Figure 801)

A. General

- (1) Make all of the seal repairs with the seal in a position for easy access and when the load on the seal is as small as possible. For seals that are installed, it may be necessary to remove parts of the seal retainer to do work on the damaged area.
- (2) Determine the type of repair that is necessary and the procedure to be used.

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- (a) Use fabric when a stronger bond is necessary.
- (b) Replace the seal if the damage is extensive.
- (3) Adhesives used in this procedure as follows:

Table 801/52-09-00-993-801 Table Of Type I Adhesives

| Bulk code | Description | Catalyst | Cure Time ^{*[1]} | BAC Process | Specification |
|--|---|---|-------------------------------|------------------|---------------|
| Silgrip PSA529 adhesive base, A00336 ^{*[2]} | Light yellow, low viscosity, high temperature, silicone pressure sensitive adhesive | SRC-18 catalyst, A50112 | 3-7 Days at 74 ±3°F (23 ±2°C) | BAC 5010 Type 77 | MIL-A-25457B |
| RTV430 rubber base, A50025 | Condensation Cure, Mouldmaking Rubber | Beta 5 catalyst, A50234 ^{*[3]} Beta 11 catalyst, A50235 ^{*[4]} | 24 Hours for both catalysts | BAC 5010 Type 68 | --- |

*[1] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

*[2] Mixing ratio is 100 parts PSA529 base to 3.3 parts SRC-18 catalyst

*[3] Mixing ratio is 10 parts RTV430 base to 1 part Beta 5 catalyst

*[4] Mixing ratio is 10 parts RTV430 base to 1 part Beta 11 catalyst

Table 802/52-09-00-993-802 Table Of Type II Adhesives

| Bulk code | Description | Tack Free Time | Cure Time ^{*[1]} | BAC Process | Specification |
|---|--|----------------|---|------------------|---------------|
| FRV1106 adhesive, A50026 | One-component, Fluorosilicone, adhesive sealant | 20 Minutes | 18–24 Hours | BAC 5010 Type 84 | --- |
| Dow Corning 732 multi-purpose sealant, A50031 | General purpose silicone adhesive/sealant | 20 Minutes | 24 Hours | BAC 5010 Type 60 | MIL-A-46106 |
| Dow Corning 3145 RTV adhesive, A00281 | 1-part non-flowing adhesive, high tensile strength and elongation, enhanced thermal stability, | 78 Minutes | 48 Hours | BAC 5010 Type 79 | MIL-A-46146 |
| RTV 102 adhesive, A50067 | One-Component Acetoxy Adhesive Sealants | 20 Minutes | 3 days at 77°F (25°C) and 50% relative humidity | BAC 5010 Type 60 | MIL-A-46106 |
| RTV 108 adhesive, A00635 | One-Component Acetoxy Adhesive Sealants | 20 Minutes | 3 days at 77°F (25°C) and 50% relative humidity | BAC 5010 Type 60 | MIL-A-46106 |

*[1] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

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Table 803/52-09-00-993-803 Table Of Type III Adhesives

| Bulk code | Description | Primer ^[1] | Cure Time ^[2] | BAC Process | Specification |
|--|--|--|--|------------------|---------------|
| Dow Corning 93-076-1/2 RF sealant and catalyst kit, A50094 | Two part, thixotropic silicone elastomer | Dow Corning PR-1204 prime coat, C50242 or PR 1204 primer, A50126 | 4 Hours at 185°F (85°C) or 2 Hours at 203°F (95°C) | BAC 5010 Type 68 | --- |
| Dow Corning 93-076-2 RF sealant and catalyst kit, A50233 | Two part, thixotropic silicone elastomer | Dow Corning PR-1204 prime coat, C50242 or PR 1204 primer, A50126 | 4 Hours at 185°F (85°C) or 2 Hours at 203°F (95°C) | BAC 5010 Type 68 | --- |

*[1] This product enhances bonding but is not mandatory for the sealant to fully cure

*[2] Refer to manufacturer's instructions for specific cure times based on local conditions of where the product is used.

B. Tools/Equipment

| Reference | Description |
|-----------|----------------------|
| STD-123 | Brush - Soft Bristle |
| STD-1415 | Knife - Utility |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|--|
| A00281 | Adhesive - Dow Corning 3145 RTV | MIL-A-46146 (BAC5010 Type 79) |
| A00336 | Adhesive - Silicone Pressure Sensitive, Momentive Performance Materials Silgrip PSA529 Base (Formerly GE Silicones) | BAC5010 Type 77 |
| A00635 | Adhesive - RTV 108 Translucent Silicone Rubber RTV Paste, One-part | BAC5010 Type 60 Class A Grade 2 / MIL-A-46106 Type 1 |
| A50025 | Adhesive - Condensation Cure, Mouldmaking Rubber, Momentive Performance Materials RTV430 Base (Formerly GE Silicones) | |
| A50026 | Adhesive - One-Component, Fluorosilicone, Momentive Performance Materials FRV1106 (Formerly GE Silicones) | BAC5010 Type 84 |
| A50031 | Sealant - Dow Corning 732 Multi-Purpose Sealant | MIL-A-46106 |
| A50067 | Adhesive - Silicone Rubber - RTV 102 (White) | MIL-A-46106, BAC5010 Type 60, Grade 1 |
| A50094 | Sealant - Kit (Sealant & Catalyst), Dow Corning 93-076-1/2 RF (Formerly 93-076-1/2. Use until Stock depleted) | |
| A50112 | Catalyst - Silgrip Silicone Pressure Sensitive Adhesive Catalyst, Momentive Performance Materials SRC-18 Catalyst | BAC5010 Type 77 |

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| Reference | Description | Specification |
|-----------|---|---------------|
| A50126 | Primer - Adhesive Bonding (Formerly Dow Corning 1204 Clear) | |
| A50233 | Sealant - Kit (Sealant & Catalyst), Dow Corning 93-076-2 RF (Formerly 93-076-2. Use until Stock depleted) | |
| A50234 | Catalyst - Momentive Performance Materials Beta 5 Catalyst | |
| A50235 | Catalyst - Momentive Performance Materials Beta 11 Catalyst | |
| C50242 | Primer - Dow Corning PR-1204 RTV Prime Coat | |

D. Location Zones

| Zone | Area |
|---|---|
| 821 | Forward Large Cargo Door |
| EAD 001-007, 009 | |
| 823 | Aft Small Cargo Door |
| EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 | |
| 824 | Aft Large Cargo Door |
| EAD ALL | |
| 825 | Bulk Cargo Door |
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 833 | Left No. 3 Overwing Door - Section 44 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |
| EAD 401-413 | |
| 836 | Main Deck Cargo Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |

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| Zone | Area |
|-------------|---|
| 841 | Supernumerary Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 843 | Right No. 3 Overwing Door - Section 44 |
| | EAD 001-007, 009, 201-210 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 844 | Right No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 845 | Right No. 5 Passenger Entry Door - Section 47 |

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E. Repair Procedures for Specified Types of Seal Damage

SUBTASK 52-09-00-390-031

- (1) Repair a delaminated seal as follows:

NOTE: If the delaminated area is not repaired, leaks can occur when the area increases in size.

- (a) If the delamination is on the seal edge, do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 or Seal Repair Procedure (Method B), TASK 52-09-00-350-802 to bond the delaminated seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
- 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 3) Make sure the adhesive cures the minimum time necessary.

- (b) If the delamination is away from the seal edge, do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 or Seal Repair Procedure (Method B), TASK 52-09-00-350-802 to bond the delaminated seal with one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
- 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 3) Make sure the adhesive cures the minimum time necessary.

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SUBTASK 52-09-00-390-005

- (2) Repair a delaminated seal joint as follows:

NOTE: If the delaminated area is not repaired, leaks can occur when the area increases in size.

- (a) If the delamination is small (0.50 in² (322.58 mm²) maximum), do these steps:

- 1) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 to bond the delaminated seal with one of the adhesives in the table that follows:
 - a) Table Of Type I Adhesives/Table 801
 - 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 3) Make sure the adhesive cures the minimum time necessary.
- (b) If the delamination is at the edge of the splice and the seal does not seal satisfactorily, do these steps:
- 1) Cut and remove the delaminated piece with a sharp knife, STD-1415.
 - 2) Apply a light layer of one of the adhesives in the tables that follows:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803

SUBTASK 52-09-00-390-006

- (3) Repair a cut or split in the rubber in the joint area of a seal as follows:

- (a) Do Seal Repair Procedure (Method B), TASK 52-09-00-350-802 to bond the damaged seal with fabric and one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
- (b) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- (c) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-00-390-026

- (4) Repair a cut or split in the blade or bulb section of a seal as follows:

- (a) If the damage is a small cut or split (0.20 in. (5.08 mm) maximum length), do these steps:
- 1) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
 - 2) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 3) Make sure the adhesive cures the minimum time necessary.
- (b) If the damage is a large cut or split (1.00 in. (25.40 mm) maximum length), do these steps:
- 1) Push on the seal to open the cut.
 - 2) Carefully drill a hole in each end of the cut.

NOTE: A sharpened metal tube can be used as a drill bit to cut the holes.

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- 3) Make the holes smooth and miter the edges.
 - 4) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 5) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 6) Make sure the adhesive cures the minimum time necessary.
- (c) If the damage to the seal is a large split (2.00 in. (50.80 mm) maximum length), do these steps:
- 1) Push on the seal to open the cut.
 - 2) Carefully drill a hole in each end of the cut.
NOTE: A sharpened metal tube can be used as a drill bit to cut the holes.
 - 3) Make the holes smooth and miter the edges.
 - 4) Do Seal Repair Procedure (Method B), TASK 52-09-00-350-802 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type I Adhesives/Table 801
 - b) Table Of Type II Adhesives/Table 802
 - c) Table Of Type III Adhesives/Table 803
 - 5) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - 6) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 7) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-00-390-027

- (5) Repair a damaged seal flange (3.00 in. (76.20 mm) maximum patch length) as follows:
- (a) If it is not necessary to replace the flange, do these steps:
- 1) Do Seal Repair Procedure (Method B), TASK 52-09-00-350-802 to bond the damaged seal with one of the adhesives in the tables that follow:
 - a) Table Of Type II Adhesives/Table 802
 - b) Table Of Type III Adhesives/Table 803
 - 2) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
 - 3) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - 4) Make sure the adhesive cures the minimum time necessary.
- (b) If a part of the flange is missing, do these steps:
- 1) Trim the seal edge adjacent to the missing part of the flange.
 - 2) Cut a piece of replacement flange that is a correct fit for the missing part.
 - 3) Do Seal Repair Procedure (Method C), TASK 52-09-00-350-803 to bond the replacement seal patch to the seal with one of the adhesives in the tables that follow:

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- a) Table Of Type II Adhesives/Table 802
- b) Table Of Type III Adhesives/Table 803
- 4) Cut the fabric to make an overlap of 0.50 in. (12.70 mm) on the sides and ends of the split.
- 5) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- 6) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-00-390-028

- (6) Repair splice damage on entry door and galley service door seals as follows:
 - (a) Do Seal Repair Procedure (Method A), TASK 52-09-00-350-801 or Seal Repair Procedure (Method B), TASK 52-09-00-350-802 with one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
 - (b) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - (c) Make sure the adhesive cures the minimum time necessary.

SUBTASK 52-09-00-390-029

- (7) Repair separation of splice bonds on cargo door and escape exit seals as follows:
 - (a) Do Seal Repair Procedure (Method B), TASK 52-09-00-350-802.
 - (b) Use a soft bristle brush, STD-123 to apply the adhesive on the clean surfaces of the seal. Use one of the adhesives in the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803
 - (c) Cut the fabric 2.00 in. (50.80 mm) in width, and sufficiently long to put fully around the seal.
 - (d) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
 - (e) Make sure the adhesive cures the minimum time necessary.
 - (f) Apply more light layers of adhesive with the brush.
 - (g) Make the edges of the patch smooth to make sure the seal lip is flat.
 - (h) To prevent a rigid area on the seal lip, do not apply too much adhesive.

SUBTASK 52-09-00-390-030

- (8) Repair large damage to seal parts as follows:
 - (a) Find the seal splices in the straight parts of the seal.
 - (b) Remove the full damaged area.
 - (c) Replace the damaged area with a piece of replacement seal that has the same dimensions.
 - (d) Make mitered cuts on the seal surfaces that touch.
 - (e) Fill them with adhesive from the tables that follow:
 - 1) Table Of Type II Adhesives/Table 802
 - 2) Table Of Type III Adhesives/Table 803

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- (f) Do Seal Repair Procedure (Method B), TASK 52-09-00-350-802 and Seal Repair Procedure (Method C), TASK 52-09-00-350-803 to bond the seal splices.
- (g) Push the surfaces tightly together to make sure the adhesive fully touches the repair area.
- (h) Make sure the adhesive cures the minimum time necessary.

———— END OF TASK ————

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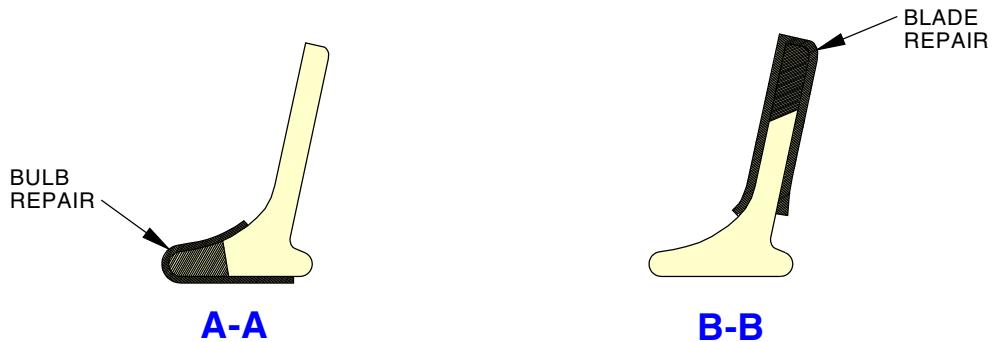
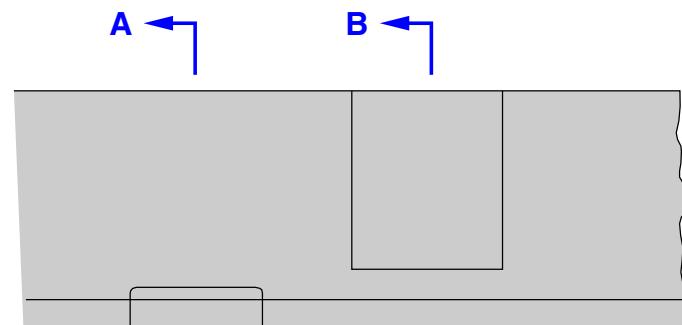
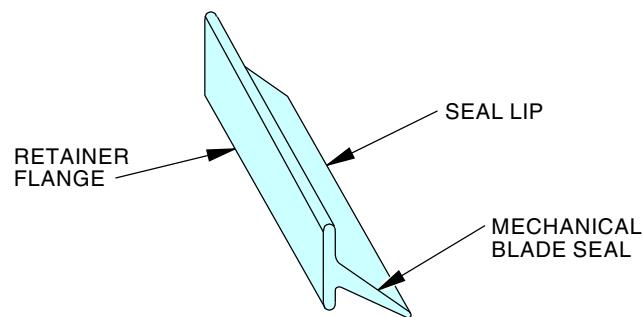
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Seal Repairs (Example)
Figure 801/52-09-00-990-801

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TASK 52-09-00-350-801

4. Seal Repair Procedure (Method A)

A. General

- (1) This procedure is for repairs that only use adhesive.

B. Procedure

SUBTASK 52-09-00-300-001

- (1) Do the steps that follow to repair the seal with adhesive only:
- Apply the adhesive to all of the areas to be bonded.
 - Put a load on the seal to make sure the seal fully touches the adhesive.
 - Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————

TASK 52-09-00-350-802

5. Seal Repair Procedure (Method B)

A. General

- (1) This procedure is for repairs with an adhesive reinforced with open mesh fabric. The fabric is embedded in the adhesive on the seal surface.

B. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00028 | Fabric - Dacron, 70/34 Mesh (Mohawk Dacron Fabrics - D117 Fabric) | |
| G00029 | Fabric - Polyester, 30/17 Mesh (Mohawk Polyester Fabrics - P118 Fabric, Formerly Mohawk Dacron D118 Fabric) | |

C. Procedure

SUBTASK 52-09-00-300-002

- (1) Do the steps that follow to repair the seal with adhesive and open-meshed fabric:
- Cut the fabric to have the correct fit for the patch area. Use one of the fabrics that follow:
 - D117 Dacron Fabric, G00028
 - P118 polyester fabric, G00029
 - Apply the adhesive to the repair area on the seal.
 - Push the fabric patch into the wet adhesive and apply more adhesive on top of the patch.
 - Make the surface smooth of unwanted adhesive and put a load on to make sure the seal fully touches the adhesive.
 - Apply pressure to make sure the parts are fully bonded.
 - Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————

TASK 52-09-00-350-803

6. Seal Repair Procedure (Method C)

A. General

- (1) This procedure replaces the damaged seal part with an equivalent piece of replacement seal.

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B. Consumable Materials

| Reference | Description | Specification |
|------------------|---|----------------------|
| G00028 | Fabric - Dacron, 70/34 Mesh (Mohawk Dacron Fabrics - D117 Fabric) | |
| G00029 | Fabric - Polyester, 30/17 Mesh (Mohawk Polyester Fabrics - P118 Fabric, Formerly Mohawk Dacron D118 Fabric) | |

C. Procedure

SUBTASK 52-09-00-300-003

- (1) Do the steps that follow to repair the seal with equivalent piece of replacement seal:
 - (a) Cut a piece of replacement seal that will have the correct fit for the repair area.
 - (b) Miter the seal and the replacement piece of seal to the correct fit.
 - (c) Do one of the procedures that follow:
 - 1) To repair the seal with adhesive only:
 - a) Apply the adhesive to all of the areas to be bonded.
 - b) Put a load on the seal to make sure the seal fully touches the adhesive.
 - c) Let the adhesive cure the minimum time necessary before you put a load on it.
 - 2) To repair the seal with adhesive and open-meshed fabric:
 - a) Cut the fabric to have the correct fit for the patch area. Use one of the fabrics that follow:
 - <1> D117 Dacron Fabric, G00028.
 - <2> P118 polyester fabric, G00029.
 - b) Apply the adhesive to the repair area on the seal.
 - c) Push the fabric patch into the wet adhesive and apply more adhesive on top of the patch.
 - d) Make the surface smooth of unwanted adhesive and put a load on to make sure the seal fully touches the adhesive.
 - e) Apply pressure to make sure the parts are fully bonded.
 - f) Let the adhesive cure the minimum time necessary before you put a load on it.

———— END OF TASK ————

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PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the passenger entry door cutout seal.
 - (2) An installation of the passenger entry door cutout seal.
 - (3) A removal of the passenger entry door bottom seal.
 - (4) An installation of the bottom passenger entry door bottom seal.
 - (5) A check of the passenger entry door seals.
 - (6) An adjustment of the passenger entry door seal.

TASK 52-09-01-000-801

2. Passenger Entry Door Cutout Seal Removal

(Figure 201)

A. References

| Reference | Title |
|------------------|---|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |

B. Tools/Equipment

| Reference | Description |
|------------------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Prepare for the Removal

SUBTASK 52-09-01-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (c) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (d) Make sure the adjustable height cabin and general access stand, STD-1160 is installed outboard of the door.

SUBTASK 52-09-01-010-001

- (2) Open the door.

D. Removal

SUBTASK 52-09-01-020-001

- (1) Remove the seal [1] as follows:
 - (a) Remove the screws [2], washers [3], and filler [12] at the top of the seal [1].

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- (b) Remove the screws [4], washers [5], and fillers [11] at the top corners of the seal [1].
- (c) Remove the screws [8], washers [9], and plates [7] at the bottom corners of the seal [1].
- (d) Pull and push the seal [1] to disengage it from the seal retainer [6].
- (e) Remove the seal [1] from the cutout structure.

———— END OF TASK ————

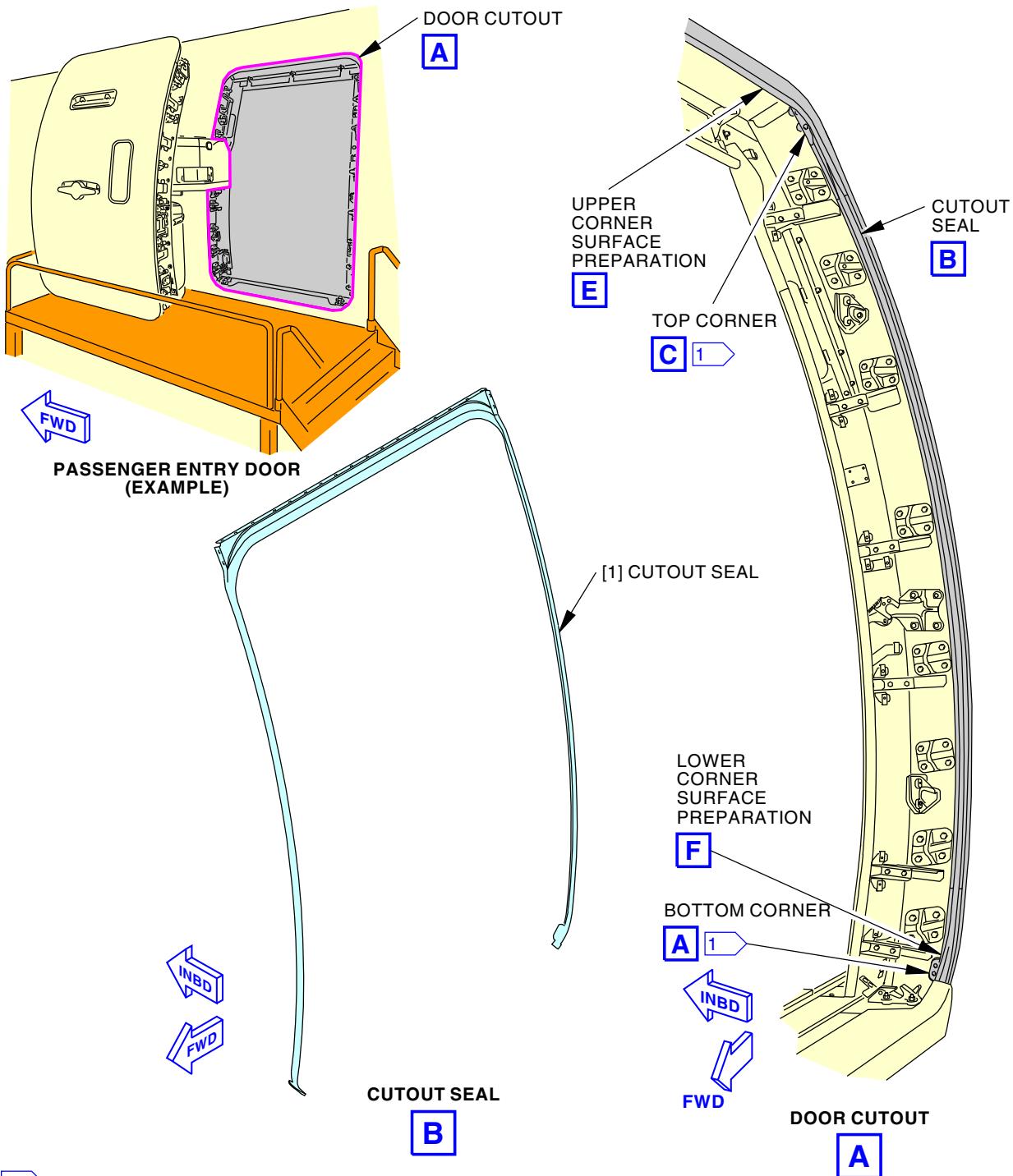
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Passenger Entry Door Cutout Seal Installation
Figure 201/52-09-01-990-804 (Sheet 1 of 3)

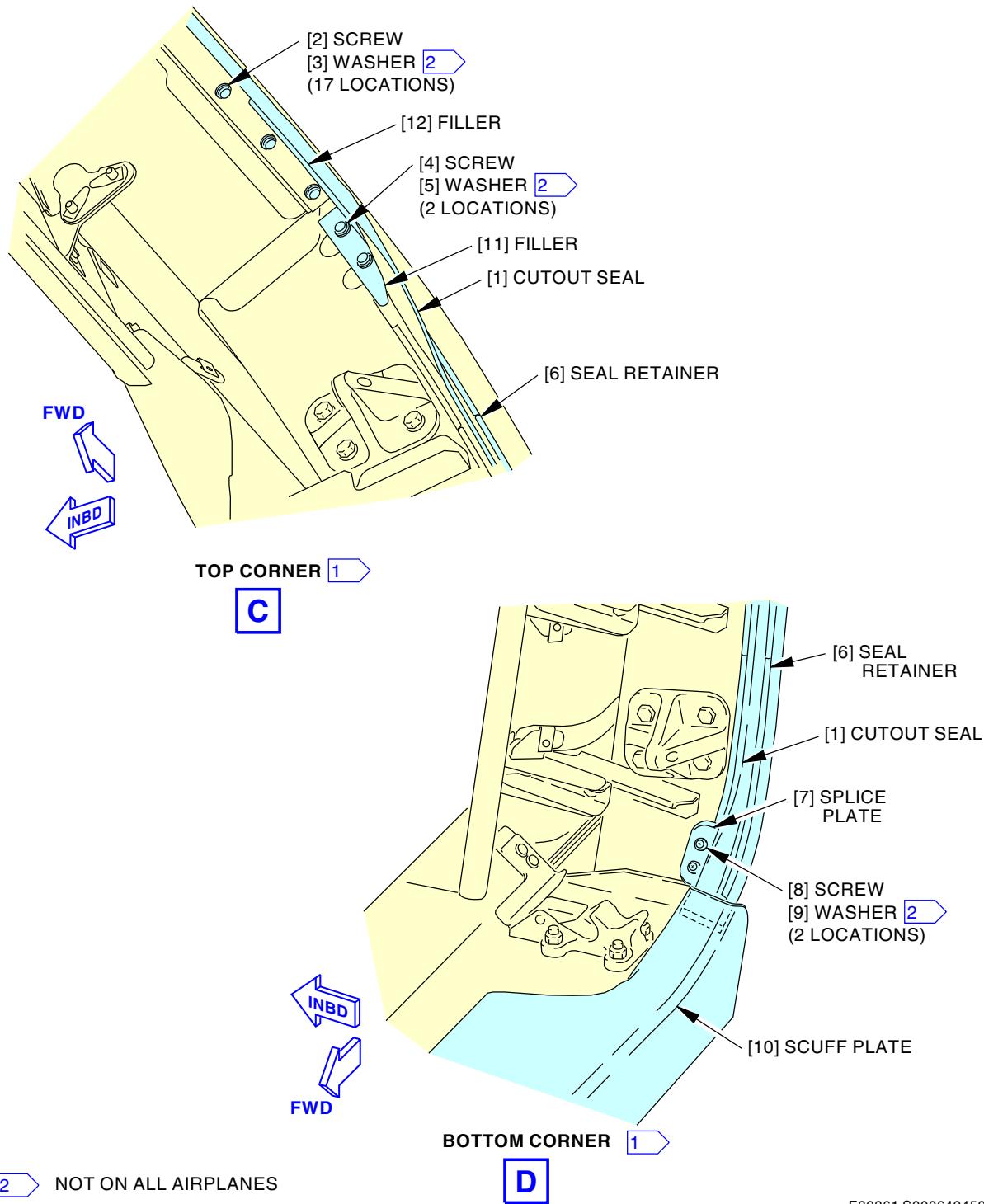
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Passenger Entry Door Cutout Seal Installation
Figure 201/52-09-01-990-804 (Sheet 2 of 3)

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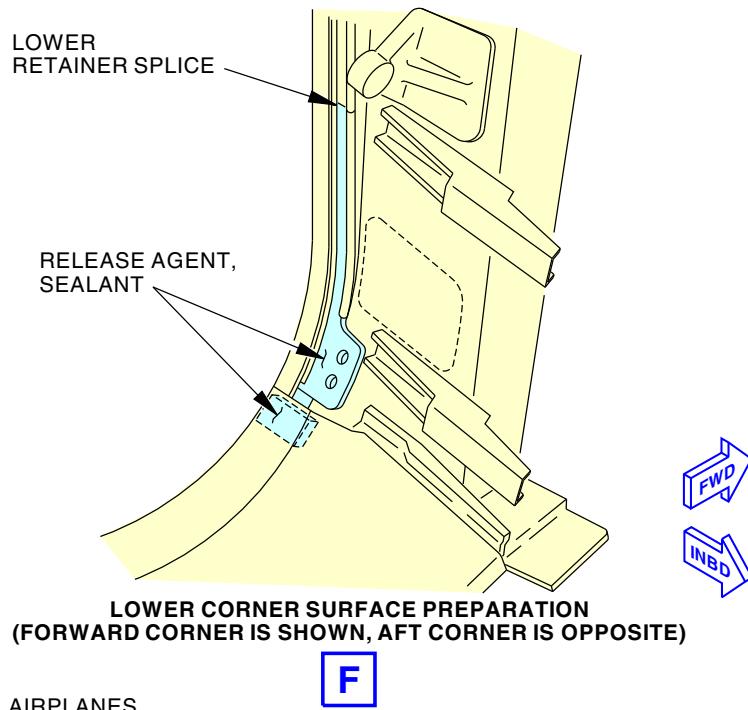
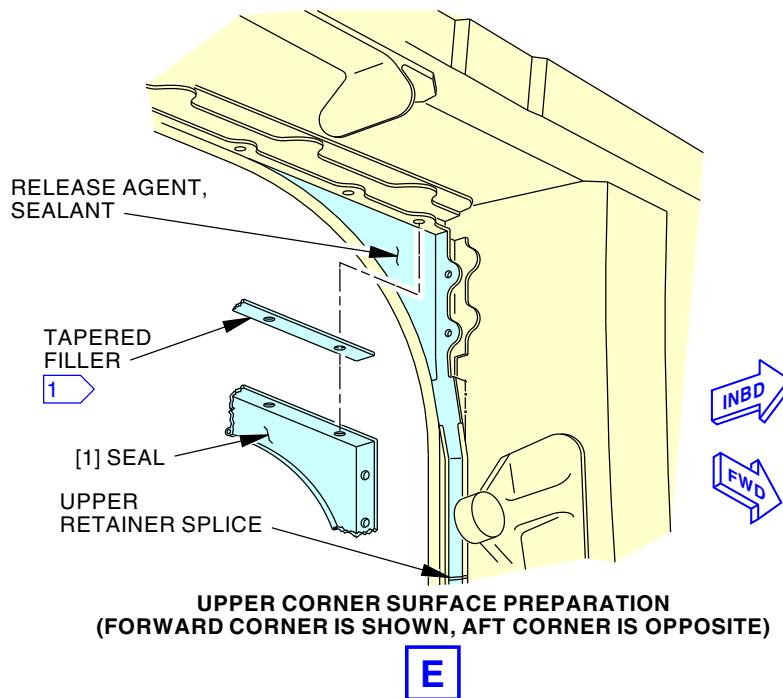
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1 NOT ON ALL AIRPLANES.

2311548 S0000525731_V2

**Passenger Entry Door Cutout Seal Installation
Figure 201/52-09-01-990-804 (Sheet 3 of 3)**

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TASK 52-09-01-400-801

3. Passenger Entry Door Cutout Seal Installation

(Figure 201)

A. References

| Reference | Title |
|------------------|--|
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|-----------------|
| A00027 | Adhesive - Silicone Rubber, 1 Part, RTV | BAC5010 Type 60 |
| A50057 | Adhesive - Silicone Rubber, RTV157 | BAC5010 Type 60 |
| B00003 | Cleaner - Emulsion Alkaline - GMC 528B | |
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |
| B50093 | Soap - Liquid - Kelite Spraywhite | BAC5507 |
| G50313 | Agent - Non-Peelable Parting (Henkel Loctite - Frekote 710-NC Mold Release) | BAC5000 |
| G51241 | Release Agent - Aerosol Spay (Frekote 1711) | |

D. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|------------------|---|
| 1 | Seal | 52-09-01-04-080 | EAD 001-006 |
| | | 52-09-01-04-085 | EAD 001-006 |
| | | 52-09-01-05-070 | EAD 001-006 |
| | | 52-09-01-05-075 | EAD 001-006 |
| | | 52-09-01-06-040 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-07-070 | EAD 001-006 |
| | | 52-09-01-07-075 | EAD 001-006 |
| | | 52-09-01-07A-050 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-07A-055 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |

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| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|--|
| 1 (cont.) | | 52-09-01-07B-075 | EAD 007, 009, 201-210 |
| | | 52-09-01-07B-080 | EAD 007, 009, 201-210 |
| | | 52-09-01-08-080 | EAD 001-006 |
| | | 52-09-01-08-085 | EAD 001-006 |
| | | 52-09-01-08A-085 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-08A-090 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-08B-095 | EAD 007, 009, 201-210 |
| | | 52-09-01-08B-100 | EAD 007, 009, 201-210 |
| | | 52-09-01-10-085 | EAD 007, 009, 201-210 |
| | | 52-09-01-10-090 | EAD 007, 009, 201-210 |
| | | 52-09-01-10A-085 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-10A-090 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-10F-080 | EAD 401-413 |
| | | 52-09-01-10F-085 | EAD 401-413 |
| | | 52-09-01-11-075 | EAD 007, 009, 201-210 |
| | | 52-09-01-11-080 | EAD 007, 009, 201-210 |
| | | 52-09-01-11A-075 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-11A-080 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |

E. Installation

SUBTASK 52-09-01-390-001

- (1) Prepare the door structure and seal for installation.
 - (a) Make sure the door surround structure is clean.
 - (b) Apply the release agent, G51241 or Frekote 710-NC non-peelable parting agent, G50313 (alternative) to the cutout surface at the top and bottom corners where the seal [1] will be installed (Figure 201).
- 1) Allow 20 minutes to dry.

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- (c) Prepare the seal [1] for installation.



CAUTION
BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- 1) Trim ridges on the seal [1] to make a smooth surface.

SUBTASK 52-09-01-420-004

- (2) Install the top section of the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the top of the cutout.

NOTE: The flap of the seal [1] goes in the outboard direction.



CAUTION
BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (b) At the top corners, put 12 inches of the inboard edge of the forward and aft section of the seal [1] into the seal retainer [6].
- (c) Use the door seal installation tool, SPL-1981 to push the outboard edge of the seal [1] into the seal retainer [6].
- (d) To make installation easier, you can lubricate the seal [1] using one of the following liquid soap lubricants, if necessary:
- Turco 1526 soap, B00052, or
 - GMC 528B cleaner, B00003, or
 - Kelite Spraywhite, B50093
- (e) Move the seal [1] to align the index marks on the seal [1] within ± 0.5 inch of the seal retainer [6] gaps.
- (f) Let the top section of the seal [1] hang away from the cutout surface temporarily.
- (g) Prepare the cutout surface where the top section of the seal [1] will be installed.
1) Apply the adhesive, A00027 to the top corners of the cutout surface where the top section of the seal [1] will be installed(Figure 201).
- (h) Align the center of the seal [1] with the center of the cutout and install clamps to hold the seal [1] in this position. Do not change the shape of the seal [1].
- (i) Loosely install the screws [2], washers [3], and filler [12] at the top of the seal [1].

EAD 001-005

NOTE: If a tapered filler is used, make sure it is installed with the thicker edge inboard and the flat side is against the seal.

EAD ALL

- (j) Loosely install the screws [4], washers [5], and fillers [11] at the top corners of the seal [1].
- (k) Make sure the seal [1] is still seated in the seal retainers at the forward and aft door frame.
- (l) Make sure the index mark on the seal still aligns with the seal retainer gaps.
- (m) Make sure the corner radius of the seal [1] is smooth.

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- (n) Make the excess adhesive, A00027 smooth on the cutout surface.
- (o) Put a straight edge against the fuselage skin.
- (p) Make sure that there is no clearance between the top section of the seal [1] and the straight edge (Figure 202, Section A-A).
- (q) Tighten the screws [2], at the top of the seal [1] to 17.5 ± 2.5 in-lb (2.0 ± 0.3 N·m).

EAD 001-005

NOTE: If a tapered filler is used, make sure it does not slide inboard during tightening.

EAD ALL

- (r) Tighten the screws [4], at the top corners of the seal [1] to 17.5 ± 2.5 in-lb (2.0 ± 0.3 N·m).
- (s) If there are clearances shown between the seal and the skin cutout, fill the area with adhesive, A50057.
 - 1) Apply adhesive, A50057 to fill the area between the seal and the cutout skin as shown in Figure 202, Sections B-B and C-C.
 - 2) Make the adhesive, A50057 smooth on the cutout surface.
 - 3) Make sure that the adhesive, A50057 dimensions are correct as shown in Figure 202, Sections B-B and C-C.
- (t) Do light check at the top section of the seal.
 - 1) From the external door side, move a flashlight along the seal cutout.
 - 2) Make sure that you can not see light at the internal side of the seal.

SUBTASK 52-09-01-420-001

- (3) Install the lower section of the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the cutout.

NOTE: The flap of the seal [1] goes in the outboard direction.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (b) Install the rectangular ends of the seal [1] between the scuff plate [10] and the bottom corners.
 - (c) Push the end of the seal [1] under the scuff plate [10] and make sure the clearance between the seal [1] and scuff plate [10] is 0.00-0.04 inch.
 - 1) If necessary, trim the lower surface of the seal to get the clearance.
 - (d) Remove seal from the scuff plate.
 - (e) Apply the adhesive, A00027 to the cutout surface, seal retainer [6], and area below the scuff plate where the seal will be installed (Figure 201).
 - (f) Apply the adhesive, A00027 to the lower part of the seal [1].
 - (g) Install the rectangular ends of the seal [1] between the scuff plate [10] and the bottom corners.
 - (h) Push the end of the seal [1] under the scuff plate [10] and make sure the clearance between the seal [1] and scuff plate [10] is 0.00-0.04 inch.
 - (i) Install the screws [8], washers [9], and plates [7] at the bottom corners of the seal [1].

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- (j) Put a shim or washer in between the seal and the scuff plate [10] temporarily.
NOTE: This step keeps the clearance while the adhesive becomes dry.
 - (k) Remove the shim or washer after the adhesive is dry.
 - (l) Prepare the surfaces of the scuff plate [10] and seal [1] for adhesive.
 - (m) Apply the adhesive, A00027 between the scuff plate [10] and seal [1].
 - 1) Fill the inboard and outboard gap between the scuff plate [10] and seal [1].
 - 2) Make sure that the adhesive is smooth between the scuff plate [10] and seal [1].
 - (n) Do light check at the lower section of the seal.
 - 1) From the external door side, move a flashlight along the seal cutout.
 - 2) Make sure that you can not see light at the internal side of the seal.
- (4) Install the middle section of the seal.
- (a) Move the seal [1] onto the cutout over the seal retainer [6].



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (b) At the bottom corners, put the inboard edge of the forward and aft section of the seal [1] into the seal retainer [6].
- (c) Use the door seal installation tool, SPL-1981 to push the outboard edge of the seal [1] into the seal retainer [6].
- (d) To make installation easier, you can lubricate the seal [1] using one of the following liquid soap lubricants, if necessary:
 - Turco 1526 soap, B00052, or
 - GMC 528B cleaner, B00003, or
 - Kelite Spraywhite, B50093
- (e) Move the seal [1] to align the index marks on the seal [1] within ± 0.5 inch of the seal retainer [6] gaps.
- (f) At the center of the forward and aft sides, install 2-3 inches of the seal [1] into the seal retainer [6].
- (g) From the center of each side to the corners, install the remaining part of the seal [1].
- (h) Pull and push the seal [1] in the seal retainer [6] to make it equal from the top to bottom of the door.

NOTE: Wrinkles in the seal [1] are not permitted.

SUBTASK 52-09-01-212-001

- (5) Do this task: Passenger Entry Door Seals Check, TASK 52-09-01-200-801.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-01-860-004

- (1) Arm the door as follows:
 - (a) Turn the EPAS battery safety switch to the ARM position.

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EAD ALL

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801.

EAD ALL

- (c) Put the mode select handle in the AUTOMATIC/ARM position.

———— END OF TASK ————

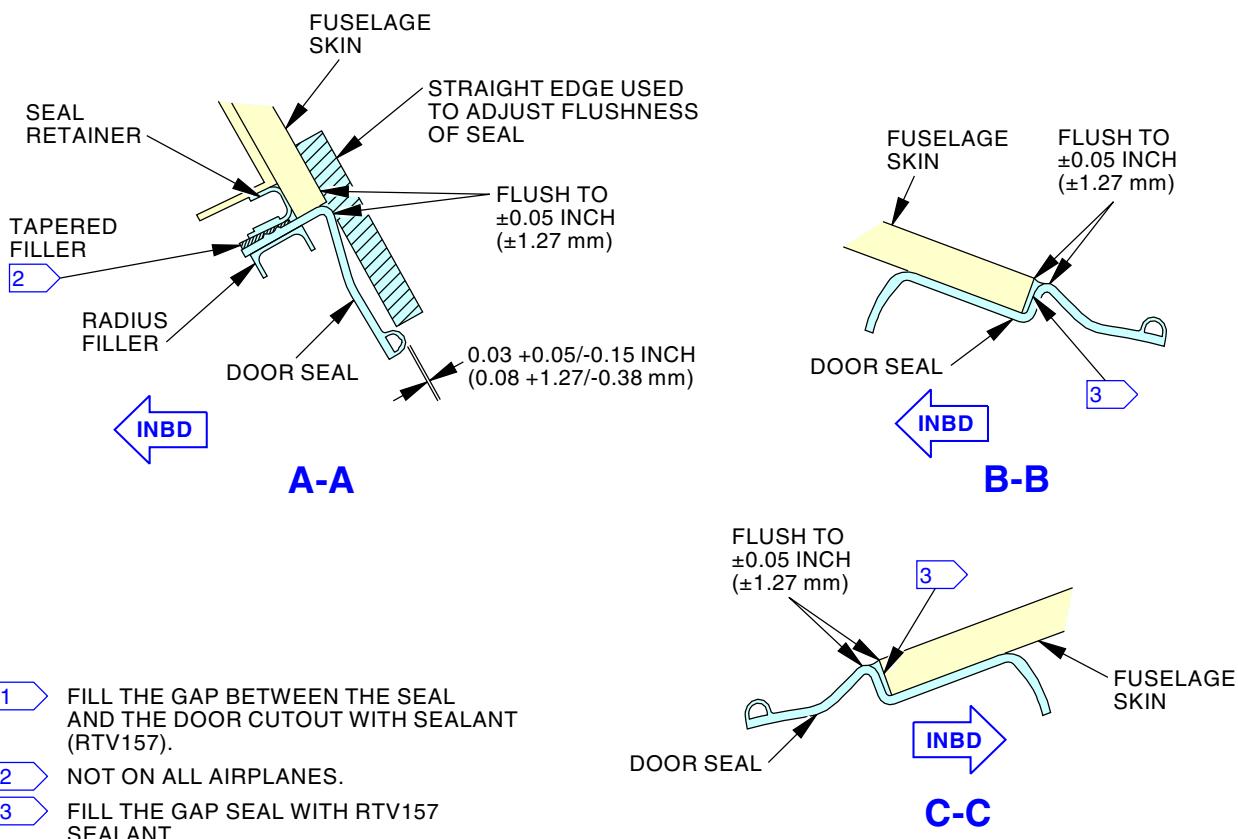
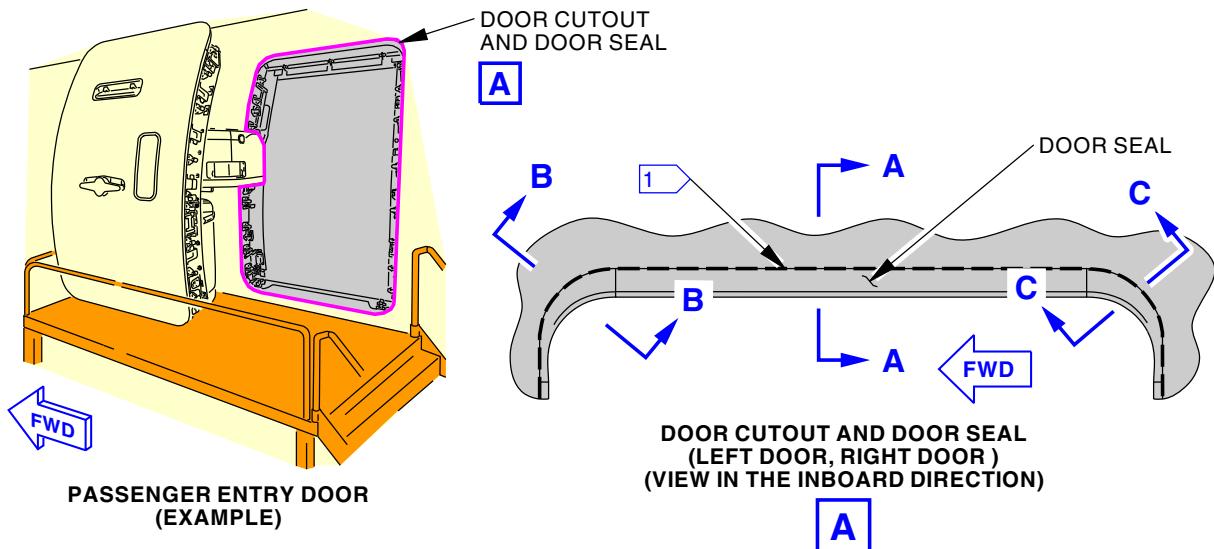
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2006059 S0000394499_V4

Passenger Entry Door Seal and Door Cutout Clearance
Figure 202/52-09-01-990-807

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| EFFECTIVITY |
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TASK 52-09-01-000-802

4. Passenger Entry Door Bottom Seal Removal

(Figure 203)

A. References

| Reference | Title |
|------------------|---|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Prepare for the Removal

SUBTASK 52-09-01-860-002

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (c) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (d) Make sure the adjustable height cabin and general access stand, STD-1160 is installed outboard of the door.

SUBTASK 52-09-01-010-002

- (2) Open the door.

D. Removal

SUBTASK 52-09-01-020-002

- (1) Remove the seal [35] as follows:
 - (a) Remove the screws [31], washers [32], nutplates [33], and plates [36] at the bottom corners of the seal [35].
 - (b) Pull and push the seal [35] to disengage it from the seal retainer [34].
 - (c) Remove the seal [35].

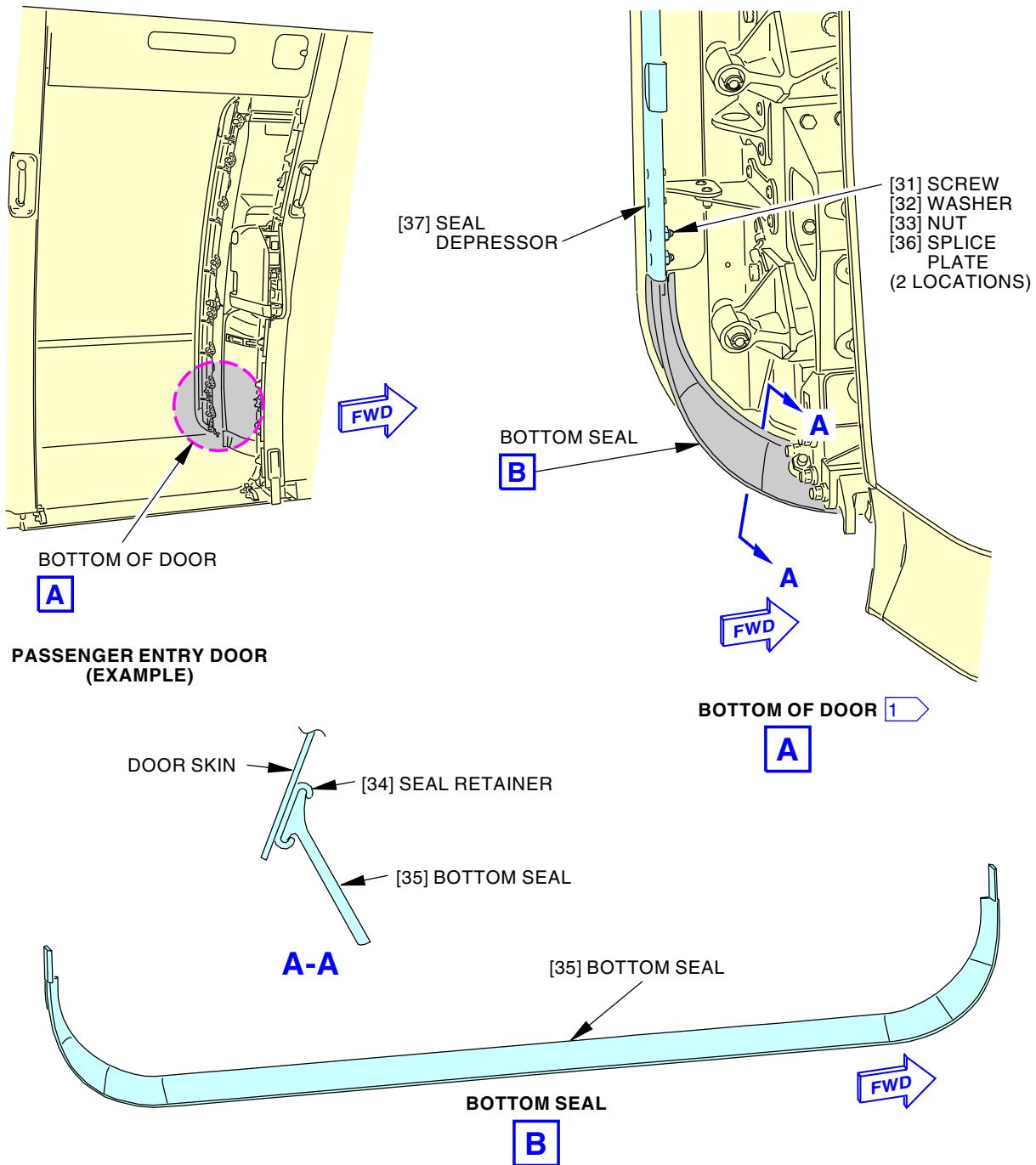
———— END OF TASK ————



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1 AFT SIDE IS SHOWN, FORWARD SIDE IS OPPOSITE.

E34576 S0006424597_V2

Passenger Entry Door Bottom Seal Installation
Figure 203/52-09-01-990-805

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TASK 52-09-01-400-802

5. Passenger Entry Door Bottom Seal Installation

(Figure 203)

A. References

| Reference | Title |
|------------------|--|
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|-----------------|
| A00027 | Adhesive - Silicone Rubber, 1 Part, RTV | BAC5010 Type 60 |
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

D. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|------------------|---|
| 35 | Seal | 52-09-01-01-080 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01-085 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01-090 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01-091 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01-095 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01-100 | EAD 001-007, 009, 201-210 |
| | | 52-09-01-01A-080 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01A-085 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |

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| EFFECTIVITY | |
| EAD ALL | |

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(Continued)

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|---|
| 35 (cont.) | | 52-09-01-01A-090 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01A-095 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01A-100 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01A-105 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01A-110 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| | | 52-09-01-01B-045 | EAD 401-413 |
| | | 52-09-01-01B-050 | EAD 401-413 |
| | | 52-09-01-01C-070 | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |

E. Installation

SUBTASK 52-09-01-420-003

- (1) Install the seal [35] as follows:

- (a) Put the seal [35] in its correct position on the door.

NOTE: The flap of the seal [35] goes in the inboard direction.

- (b) Move the seal [35] onto the door over the seal retainer [34].

- (c) Move the seal [35] to align the index marks on the seal [35] within ± 0.5 inch of the seal retainer [34] gaps.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (d) At each corner, put 1-2 inches of the outboard edge of the seal [35] into the seal retainer [34].
- (e) Use the door seal installation tool, SPL-1981 to push the inboard edge of the seal [35] into the seal retainer [34].
- (f) You can use Turco 1526 soap, B00052 to lubricate the seal [35] and make it easier to install.

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EAD ALL

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- (g) At the center of the seal [35], install 2-3 inches into the seal retainer [34].
- (h) From the center to the corner, install the remaining parts of the seal [35].
- (i) Re-install the seal [35] at the corners if it is necessary.
- (j) Pull and push the seal [35] in the seal retainer [34] to make it equal along the bottom of the door.
NOTE: Wrinkles in the seal [35] are not permitted.
- (k) Apply the sealant, A00247 to the screws [31].
- (l) Install the screws [31], washers [32], nutplates [33], and plates [36] at the bottom corners of the seal [35].
- (m) Make sure the maximum clearance between the seal [35] and seal depressor [37] is 0.05 inch.
- (n) Make sure the seal [35] and seal depressor [37] are flush ± 0.02 inch. If it is necessary, adjust as follows:
 - 1) Apply the adhesive, A00027 to the seal [35] or seal depressor [37] to get the correct flushness.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-01-860-005

- (1) Arm the door as follows:
 - (a) Turn the EPAS battery safety switch to the ARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801.

EAD ALL

- (c) Put the mode select handle in the AUTOMATIC/ARM position.

———— END OF TASK ————

TASK 52-09-01-200-801

6. Passenger Entry Door Seals Check

(Figure 204)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the passenger entry door cutout seal, bottom seal, and vent door seal.

B. References

| Reference | Title |
|------------------|---|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |
| 52-09-01-700-801 | Vacuum Tool Leak Check of the Door Seal (P/B 601) |
| 52-09-01-700-802 | Water Leak Check of the Door Seal (P/B 601) |
| 52-09-01-700-803 | Flashlight Check of the Door Seal (P/B 601) |

———— EFFECTIVITY ————
EAD ALL

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C. Tools/Equipment

| Reference | Description |
|------------------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Prepare for the Procedure

SUBTASK 52-09-01-860-003

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (c) Make sure the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-09-01-480-001

- (2) Make sure the adjustable height cabin and general access stand, STD-1160 is installed outboard of the door.

E. Procedure

SUBTASK 52-09-01-210-001

- (1) Do a check of the passenger entry door cutout seal and bottom seal as follows:

- (a) Open and close the door and do these checks:
 - 1) Make sure the seals are clear of the edge of all surrounding structure when the door opens and closes.
 - 2) Make sure the blades of the seals touch the seal depressors around the edge of the door when the door closes.
 - 3) Make sure the seal does not flip outboard at the corners when the door closes.
 - 4) Make sure there are no cuts, delamination, or damage to the seal.
 - 5) Make sure the waviness in the straight sections of the seals is as shown (Figure 204).
 - 6) Make sure that the door seal is correct. To do this, you can do one of the following tasks:
 - Flashlight Check of the Door Seal, TASK 52-09-01-700-803, or,
 - Water Leak Check of the Door Seal, TASK 52-09-01-700-802, or,
 - Vacuum Tool Leak Check of the Door Seal, TASK 52-09-01-700-801.

SUBTASK 52-09-01-210-002

- (2) Do a check of the vent door seal as follows:

- (a) Open and close the door and do these checks:
 - 1) Make sure the seal is clear of the edge of all surrounding structure when the vent door opens and closed.

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| EFFECTIVITY EAD ALL |
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- 2) Make sure the seal touches the structure around the edge of the vent door when the vent door is closed.
- 3) Make sure there are no cuts, delamination, or damage to the seal.

F. Put the Airplane Back to its Usual Condition

SUBTASK 52-09-01-840-002

- (1) Arm the door as follows:

- (a) Turn the EPAS battery safety switch to the ARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801.

EAD ALL

- (2) Remove the access stand.

———— END OF TASK ————

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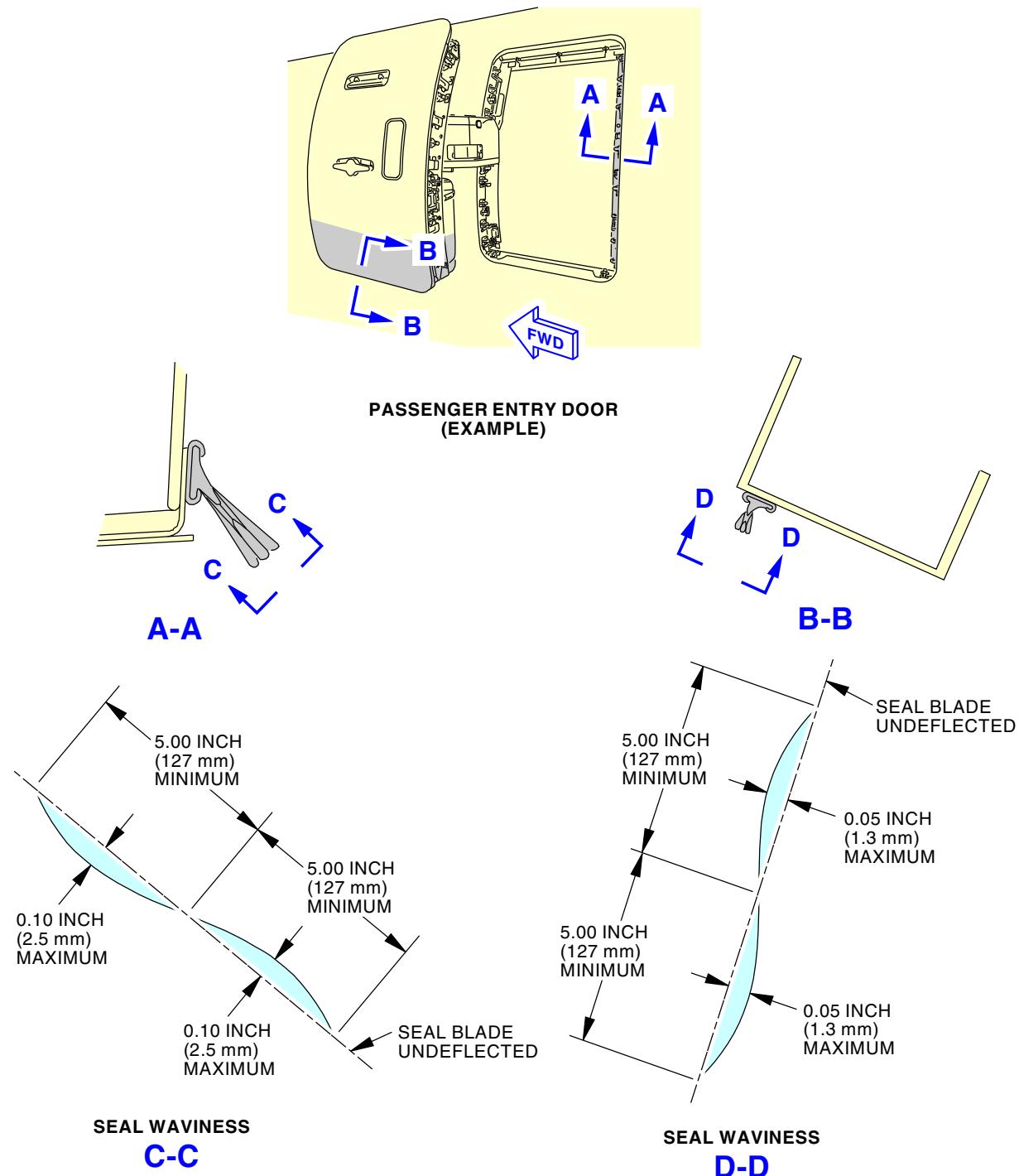
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Passenger Entry Door Seals Check
Figure 204/52-09-01-990-803

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TASK 52-09-01-820-801

7. Passenger Entry Door Seal Adjustment

A. References

| Reference | Title |
|------------------|---|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

C. Procedure

SUBTASK 52-09-01-860-012

- (1) Make sure the door is safe.

- (a) Make sure the mode select handle is in the MANUAL/DISARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (b) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (c) Make sure the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-09-01-820-001

- (2) Adjust the seal as follows:

- (a) Pull and push the seal [1] in the seal retainer [6] to get a good seal around the edge of the door.

NOTE: Wrinkles in the seal [1] are not permitted.

- (b) Make sure there are no leaks between the seal [1] and seal depressor on the door. If it is necessary, adjust as follows:

- 1) Apply the 3M EC-3587B compound, A01024 to the seal depressor and make smooth. Make sure the thickness of the 3M EC-3587B compound, A01024 is not more than 0.4 inch (10.16 mm).

———— END OF TASK ————

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EAD ALL

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PASSENGER ENTRY DOOR SEALS - INSPECTION/CHECK

1. General

- A. This procedure has these tasks:
- (1) Pressure seal leak check with vacuum leak test tool.
 - (2) Water leak check.
 - (3) Pressure seal light check.

TASK 52-09-01-700-801

2. Vacuum Tool Leak Check of the Door Seal

(Figure 601)

A. References

| Reference | Title |
|------------------|--|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |
| 52-09-00 P/B 801 | DOOR SEALS - REPAIRS |
| 52-09-01 P/B 201 | PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES |
| 52-09-01-820-801 | Passenger Entry Door Seal Adjustment (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| COM-1797 | Stethoscope - Mechanics, 12 Inch Probe 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: GA111D Supplier: 55719 Opt Part #: GA111C Supplier: 55719 |
| SPL-1473 | Probe - Kit, Ultrasonic Leak 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B00033 Supplier: 62373 Part #: ST6760A-1 Supplier: 81205 |
| SPL-1474 | Generator - Vacuum 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: ST9999-VBA-1 Supplier: 81205 Part #: ST9999-VBA-201 Supplier: 81205 Opt Part #: ST9999-VBA-301 Supplier: 81205 |
| SPL-1475 | Bag - Assembly, Door Vacuum 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: J51004-1 Supplier: 81205 Opt Part #: ST6760 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|-------------|------|
| EAD 401-413 | |

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| EFFECTIVITY |
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EAD 401-413 (Continued)

(Continued)

| Zone | Area |
|-------------|---|
| 831 | Crew Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| | EAD 001-007, 009, 201-210 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| | EAD 401-413 |
| 841 | Supernumerary Entry Door |
| | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| | EAD 001-007, 009, 201-210 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 844 | Right No. 4 Passenger Entry Door - Section 46 |
| | EAD 001-007, 009, 201-210 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| | EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 |
| 845 | Right No. 5 Passenger Entry Door - Section 47 |

EAD ALL

D. Prepare for the Leak Check

SUBTASK 52-09-01-860-011

- (1) Do the steps that follow to prepare for the leak check:

- (a) Make sure the door is safe as follows:

- 1) Make sure the door mode select handle is in the MANUAL/DISARM position.
- 2) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.



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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 3) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (b) Open and close the door a minimum of three times.
- (c) Close and lock the door.
- (d) Put the adjustable height cabin and general access stand, STD-1160 outboard of the door.
- (e) Calibrate the ultrasonic leak probe, SPL-1473.
- (f) Connect the vacuum generator, SPL-1474 to the door vacuum assembly bag, SPL-1475.
- (g) Connect the vacuum generator, SPL-1474 to a compressed air source.
- (h) Install the door vacuum assembly bag, SPL-1475 over the passenger entry door (Figure 601).
 - 1) Make sure the door vacuum assembly bag, SPL-1475 covers the entire door and the gap between the door and the fuselage.
 - 2) Remove all bubbles and creases from the door vacuum assembly bag, SPL-1475.

E. Leak Check

SUBTASK 52-09-01-200-002

- (1) Do a check of the noise levels around the interior of the door as follows:
 - (a) Use the vacuum generator, SPL-1474 to apply approximately 8 to 12 inch (Hg).
NOTE: Apply the vacuum gradually until you get to the 8 to 12 inch Hg range.
 - (b) Hold the ultrasonic leak probe, SPL-1473 approximately 1-2 inches (25.40 - 50.80 mm) from the door surface.
 - (c) Move the ultrasonic leak probe, SPL-1473 around the edge of the door.
NOTE: The tip of the leak probe should not touch the door surface.
 - (d) Use the headphones and watch the noise meter on the ultrasonic leak probe, SPL-1473.

F. Repair the Leak

SUBTASK 52-09-01-360-003

- (1) If the noise levels go above the red line on the ultrasonic leak probe, SPL-1473 meter, do the steps that follow:
 - (a) Determine the exact location of the noise with a stethoscope, COM-1797.
 - (b) Remove the door vacuum assembly bag, SPL-1475 from the door.
 - (c) Make sure that the PED door seal is clean and in a good condition.
 - (d) Adjust the door seal, do this task: Passenger Entry Door Seal Adjustment, TASK 52-09-01-820-801.
 - (e) If necessary, repair or replace the door seal, do this: DOOR SEALS - REPAIRS, PAGEBLOCK 52-09-00/801 or PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES, PAGEBLOCK 52-09-01/201.

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- (f) Install the door vacuum assembly bag, SPL-1475 again and check for noise leaks.

NOTE: You will have to repeat the installation of the vacuum bag and do a check for leaks to make sure that all the noise leaks have been repaired.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-01-440-002

- (1) Put the airplane back to its usual condition, do these steps:

- (a) Make sure the door vacuum assembly bag, SPL-1475 is removed from the door.
- (b) Remove the adjustable height cabin and general access stand, STD-1160.
- (c) Arm the door as follows:

- 1) Turn the EPAS battery safety switch to the ARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 2) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801.

EAD ALL

- 3) Put the mode select handle in the AUTOMATIC/ARM position.

———— END OF TASK ————

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| EFFECTIVITY |
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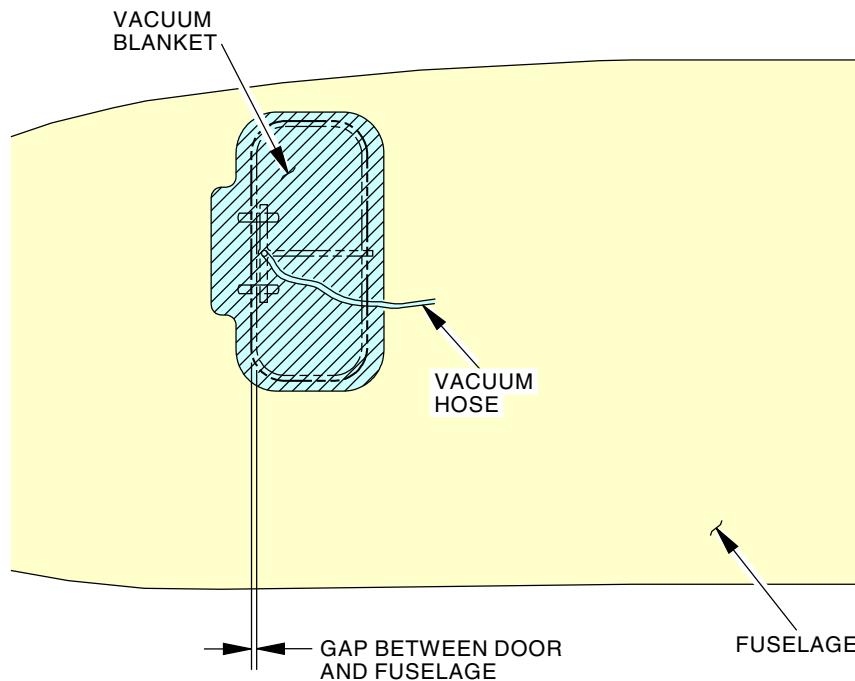
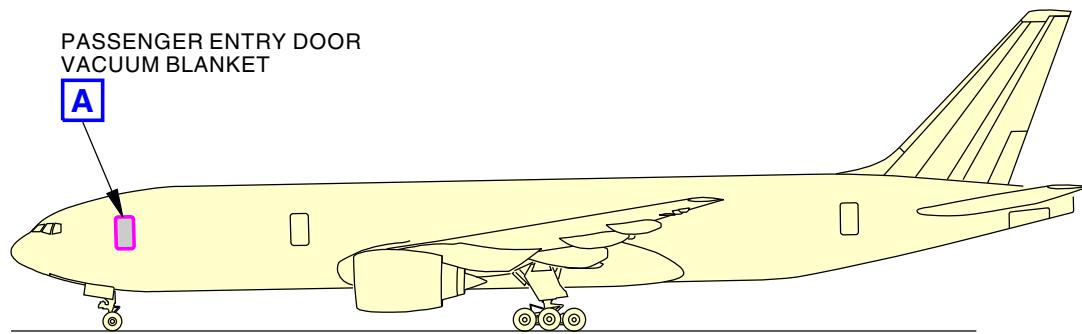
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PASSENGER ENTRY DOOR VACUUM BLANKET



NOTE:

THE VACUUM BLANKET COVERS THE ENTIRE DOOR AND
THE GAP BETWEEN THE DOOR AND THE FUSELAGE.

F51089 S0006424223_V3

Passenger Entry Door Pressure Seal Leak Check
Figure 601/52-09-01-990-806

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TASK 52-09-01-700-802

3. Water Leak Check of the Door Seal

A. General

- (1) This task does a check to make sure that door pressure seals do not leak. The task simulates a heavy rain on the airplane body skin in an unpressurized condition.

B. References

| Reference | Title |
|------------------|--|
| 25-21-02-000-801 | Doorway Lining Removal (P/B 401) |
| 25-21-02-400-801 | Doorway Lining Installation (P/B 401) |
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |
| 52-09-00 P/B 801 | DOOR SEALS - REPAIRS |
| 52-09-01 P/B 201 | PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES |
| 52-09-01-820-801 | Passenger Entry Door Seal Adjustment (P/B 201) |

C. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|--|---|
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 844 | Right No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 845 | Right No. 5 Passenger Entry Door - Section 47 |
| EAD ALL | |

E. Prepare for the Water Leak Check of the Door Seals

SUBTASK 52-09-01-860-006

(1) Make sure the door is safe as follows:

(a) Make sure the door mode select handle is in the MANUAL/DISARM position.

(b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

(c) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

SUBTASK 52-09-01-400-001

(2) Put a protective cover on the door area carpet, as necessary.

NOTE: The cover will keep the carpet dry if there is a water leak.

SUBTASK 52-09-01-860-007

(3) Make sure the door is closed and latched.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

SUBTASK 52-09-01-010-003

(4) Remove the doorway upper liner at these locations:

- At the Overwing Emergency Exit door (PED 3), do this task: Doorway Lining Removal, TASK 25-21-02-000-801.

- .

- At PED 4, do this task: Doorway Lining Removal, TASK 25-21-02-000-801.

- .

EAD ALL

F. Water Leak Check of the Door Seals

SUBTASK 52-09-01-790-004

(1) Use a 3 gallon (11.36 liter) water canister with hose and spray nozzle to apply water to the entry door as follows:

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EAD ALL

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- (a) Keep the water nozzle more than 5 feet (1.52 meters) from the airplane.
- (b) Apply water spray above and around the door for a minimum of 5 minutes.
NOTE: Apply the water spray to the airplane at angles between 30 and 90 degrees to the airplane surface.
NOTE: Do not apply the water stream directly at the door skin gap.
NOTE: If necessary, use an adjustable height cabin and general access stand, STD-1160 to apply the spray above the door.
- (c) Have a person in the airplane check for door water leaks at the same time that water is applied.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 1) Do a check for water leaks along the upper seal area on these doors:
 - Overwing Emergency Exit Door (PED 3), Left (833) and Right (843).
 - PED 4, Left (834) and Right (844).

EAD ALL

- (d) Do a check for water leaks in the door area for 10 minutes after the end of the water spray.

G. Repair the Water Leak

SUBTASK 52-09-01-360-002

- (1) If a water leak is found, do these steps:
 - (a) Make sure that the PED door seal is clean and in good condition.
 - (b) Adjust the door seal, do this task: Passenger Entry Door Seal Adjustment, TASK 52-09-01-820-801.
 - (c) If necessary, repair or replace the door seal, do this: DOOR SEALS - REPAIRS, PAGEBLOCK 52-09-00/801 or PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES, PAGEBLOCK 52-09-01/201.
 - (d) Check for water leaks again.
NOTE: You will have to repeat the water spray test and check for leaks to make sure that the water leaks have been repaired.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-01-860-008

- (1) Do the steps that follow to put the airplane back to its usual condition:

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- (a) Install the doorway upper liner at these locations:
 - At the Overwing Emergency Exit door (PED 3), do this task: Doorway Lining Installation, TASK 25-21-02-400-801.
 - At PED 4, do this task: Doorway Lining Installation, TASK 25-21-02-400-801.

EAD ALL

- (b) Remove the protective cover from the door area carpet.
- (c) Arm the door as follows:
 - 1) Turn the EPAS battery safety switch to the ARM position.

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| | EFFECTIVITY EAD ALL |
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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 2) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801.

EAD ALL

- 3) Put the mode select handle in the AUTOMATIC/ARM position.
- (d) Make sure the adjustable height cabin and general access stand, STD-1160 is removed.

———— END OF TASK ————

TASK 52-09-01-700-803

4. Flashlight Check of the Door Seal

A. General

- (1) This task uses a flashlight to do a visual check of the door seals. The task checks the condition of the door seal to make sure that the door pressure seals do not leak.

B. References

| Reference | Title |
|------------------|--|
| 25-65-00-040-801 | Disarm the Off-Wing Escape System (P/B 201) |
| 25-65-00-440-801 | Arm the Off-Wing Escape System (P/B 201) |
| 52-09-00 P/B 801 | DOOR SEALS - REPAIRS |
| 52-09-01 P/B 201 | PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES |
| 52-09-01-820-801 | Passenger Entry Door Seal Adjustment (P/B 201) |

C. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-600 | Mirror - Inspection |
| STD-1081 | Flashlight - Explosion Proof |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Location Zones

| Zone | Area |
|---|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608, 613-999 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| EAD 001-007, 009, 201-210 | |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 834 | Left No. 4 Passenger Entry Door - Section 46 |
| EAD 001-007, 009, 201-210 | |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 | |
| 835 | Left No. 5 Passenger Entry Door - Section 47 |

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EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999 (Continued)

(Continued)

Zone Area

**EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608,
613-999**

841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

841 Supernumerary Entry Door

**EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 581-599, 601, 605-608,
613-999**

842 Right No. 2 Passenger Entry Door - Section 43

EAD 001-007, 009, 201-210

844 Right No. 3 Passenger Entry Door - Section 46

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

844 Right No. 4 Passenger Entry Door - Section 46

EAD 001-007, 009, 201-210

845 Right No. 4 Passenger Entry Door - Section 47

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

845 Right No. 5 Passenger Entry Door - Section 47

EAD ALL

E. Prepare for the Light Check

SUBTASK 52-09-01-860-010

(1) Prepare for the light check, do these steps:

(a) Make sure the door is safe as follows:

- 1) Make sure the mode select handle is in the MANUAL/DISARM position.
- 2) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

3) For the overwing emergency exit door (PED 3), do this task: Disarm the Off-Wing Escape System, TASK 25-65-00-040-801.

NOTE: It is not necessary to disarm the escape slide compartment door latch actuator.

EAD ALL

- (b) Remove the applicable linings for the door and doorway to get visual access to the door seal.
- (c) Open and close the door three times.
- (d) Make sure the door is closed and locked.
- (e) Put the adjustable height cabin and general access stand, STD-1160 outboard of the door.

F. Light Leak Check

SUBTASK 52-09-01-200-001

(1) Check for a light leak.

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- (a) Point a flashlight beam around the door frame from the outer airplane.
- (b) Have a person in the airplane check if the flashlight beam comes into the airplane.
NOTE: If necessary, use an inspection mirror, STD-600.
 - 1) Make sure there are no light leaks between the door seal and seal depressor.

G. Repair the Leak

SUBTASK 52-09-01-350-001

- (1) Repair the light leak if the flashlight beam is detected in the airplane.
 - (a) Make sure that the PED door seal is clean and in good condition.
 - (b) Adjust the door seal, do this task: Passenger Entry Door Seal Adjustment, TASK 52-09-01-820-801.
 - (c) If necessary, repair or replace the door seal, do this: DOOR SEALS - REPAIRS, PAGEBLOCK 52-09-00/801 or PASSENGER ENTRY DOOR SEALS - MAINTENANCE PRACTICES, PAGEBLOCK 52-09-01/201.
 - (d) Use the explosion proof flashlight, STD-1081 again to check for light leaks.

NOTE: You will have to repeat the light leak check to make sure that the light leaks have been repaired.

H. Put the Airplane Back to its Usual Condition

SUBTASK 52-09-01-440-001

- (1) Put the airplane back to its usual condition.
 - (a) Remove the adjustable height cabin and general access stand, STD-1160.
 - (b) Install the linings for the door and doorway.
 - (c) Arm the door as follows:
 - 1) Turn the EPAS battery safety switch to the ARM position.

EAD 101, 102, 104, 106, 107, 111, 301-399, 581-599, 601, 605-608, 613-999

- 2) For the overwing emergency exit door (PED 3), do this task: Arm the Off-Wing Escape System, TASK 25-65-00-440-801

EAD ALL

- 3) Put the mode select handle in the AUTOMATIC/ARM position.

———— END OF TASK ————

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LARGE CARGO DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the large cargo door seal.
 - (2) An installation of the large cargo door seal.
 - (3) A check of the forward large cargo door seals.

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

- (4) A check of the aft large cargo door seals.

EAD ALL

TASK 52-09-02-000-801

2. Large Cargo Door Seal Removal

(Figure 201)

A. General

- (1) If there is not too much damage to the seal, you can repair it. To repair it, do this task: Seal Repair Procedures For Specified Types of Seal Damage, TASK 52-09-00-390-801.

B. References

| Reference | Title |
|------------------|--|
| 52-09-00-390-801 | Seal Repair Procedures For Specified Types of Seal Damage (P/B 801) |

C. Location Zones

| Zone | Area |
|------|--------------------------|
| 821 | Forward Large Cargo Door |
| 824 | Aft Large Cargo Door |

EAD ALL

D. Prepare for the Removal

SUBTASK 52-09-02-480-001

- (1) Open the door sufficiently to get access to the seal [1].

E. Removal

SUBTASK 52-09-02-020-001

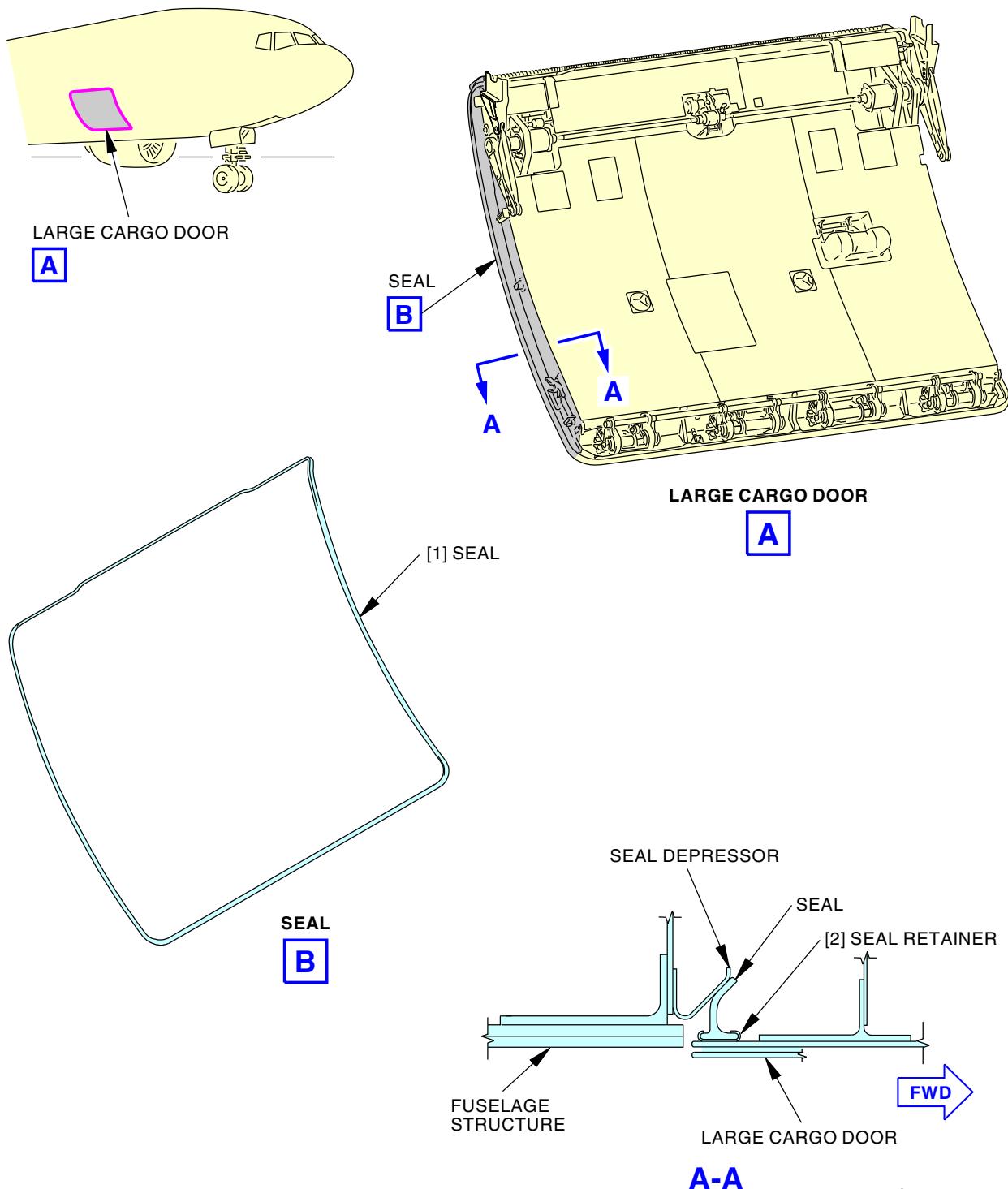
- (1) Remove the seal [1] as follows:
 - (a) Pull and push the seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the seal [1].

———— END OF TASK ————

———— EFFECTIVITY ————
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**Large Cargo Door Seal Installation
Figure 201/52-09-02-990-804**

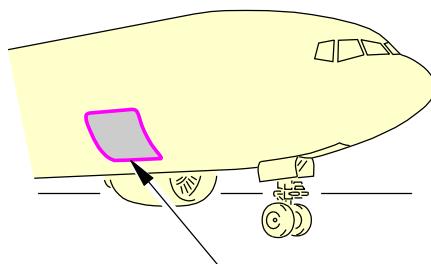
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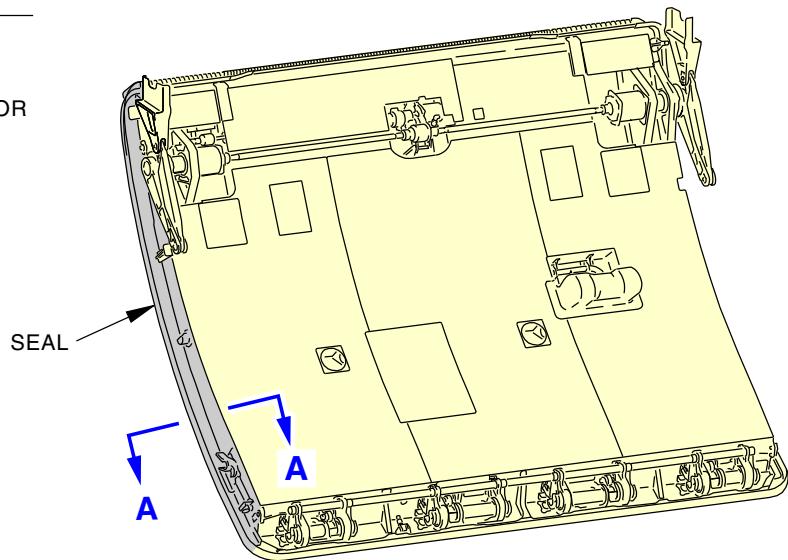
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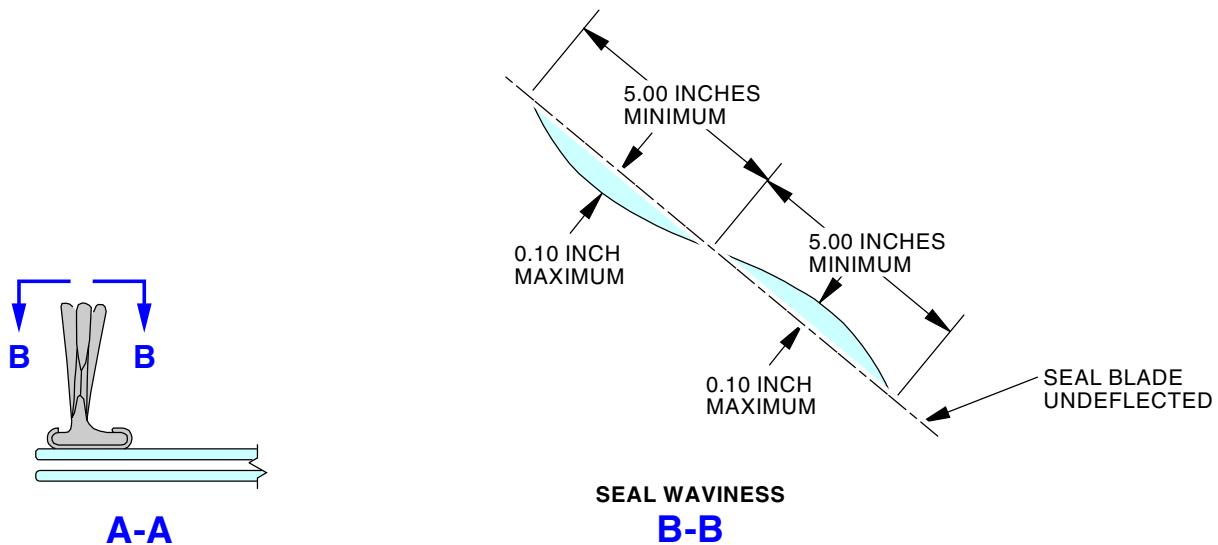


FORWARD LARGE CARGO DOOR
A



FORWARD LARGE CARGO DOOR

A



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Forward Large Cargo Door Seal Check
Figure 202/52-09-02-990-805

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TASK 52-09-02-400-801

3. Large Cargo Door Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------|---------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|------------------|---|
| 1 | Seal | 52-09-02-01-005 | EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 |
| | | 52-09-02-01B-020 | EAD ALL |

D. Location Zones

| Zone | Area |
|------|--|
| 821 | Forward Large Cargo Door |
| | EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 |
| 824 | Aft Large Cargo Door |

EAD ALL

E. Installation

SUBTASK 52-09-02-420-001

- (1) Install the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the door.

NOTE: The flap of the seal [1] goes in the inboard direction.

- (b) Align the index marks on the seal [1] with the notches in the seal retainer [2].

- (c) Move the seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (d) At each corner, put 1-2 inches of the inside edge of the seal [1] into the seal retainer [2].

- (e) Use the door seal installation tool, SPL-1981 to push the outside edge of the seal [1] into the seal retainer [2].

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- (f) You can use Turco 1526 soap, B00052, to lubricate the seal [1] and make it easier to install.
- (g) At the center of each side, install 2-3 inches of the seal [1] into the seal retainer [2].
- (h) From the center of each side to the corner, install the remaining parts of the seal [1].
- (i) Re-install the seal [1] at the corners if it is necessary.
- (j) Pull and push the seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the seal [1] are not permitted.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-02-410-001

- (1) Close the door.

———— END OF TASK ————

TASK 52-09-02-200-801

4. Forward Large Cargo Door Seals Check

(Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the large cargo door seal and vent door seal.

B. References

| Reference | Title |
|------------------|---|
| 05-51-24-720-801 | EXCESSIVE CABIN PRESSURE LEAKAGE TEST (P/B 201) |

C. Location Zones

| Zone | Area |
|------|--------------------------|
| 821 | Forward Large Cargo Door |

D. Procedure

SUBTASK 52-09-02-210-001

- (1) Do a check of the large cargo door seal as follows:

- (a) Open partially and close the door and do these checks:

- 1) Make sure the seal is clear of the edge of all surrounding structure when the door opens and closes.
 - 2) Make sure the blade of the seal touches the seal depressor around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- a) If the blade seal does not touch the seal depressor around the edge of the door, then do the EXCESSIVE CABIN PRESSURE LEAKAGE TEST, TASK 05-51-24-720-801.

<1> If the fuselage pressure test is in the limits, then the blade seal is serviceable.

<2> If the fuselage pressure test is not in the limits, then replace the blade seal.

- 3) Make sure the seal does not twist when the door opens and closes.

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- 4) Make sure there are no cuts, delamination, or damage to the seal.
- 5) Make sure the waviness in the straight sections of the seal is as shown (Figure 202).

SUBTASK 52-09-02-210-002

- (2) Do a check of the vent door seal as follows:

- (a) Unlock, open partially, close and lock the door and do these checks:
 - 1) Make sure the seal is clear of the edge of all surrounding structure when the vent door opens and closes.
 - 2) Make sure the seal touches the structure around the edge of the vent door when the vent door is closed.

NOTE: To do this check you can lock the door to close the vent door and look for light around the edge of the vent door.

- 3) Make sure there is no damage to the seal.

———— END OF TASK ————

EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999

TASK 52-09-02-200-802

5. Aft Large Cargo Door Seals Check

(Figure 203)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the aft large cargo door seal and vent door seal.

B. References

| Reference | Title |
|------------------|---|
| 05-51-24-720-801 | EXCESSIVE CABIN PRESSURE LEAKAGE TEST (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 824 | Aft Large Cargo Door |

D. Procedure

SUBTASK 52-09-02-210-003

- (1) Do a check of the aft large cargo door seal as follows:

- (a) Open partially and then close the door and do these checks:
 - 1) Make sure the seal is clear of the edge of all surrounding structure when the door opens and closes.
 - 2) Make sure the blade of the seal touches the seal depressor around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- a) If the blade seal does not touch the seal depressor around the edge of the door, then do the EXCESSIVE CABIN PRESSURE LEAKAGE TEST, TASK 05-51-24-720-801.
<1> If the fuselage pressure test is in the limits, then the blade seal is serviceable.

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EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-999 (Continued)

- <2> If the fuselage pressure test is not in the limits, then replace the blade seal.
- 3) Make sure the seal does not twist when the door opens and closes.
 - 4) Make sure there are no cuts, delamination, or damage to the seal.
 - 5) Make sure the waviness in the straight sections of the seal is as shown (Figure 203).

SUBTASK 52-09-02-210-004

- (2) Do a check of the vent door seal as follows:

- (a) Unlock, open partially, then close and lock the door and do these checks:
 - 1) Make sure the seal is clear of the edge of all surrounding structure when the vent door opens and closes.
 - 2) Make sure the seal touches the structure around the edge of the vent door when the vent door is closed.
- NOTE: To do this check you can lock the door to close the vent door and look for light around the edge of the vent door.
- 3) Make sure there is no damage to the seal.

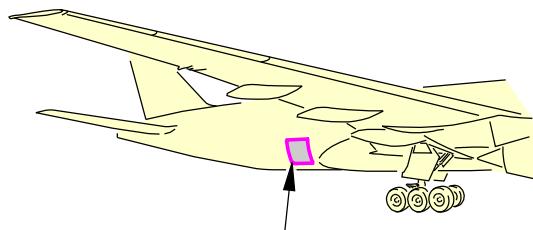
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EFFECTIVITY
EAD ALL

52-09-02

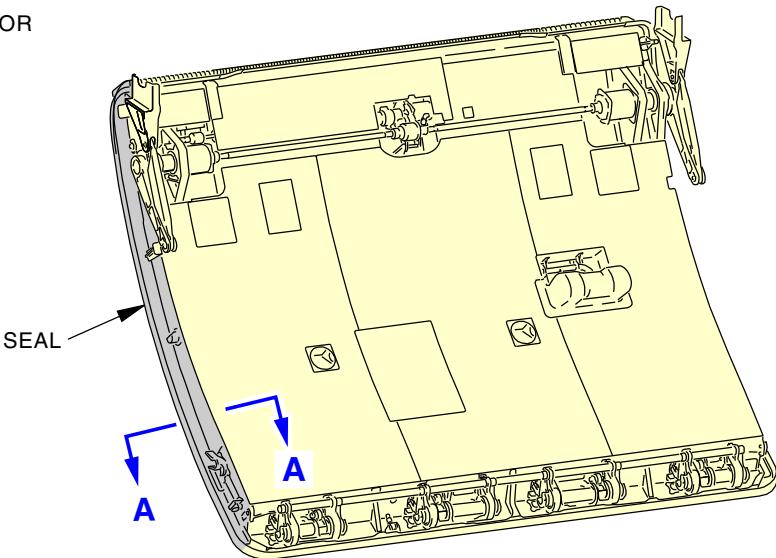


777-200/300
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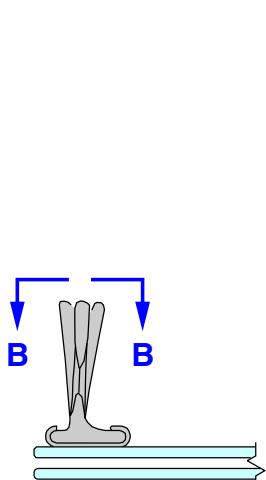
AFT LARGE CARGO DOOR

A

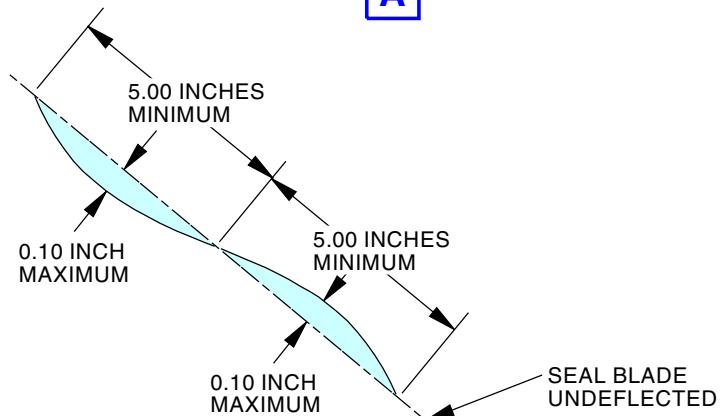


AFT LARGE CARGO DOOR

A



A-A



SEAL WAVINESS

B-B

F55098 S0006424607_V2

Aft Large Cargo Door Seal Check
Figure 203/52-09-02-990-803

EFFECTIVITY
EAD 101, 102, 104, 106, 107, 111, 201-210, 301-399,
401-413, 581-599, 601, 605-608, 613-999

52-09-02

D633W101-EAD

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SMALL CARGO DOOR SEALS - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the small cargo door bottom seal.
 - (2) An installation of the small cargo door bottom seal.
 - (3) A removal of the small cargo door cutout seal.
 - (4) An installation of the small cargo door cutout seal.
 - (5) A check of the small cargo door seals.

TASK 52-09-03-000-801

2. Small Cargo Door Bottom Seal Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

B. Prepare for the Removal

SUBTASK 52-09-03-480-001

- (1) Open the door sufficiently to get access to the seal [1].

C. Removal

SUBTASK 52-09-03-020-001

- (1) Remove the bottom seal [1] as follows:
 - (a) Remove the bolts [3], washers [4], and nuts [5] that attach the bottom seal [1] and splice plates [6].
 - (b) Remove the splice plates [6].
 - (c) Pull and push the bottom seal [1] to disengage it from the seal retainer [2].
 - (d) Remove the bottom seal [1].

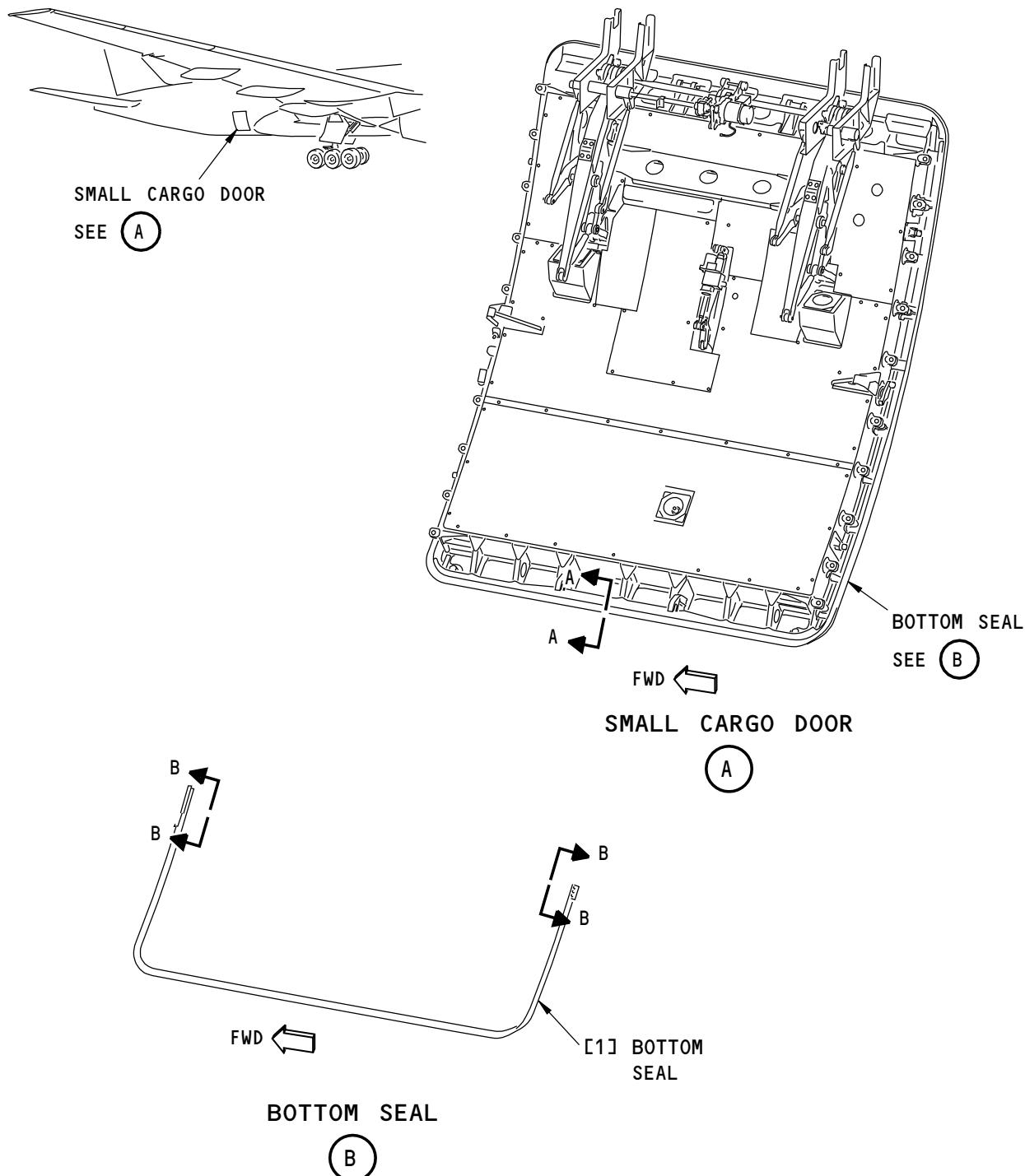
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EFFECTIVITY
EAD 001-007, 009

52-09-03



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E86504 S0006424615_V1

Small Cargo Door Bottom Seal Installation
Figure 201/52-09-03-990-806 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009

52-09-03

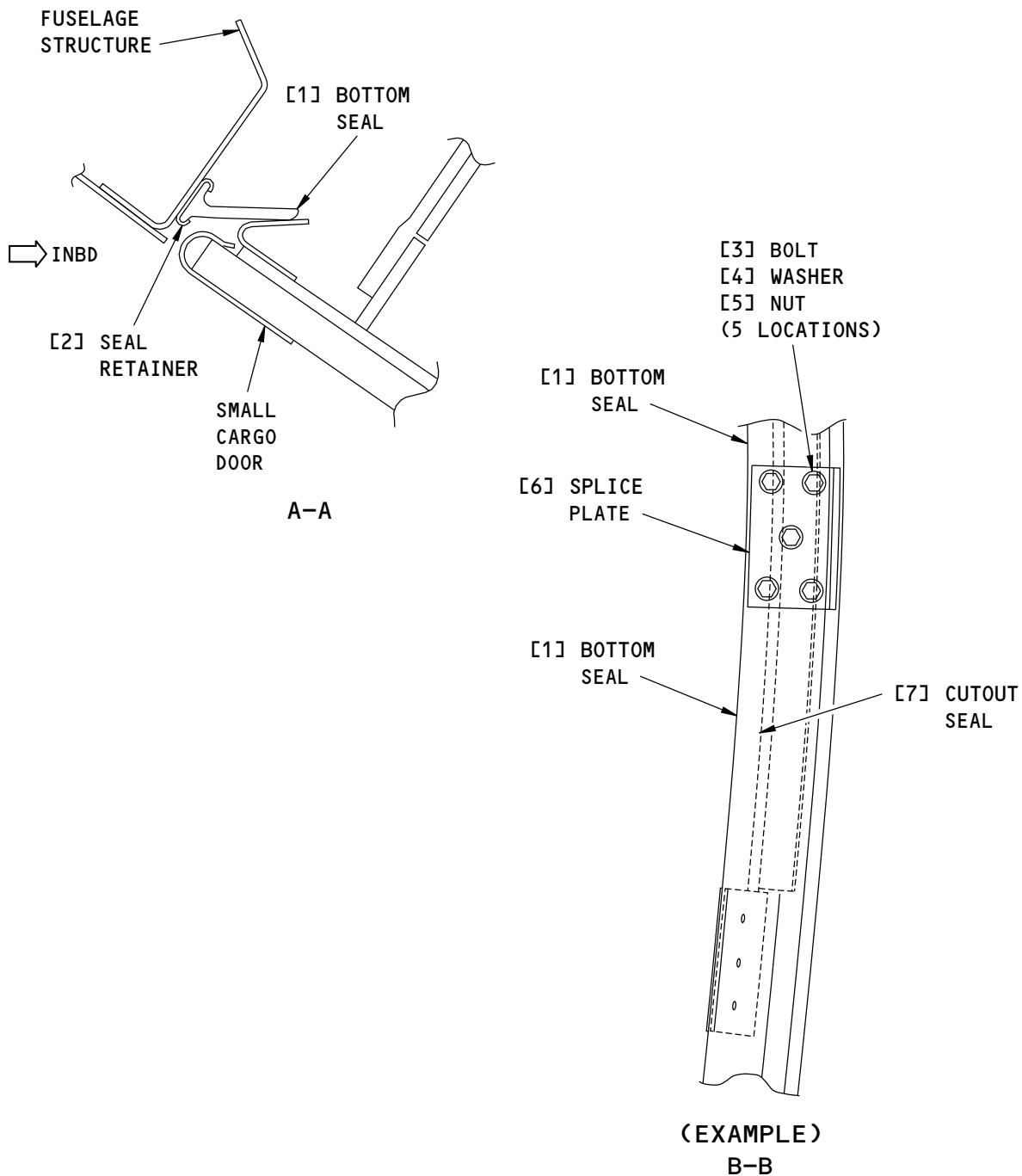
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E86564 S0006424616_V2

Small Cargo Door Bottom Seal Installation
Figure 201/52-09-03-990-806 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009

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TASK 52-09-03-400-801

3. Small Cargo Door Bottom Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|--|--------------------------------|
| SPL-1981 | Tool - Installation, Door Seal |
| 777-200, -200ER Part #: B52004-1 | Supplier: 81205 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 1 | Seal | 52-09-03-01-035 | EAD 001-007, 009 |

D. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

E. Installation

SUBTASK 52-09-03-420-001

- (1) Install the bottom seal [1] as follows:

- (a) Put the bottom seal [1] in its correct position on the door.

NOTE: The flap of the bottom seal goes in the inboard direction.

- (b) Move the bottom seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner, put 1-2 inches of the inside edge of the bottom seal [1] onto the seal retainer [2].
- (d) Use the door seal installation tool, SPL-1981, to push the outside edge of the seal [1] into the seal retainer [2].
- (e) You can use Turco 1526 soap, B00052, to lubricate the bottom seal [1] and make it easier to install.
- (f) At the center of each side, install 2-3 inches of the bottom seal [1] into seal retainer [2].
- (g) From the center of each side to the corner, install the remaining parts of the bottom seal [1].
- (h) Reinstall the bottom seal [1] at the corners if it is necessary.

EFFECTIVITY
EAD 001-007, 009

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- (i) Pull and push the bottom seal [1] in the seal retainer [2] to make it equal around the door.
NOTE: Wrinkles in the bottom seal are not permitted.
- (j) Apply the sealant, A00247, to the mating surfaces of the bolts [3], washers [4], and nuts [5] that attach the seal [1] and splice plates [6].
- (k) Hold the splice plates [6] in its correct position and install the bolts [3], washers [4], and nuts [5] to attach the seal [1] and splice plates [6].

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-03-410-001

- (1) Close the door.

————— END OF TASK ————

TASK 52-09-03-000-802

4. Small Cargo Door Cutout Seal Removal

(Figure 202)

A. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

B. Prepare for the Removal

SUBTASK 52-09-03-480-002

- (1) Open the door sufficiently to get access to the seal [7].

C. Removal

SUBTASK 52-09-03-020-002

- (1) Remove the cutout seal [7] as follows:
 - (a) Remove the bolts [3], washers [4], and nuts [5] that attach the cutout seal [7] and splice plates [8].
 - (b) Remove the splice plates [8].
 - (c) Pull and push the cutout seal [7] to disengage it from the seal retainer [9].
 - (d) Remove the cutout seal [7].

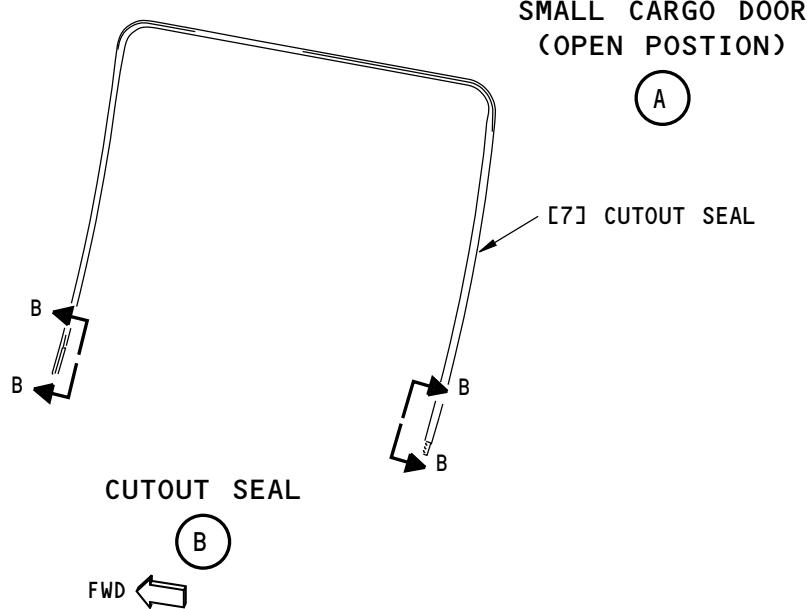
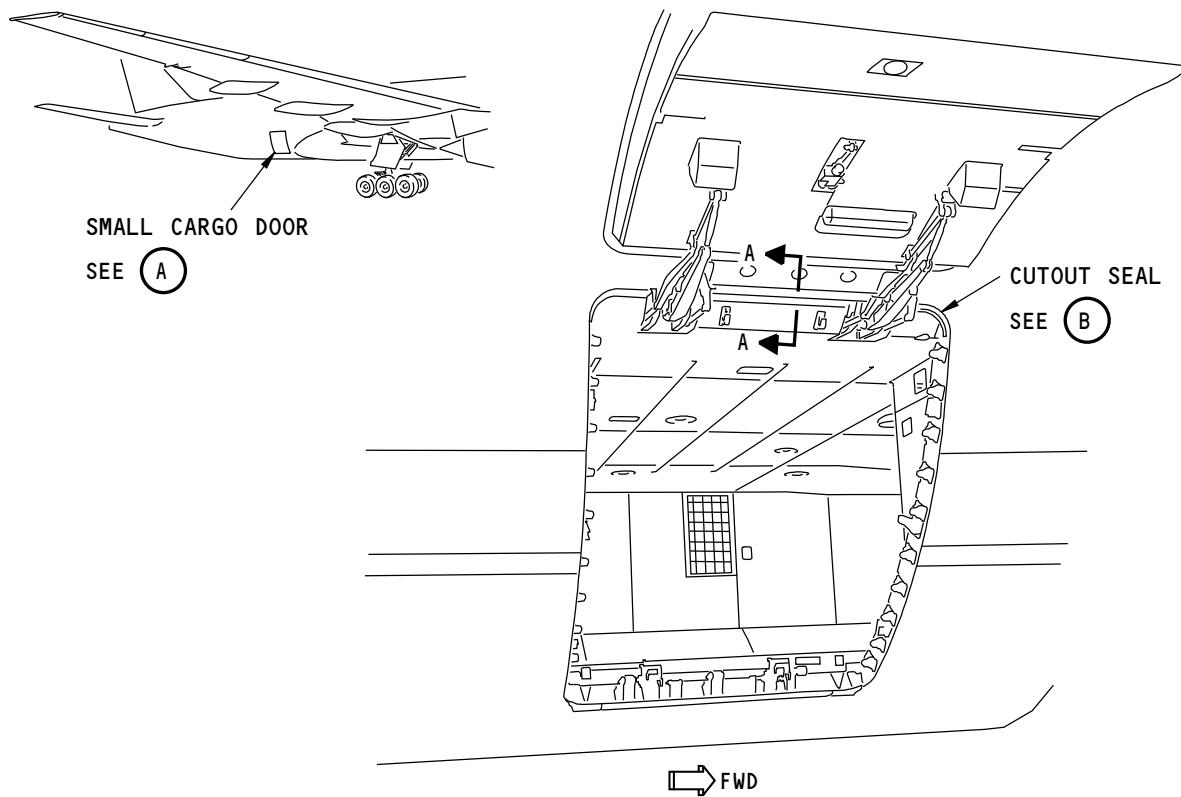
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————— EFFECTIVITY ————
EAD 001-007, 009

52-09-03



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E86569 S0006424617_V1

Small Cargo Door Cutout Seal Installation
Figure 202/52-09-03-990-807 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009

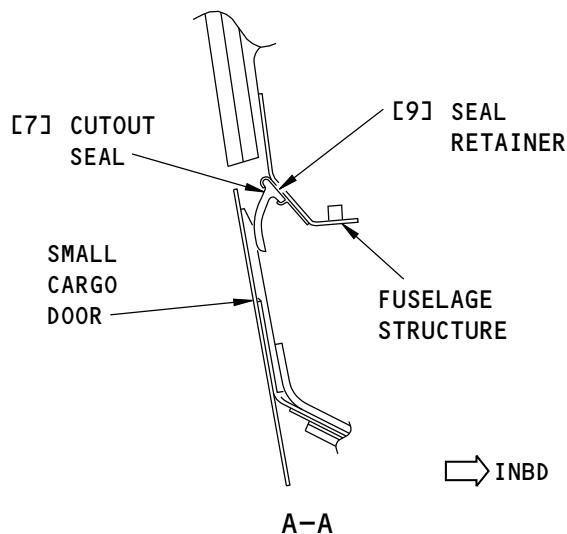
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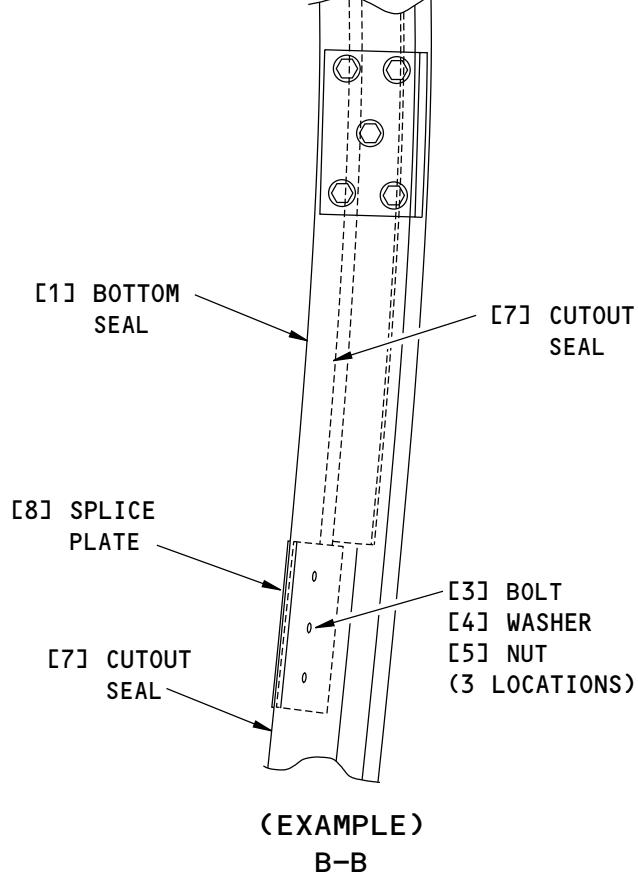
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INBD



E87268 S0006424618_V2

Small Cargo Door Cutout Seal Installation
Figure 202/52-09-03-990-807 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009

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TASK 52-09-03-400-802

5. Small Cargo Door Cutout Seal Installation
(Figure 202)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|--|--------------------------------|
| SPL-1981 | Tool - Installation, Door Seal |
| 777-200, -200ER Part #: B52004-1 | Supplier: 81205 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

D. Installation

SUBTASK 52-09-03-420-002

- (1) Install the cutout seal [7] as follows:

- (a) Put the cutout seal [7] in its correct position on the door.

NOTE: The flap of the cutout seal goes in the inboard direction.

- (b) Move the cutout seal [7] onto the door over the seal retainer [9] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner, put 1-2 inches of the inside edge of the cutout seal [7] into the seal retainer [9].
- (d) Use the door seal installation tool, SPL-1981, to push the outside edge of the cutout seal [7] into the seal retainer [9].
- (e) You can use Turco 1526 soap, B00052, to lubricate the cutout seal [7] and make it easier to install.
- (f) At the center of each side, install 2-3 inches of the cutout seal [7] into the seal retainer [9].
- (g) From the center of each side to the corner, install the remaining parts of the cutout seal [7].
- (h) Reinstall the cutout seal [7] at the corners if it is necessary.
- (i) Pull and push the cutout seal [7] in the seal retainer [9] to make it equal around the door.

NOTE: Wrinkles in the cutout are not permitted.

EFFECTIVITY
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- (j) Apply the sealant, A00247, to the mating surfaces of the bolts [3], washers [4], and nuts [5] that attach the cutout seal [7] and the splice plates [8].
- (k) Hold the splice plates [8] in its correct position and install the bolts [3], washers [4], and nuts [5] to attach the cutout seal [7] and the splice plates [8].

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-03-410-002

- (1) Close the door.

———— END OF TASK ————

TASK 52-09-03-200-801

6. Small Cargo Door Seals Check

(Figure 203)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the small cargo door bottom seal, cutout seal, and vent door seal.

B. Location Zones

| Zone | Area |
|------|----------------------|
| 823 | Aft Small Cargo Door |

C. Procedure

SUBTASK 52-09-03-210-001

- (1) Do a check of the small cargo door bottom seal and cutout seal as follows:

- (a) Open partially and close the door and do these checks:

- 1) Make sure the seals are clear of the edge of all surrounding structure when the door opens and closes.
 - 2) Make sure the blades of the seals touch the seal depressors around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- 3) Make sure the seals do not twist when the door opens and closes.
 - 4) Make sure there are no cuts, delamination, or damage to the seals.
 - 5) Make sure the waviness in the straight sections of the seals is as shown (Figure 203).

SUBTASK 52-09-03-210-002

- (2) Do a check of the vent door seal as follows:

- (a) Unlock, open partially, close and lock the door and do these checks:

- 1) Make sure the seal is clear of the edge of all surrounding structure when the vent door opens and closes.
 - 2) Make sure the seal touches the structure around the edge of the vent door when the vent door is closed.

NOTE: To do this check you can lock the door to close the vent door and look for light around the edge of the vent door.

— EFFECTIVITY —
EAD 001-007, 009

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- 3) Make sure there is no damage to the seal.

———— END OF TASK ————

———— EFFECTIVITY ————
EAD 001-007, 009

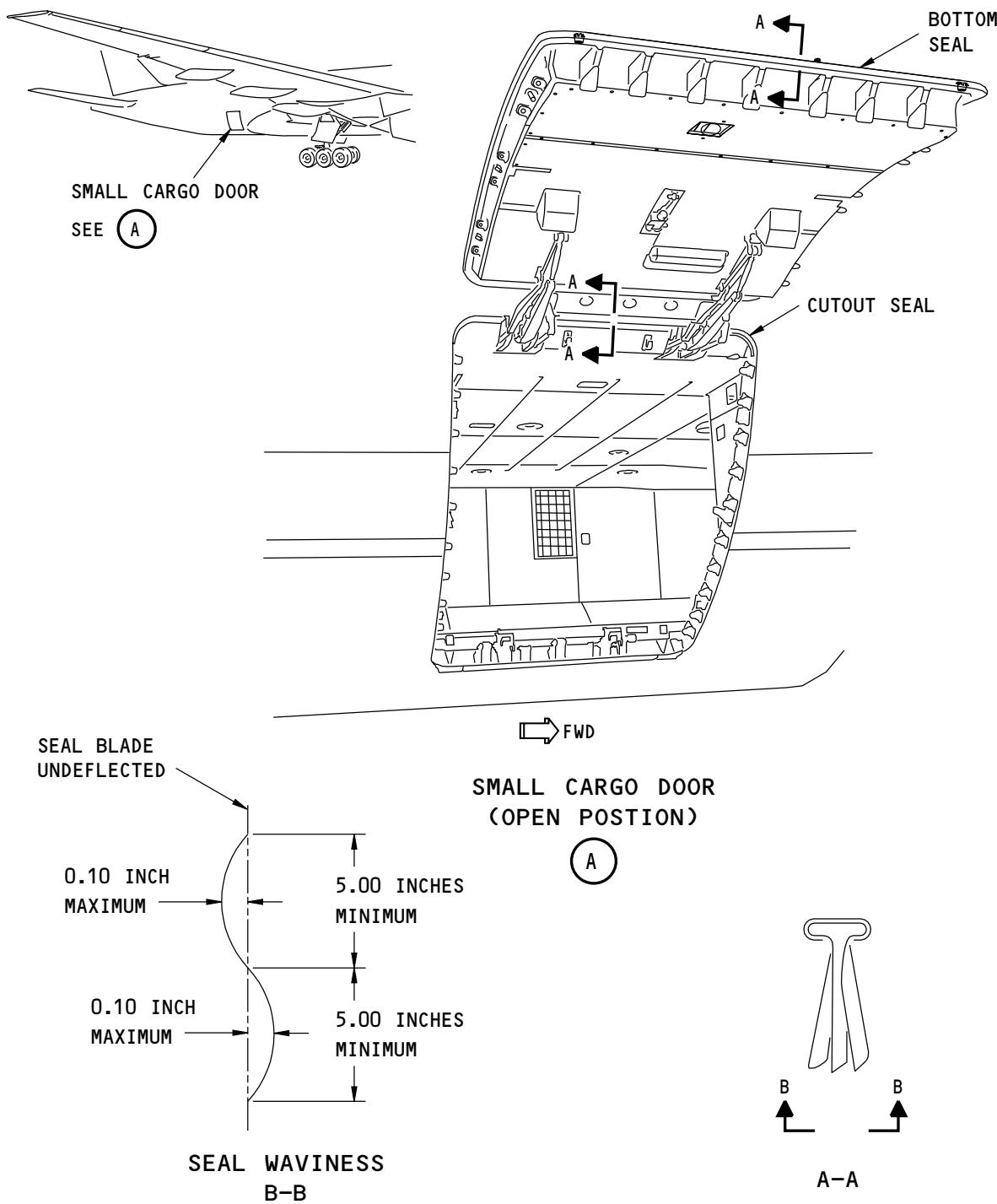
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E87373 S0006424619_V1

Small Cargo Door Seals Check
Figure 203/52-09-03-990-803

EFFECTIVITY
EAD 001-007, 009

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BULK CARGO DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the bulk cargo door seal.
 - (2) An installation of the bulk cargo door seal.
 - (3) A check of the bulk cargo door seal.
 - (4) An adjustment of the bulk cargo door seal.

TASK 52-09-04-000-801

2. Bulk Cargo Door Seal Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|------|-----------------|
| 825 | Bulk Cargo Door |

B. Prepare for the Removal

SUBTASK 52-09-04-010-001

- (1) Open the door.

C. Removal

SUBTASK 52-09-04-020-001

- (1) Remove the seal [1] as follows:
 - (a) Pull and push the seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the seal [1].

———— END OF TASK ————

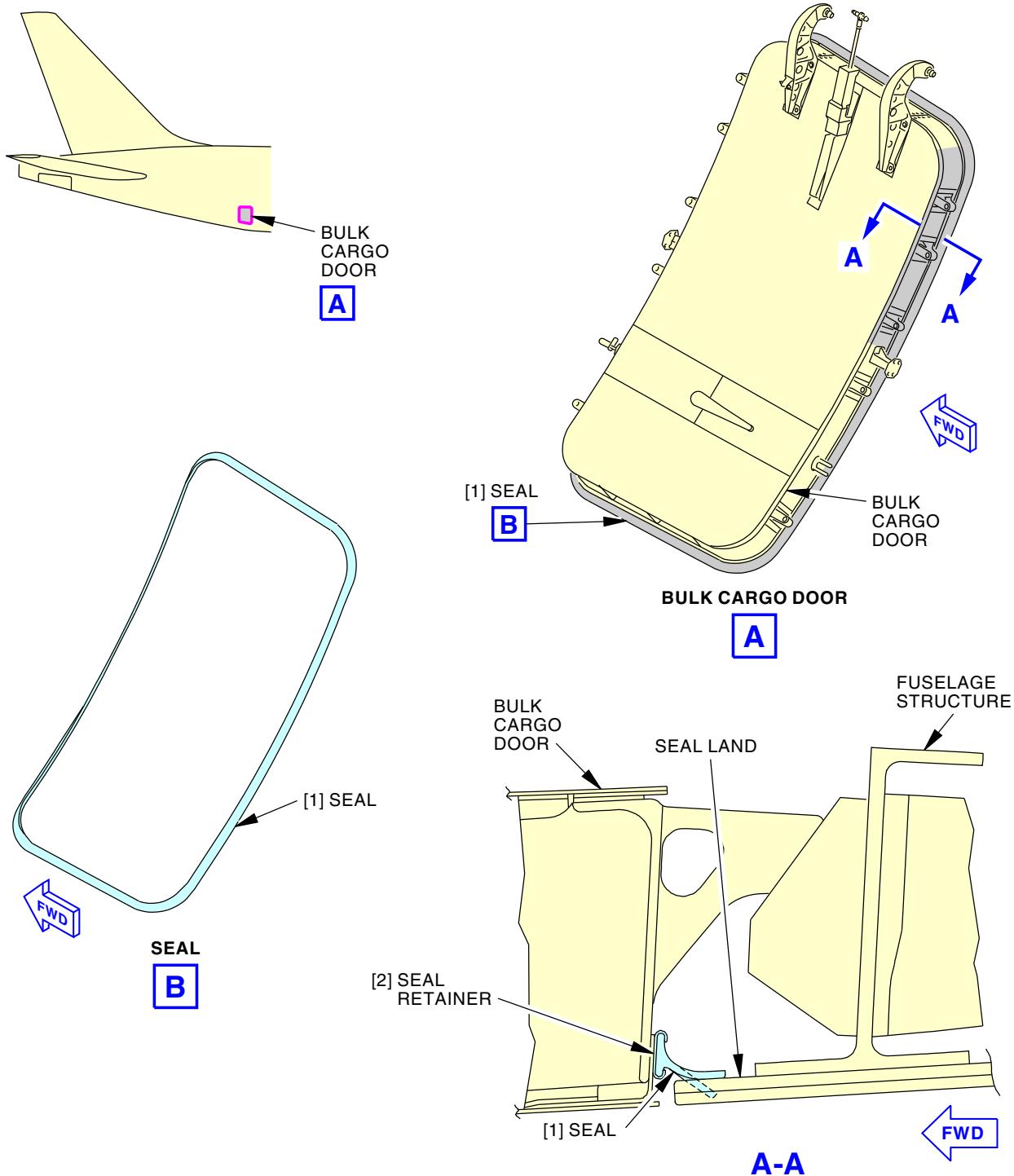
— EFFECTIVITY —

EAD ALL

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E24353 S0006424626_V2

Bulk Cargo Door Seal Installation
Figure 201/52-09-04-990-803

EFFECTIVITY
EAD ALL

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TASK 52-09-04-400-801

3. Bulk Cargo Door Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------|---------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|---|
| 1 | Seal | 52-36-01-01-435 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-399, 401-413, 581-599, 601, 605-608, 613-624 |

D. Location Zones

| Zone | Area |
|------|-----------------|
| 825 | Bulk Cargo Door |

E. Installation

SUBTASK 52-09-04-420-001

- (1) Install the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the door.

NOTE: The flap of the seal goes in the outboard direction.

- (b) Move the seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner, put 1-2 inches of the inboard edge of the seal [1] into the seal retainer [2].
- (d) Use the door seal installation tool, SPL-1981, to push the outboard edge of the seal [1] into the seal retainer [2].
- (e) You can use Turco 1526 soap, B00052, to lubricate the seal [1] and make it easier to install.
- (f) At the center of each side, install 2-3 inches of the seal [1] into the seal retainer [2].
- (g) From the center of each side to the corner, install the remaining parts of the seal [1].
- (h) Re-install the seal [1] at the corners if it is necessary.

| |
|-------------|
| EFFECTIVITY |
| EAD ALL |

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AIRCRAFT MAINTENANCE MANUAL

- (i) Pull and push the seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the seal are not permitted.

SUBTASK 52-09-04-220-001

- (2) Do this task: Bulk Cargo Door Seal Check, TASK 52-09-04-200-801.

SUBTASK 52-09-04-820-002

- (3) Adjust the seal [1] if it is necessary as follows:

- (a) Do this task: Bulk Cargo Door Seal Adjustment, TASK 52-09-04-820-801.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-04-410-001

- (1) Close the door.

———— END OF TASK ————

TASK 52-09-04-200-801

4. Bulk Cargo Door Seal Check

(Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the bulk cargo door seal.

B. Location Zones

| Zone | Area |
|------|-----------------|
| 825 | Bulk Cargo Door |

C. Procedure

SUBTASK 52-09-04-210-001

- (1) Do a check of the seal as follows:

- (a) Open and close the door and do these checks:

- 1) Make sure the seal is clear of the edge of all surrounding structure when the door opens and closes.
- 2) Make sure the blade of the seal touches the seal land around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- 3) Make sure the seal does not twist when the door opens and closes.
- 4) Make sure there are no cuts, delamination, or damage to the seal.
- 5) Make sure the waviness in the straight sections of the seal is as shown (Figure 202).

———— END OF TASK ————

———— EFFECTIVITY ————
EAD ALL

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TASK 52-09-04-820-801

5. Bulk Cargo Door Seal Adjustment

(Figure 202)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

B. Location Zones

| Zone | Area |
|------|-----------------|
| 825 | Bulk Cargo Door |

C. Procedure

SUBTASK 52-09-04-820-001

- (1) Adjust the seal [1] as follows:

- (a) Pull and push the seal [1] in the seal retainer [2] to get a good seal around the edge of the door (Figure 201).
NOTE: Wrinkles in the seal are not permitted.
- (b) If seal [1] does not touch the seal land around the edge of the door, do a check on the seal [1] for irregular bumps, depressions, or waviness (Figure 202).
- (c) If it is necessary, adjust as follows:
 - 1) If bumps or waviness are found, remove the bumps and straighten the waviness.
 - 2) If depressions or clearances are found, fill the depressions with the 3M EC-3587B compound, A01024.
 - 3) If the clearances stay, apply the 3M EC-3587B compound, A01024 to increase the seal land and get the seal [1] to touch the seal land.

———— END OF TASK ————

EFFECTIVITY
EAD ALL

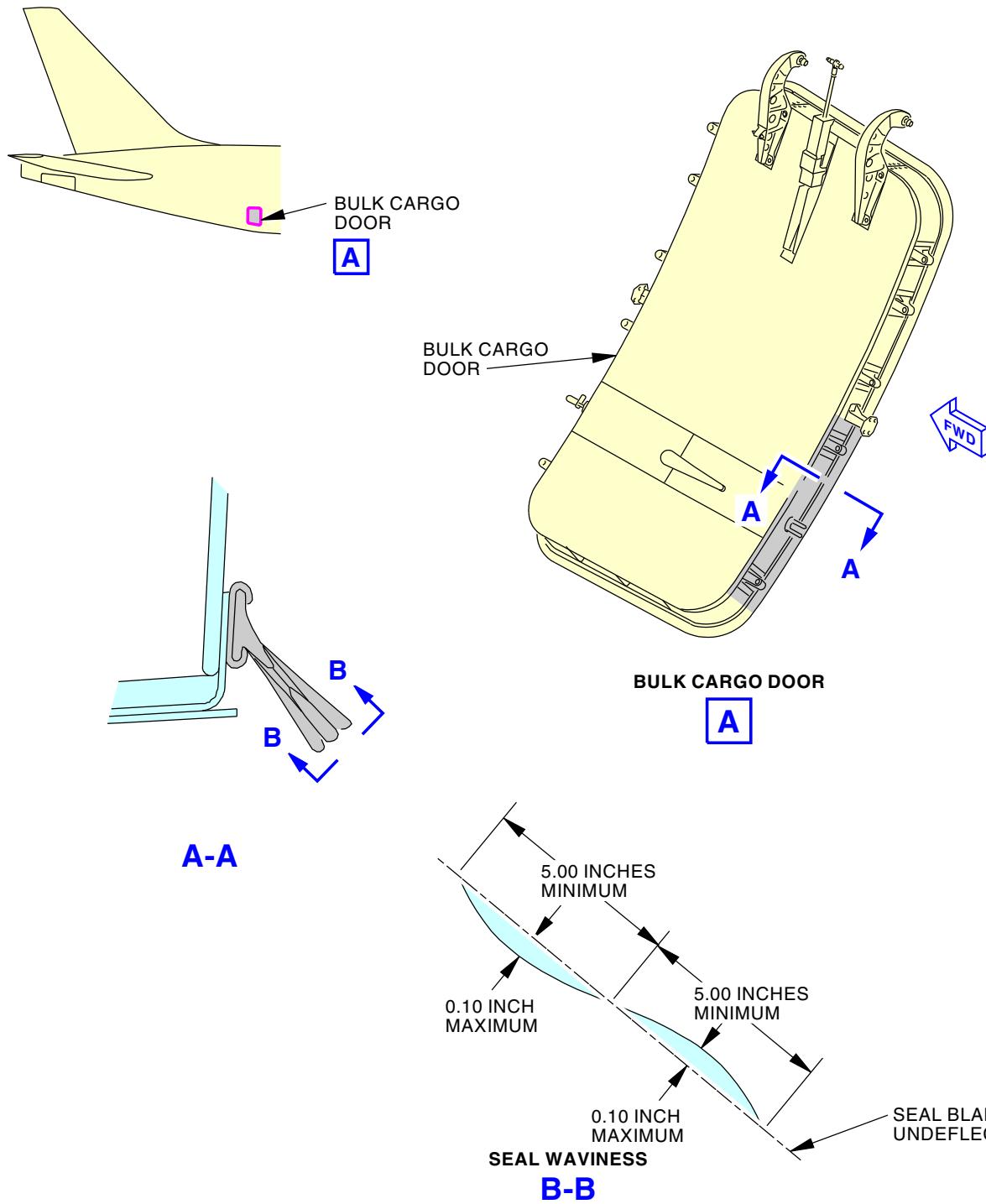
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E80954 S0006424627_V2

Bulk Cargo Door Seal Check
Figure 202/52-09-04-990-802

EFFECTIVITY
EAD ALL

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FORWARD ACCESS DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the forward access door seal.
 - (2) An installation of the forward access door seal.
 - (3) A check of the forward access door seal.
 - (4) An adjustment of the forward access door seal.

TASK 52-09-05-000-801

2. Forward Access Door Seal Removal

(Figure 201)

A. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

B. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112AL | Forward Access Door |

C. Prepare for the Removal

SUBTASK 52-09-05-010-001

- (1) Open this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112AL | Forward Access Door |

D. Removal

SUBTASK 52-09-05-020-001

- (1) Remove the seal [1] as follows:
 - (a) Pull and push the seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the seal [1].

———— END OF TASK ————

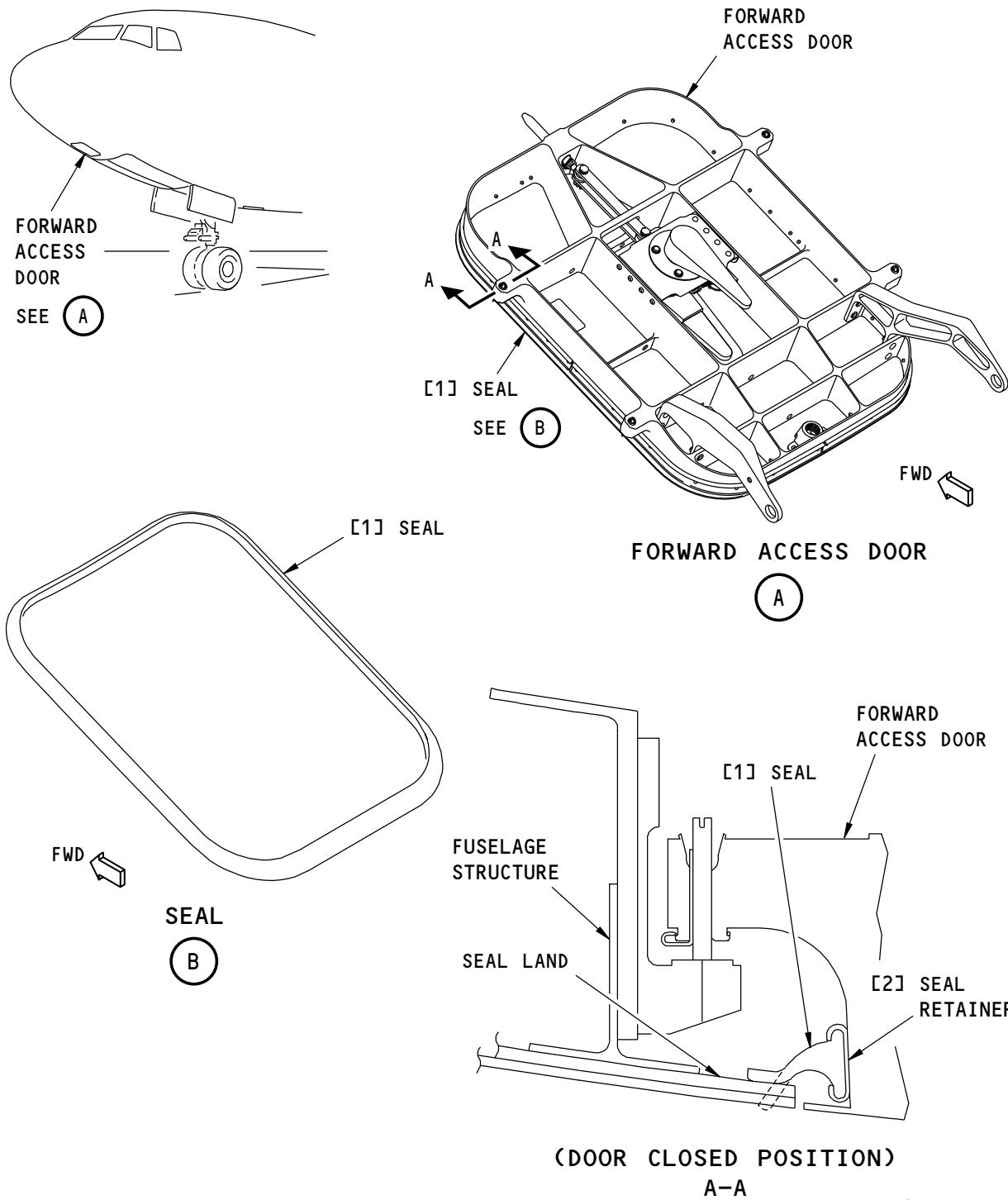
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EAD ALL

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2459579 S0000571974_V1

Forward Access Door Seal
Figure 201/52-09-05-990-825 (Sheet 1 of 2)

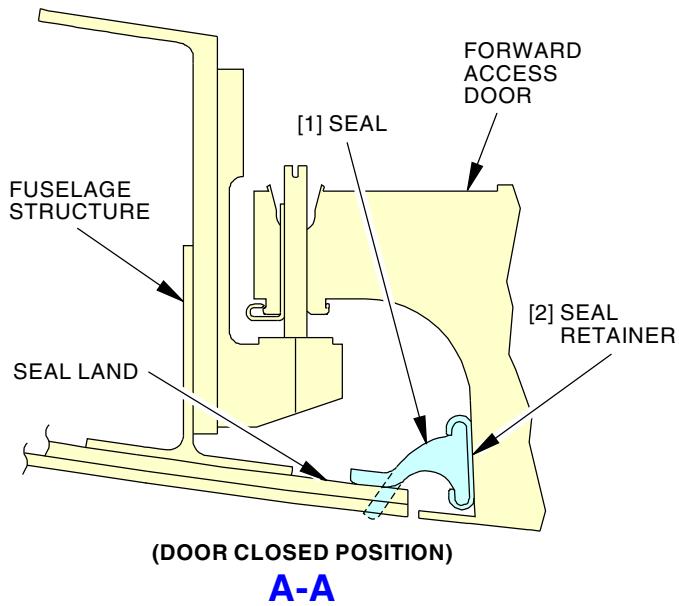
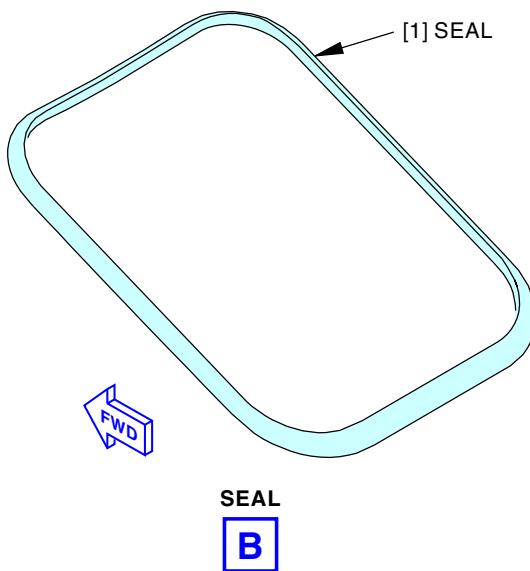
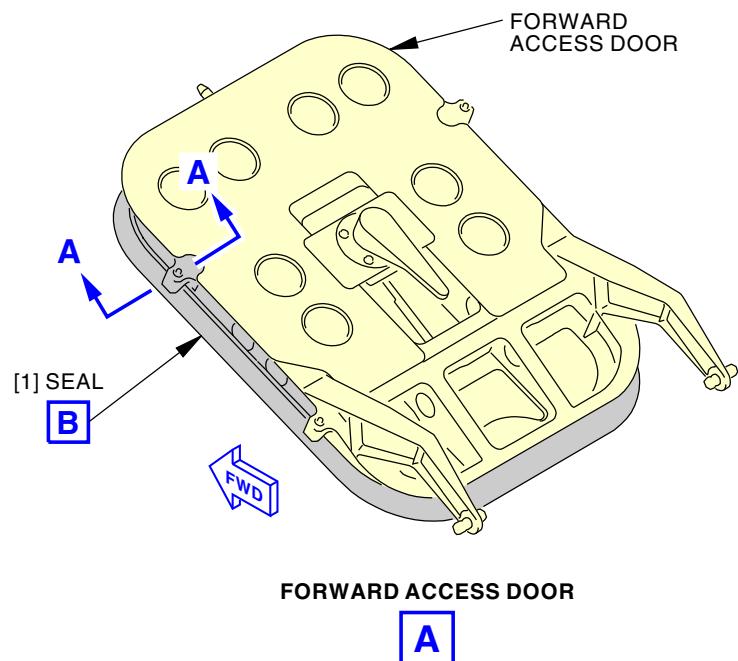
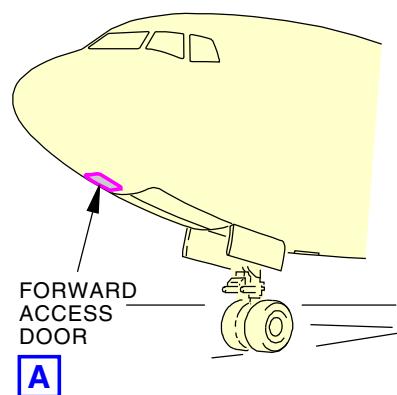
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E24363 S0006424634_V2

Forward Access Door Seal
Figure 201/52-09-05-990-825 (Sheet 2 of 2)

EFFECTIVITY
**EAD 001-007, 009, 101, 102, 104, 106, 107, 111,
 201-210, 301-395, 401-413, 581-599, 601, 605-608**

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TASK 52-09-05-400-801

3. Forward Access Door Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------|---------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|--|
| 1 | Seal | 52-48-01-01-080 | EAD 001-007, 009, 101, 102, 104, 106, 107, 111, 201-210, 301-396, 401-413, 581-599, 601, 605-608 |
| | | 52-48-01-01-305 | EAD ALL |

D. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

E. Access Panels

| Number | Name/Location |
|--------|---------------------|
| 112AL | Forward Access Door |

F. Installation

SUBTASK 52-09-05-420-001

- (1) Install the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the door.

NOTE: The flap of the seal goes in the outboard direction.

- (b) Move the seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner, put 1-2 inches of the inboard edge of the seal [1] into the seal retainer [2].
- (d) Use the door seal installation tool, SPL-1981, to push the outboard edge of the seal [1] into the seal retainer [2].
- (e) You can use Turco 1526 soap, B00052, to lubricate the seal [1] and make it easier to install.

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- (f) At the center of each side, install 2-3 inches of the seal [1] into the seal retainer [2].
- (g) From the center of each side to the corner, install the remaining parts of the seal [1].
- (h) Re-install the seal [1] at the corners if it is necessary.
- (i) Pull and push the seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the seal are not permitted.

SUBTASK 52-09-05-220-001

- (2) Do this task: Forward Access Door Seal Check, TASK 52-09-05-200-801.

SUBTASK 52-09-05-820-002

- (3) Adjust the seal [1] if it is necessary as follows:
 - (a) Do this task: Forward Access Door Seal Adjustment, TASK 52-09-05-820-801.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-05-410-001

- (1) Close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112AL | Forward Access Door |

———— END OF TASK ————

TASK 52-09-05-200-801

4. Forward Access Door Seal Check

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the forward access door seal.

B. Location Zones

| <u>Zone</u> | <u>Area</u> |
|-------------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

C. Access Panels

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112AL | Forward Access Door |

D. Procedure

SUBTASK 52-09-05-210-001

- (1) Do a check of the seal [1] as follows:

- (a) Open and close this access panel:

| <u>Number</u> | <u>Name/Location</u> |
|---------------|----------------------|
| 112AL | Forward Access Door |

- (b) Do these checks:

- 1) Make sure the blade of the seal [1] touches the seal land around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- 2) Make sure the seal [1] does not twist when the door opens and closes.

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- 3) Make sure there are no cuts or damage to the seal [1].

———— END OF TASK ——

TASK 52-09-05-820-801

5. Forward Access Door Seal Adjustment

(Figure 201)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

B. Location Zones

| Zone | Area |
|------|--|
| 112 | Area Forward of Nose Landing Gear Wheel Well |

C. Procedure

SUBTASK 52-09-05-820-001

- (1) Adjust the seal [1] as follows:

- (a) Pull and push the seal [1] in the seal retainer [2] to get a good seal around the edge of the door.
NOTE: Wrinkles in the seal are not permitted.
- (b) If seal [1] does not touch the seal land around the edge of the door, do a check on the seal [1] for irregular bumps, depressions, or waviness.
- (c) If it is necessary, adjust as follows:
 - 1) If bumps or waviness are found, remove the bumps and straighten the waviness.
 - 2) If depressions or clearances are found, fill the depressions with the 3M EC-3587B compound, A01024.
 - 3) If the clearances stay, apply the 3M EC-3587B compound, A01024, to increase the seal land and get the seal [1] to touch the seal land.

———— END OF TASK ——

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MAIN EQUIPMENT CENTER ACCESS DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the main equipment access door seal.
 - (2) An installation of the main equipment access door seal.
 - (3) A check of the main equipment access door seal.
 - (4) An adjustment of the main equipment access door seal.

TASK 52-09-06-000-801

2. Main Equipment Center Access Door Seal Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|-------------|-----------------------------|
| 117 | Main Equipment Center, Left |

B. Access Panels

| Number | Name/Location |
|---------------|-----------------------------------|
| 117AL | Main Equipment Center Access Door |

C. Prepare for the Removal

SUBTASK 52-09-06-010-001

- (1) Open this access panel:

| Number | Name/Location |
|---------------|-----------------------------------|
| 117AL | Main Equipment Center Access Door |

D. Removal

SUBTASK 52-09-06-020-001

- (1) Remove the seal [1] as follows:
 - (a) Pull and push the seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the seal [1].

———— END OF TASK ————

TASK 52-09-06-400-801

3. Main Equipment Center Access Door Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|------------------|---|
| SPL-1981 | Tool - Installation, Door Seal 777-200, -200ER, -200F, -200LR, -300, -300ER Part #: B52004-1 Supplier: 81205 |

| |
|-------------|
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B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------|---------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|-----------------|------------------|
| 1 | Seal | 52-48-02-01-310 | EAD ALL |

D. Location Zones

| Zone | Area |
|------|-----------------------------|
| 117 | Main Equipment Center, Left |

E. Access Panels

| Number | Name/Location |
|--------|-----------------------------------|
| 117AL | Main Equipment Center Access Door |

F. Installation

SUBTASK 52-09-06-420-001

- (1) Install the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the door.

NOTE: The flap of the seal [1] goes in the outboard direction.

- (b) Move the seal [1] onto the door over the seal retainer [2] and keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (c) At each corner, put 1-2 inches of the inboard edge of the seal [1] into the seal retainer [2].
- (d) Use the door seal installation tool, SPL-1981 to push the outboard edge of the seal [1] into the seal retainer [2].
- (e) You can use Turco 1526 soap, B00052 to lubricate the seal [1] and make it easier to install.
- (f) At the center of each side, install 2 in. (51 mm) - 3 in. (76 mm) of the seal [1] into the seal retainer [2].
- (g) From the center of each side to the corner, install the remaining parts of the seal [1].
- (h) Re-install the seal [1] at the corners if it is necessary.
- (i) Pull and push the seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the seal [1] are not permitted.

G. Installation Test

SUBTASK 52-09-06-220-001

- (1) Do this task: Main Equipment Center Access Door Seal Check, TASK 52-09-06-200-801.

SUBTASK 52-09-06-820-002

- (2) Adjust the seal [1] if it is necessary as follows:

- (a) Do this task: Main Equipment Center Access Door Seal Adjustment, TASK 52-09-06-820-801.

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H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-09-06-410-001

- (1) Close this access panel:

Number Name/Location

117AL Main Equipment Center Access Door

———— END OF TASK ————

TASK 52-09-06-200-801

4. Main Equipment Center Access Door Seal Check

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the main equipment center access door seal.

B. Location Zones

Zone Area

117 Main Equipment Center, Left

C. Access Panels

Number Name/Location

117AL Main Equipment Center Access Door

D. Procedure

SUBTASK 52-09-06-210-001

- (1) Do a check of the seal as follows:

- (a) Open and close this access panel:

Number Name/Location

117AL Main Equipment Center Access Door

- (b) Make sure the seal is clear of the edge of all surrounding structure when the door opens and closes.

- (c) Make sure the blade of the seal touches the seal land around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- (d) Make sure the seal does not twist when the door opens and closes.

- (e) Make sure there are no cuts or damage to the seal.

———— END OF TASK ————

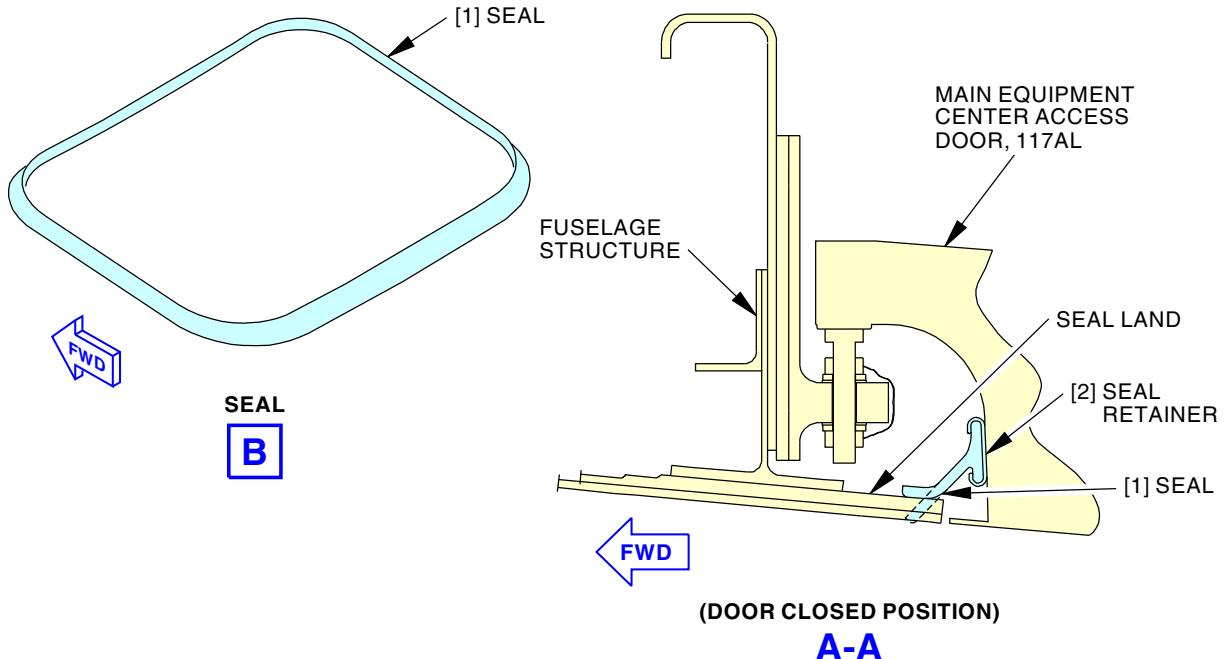
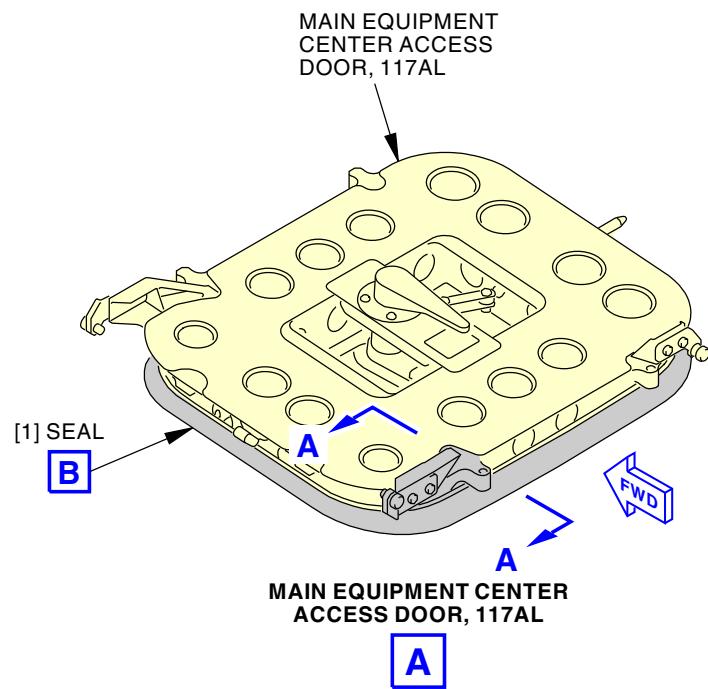
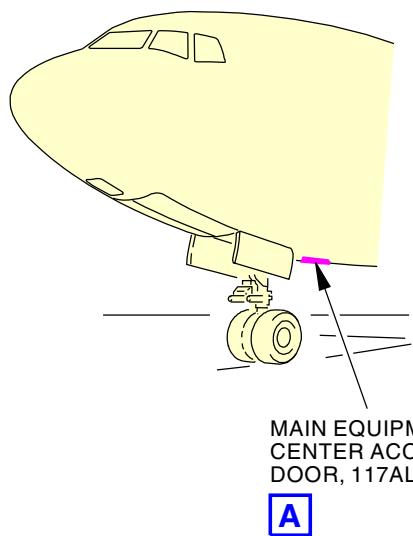
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Main Equipment Center Access Door Seal Check
Figure 201/52-09-06-990-802

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TASK 52-09-06-820-801

5. Main Equipment Center Access Door Seal Adjustment

(Figure 201)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------------|---------------|
| A01024 | Compound - Fairing - 3M EC-3587B | BAC5530 |

B. Location Zones

| Zone | Area |
|------|-----------------------------|
| 117 | Main Equipment Center, Left |

C. Procedure

SUBTASK 52-09-06-820-001

- (1) Adjust the seal as follows:

- (a) Pull and push the seal in the seal retainer to get a good seal around the edge of the door.
NOTE: Wrinkles in the seal are not permitted.
- (b) If seal does not touch the seal land around the edge of the door, do a check on the seal for irregular bumps, depressions, or waviness. If it is necessary, adjust as follows:
 - 1) If bumps or waviness are found, remove the bumps and straighten the waviness.
 - 2) If depressions or clearances are found, fill the depressions with the 3M EC-3587B compound, A01024.
 - 3) If the clearances stay, apply the 3M EC-3587B compound, A01024 to increase the seal land and get the seal to touch the seal land.

———— END OF TASK ————

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MAIN DECK CARGO DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure contains the following tasks:
 - (1) A removal of the main deck cargo door seal.
 - (2) An installation of the main deck cargo door seal.
 - (3) A check of the main deck cargo door seals.

TASK 52-09-07-000-801

2. Main Deck Cargo Door Seal Removal

(Figure 201)

A. General

- (1) If there is not too much damage to the seal, you can repair it. To repair it, do this task: Seal Repair Procedures For Specified Types of Seal Damage, TASK 52-09-00-390-801.

B. References

| Reference | Title |
|------------------|--|
| 52-09-00-390-801 | Seal Repair Procedures For Specified Types of Seal Damage (P/B 801) |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

D. Prepare for the Removal

SUBTASK 52-09-07-010-001

- (1) Open the door sufficiently to get access to the seal [1].

E. Removal

SUBTASK 52-09-07-020-001

- (1) Remove the seal [1] as follows:
 - (a) Pull and push the seal [1] to disengage it from the seal retainer [2].
 - (b) Remove the seal [1].

———— END OF TASK ————

———— EFFECTIVITY ————
EAD 401-413

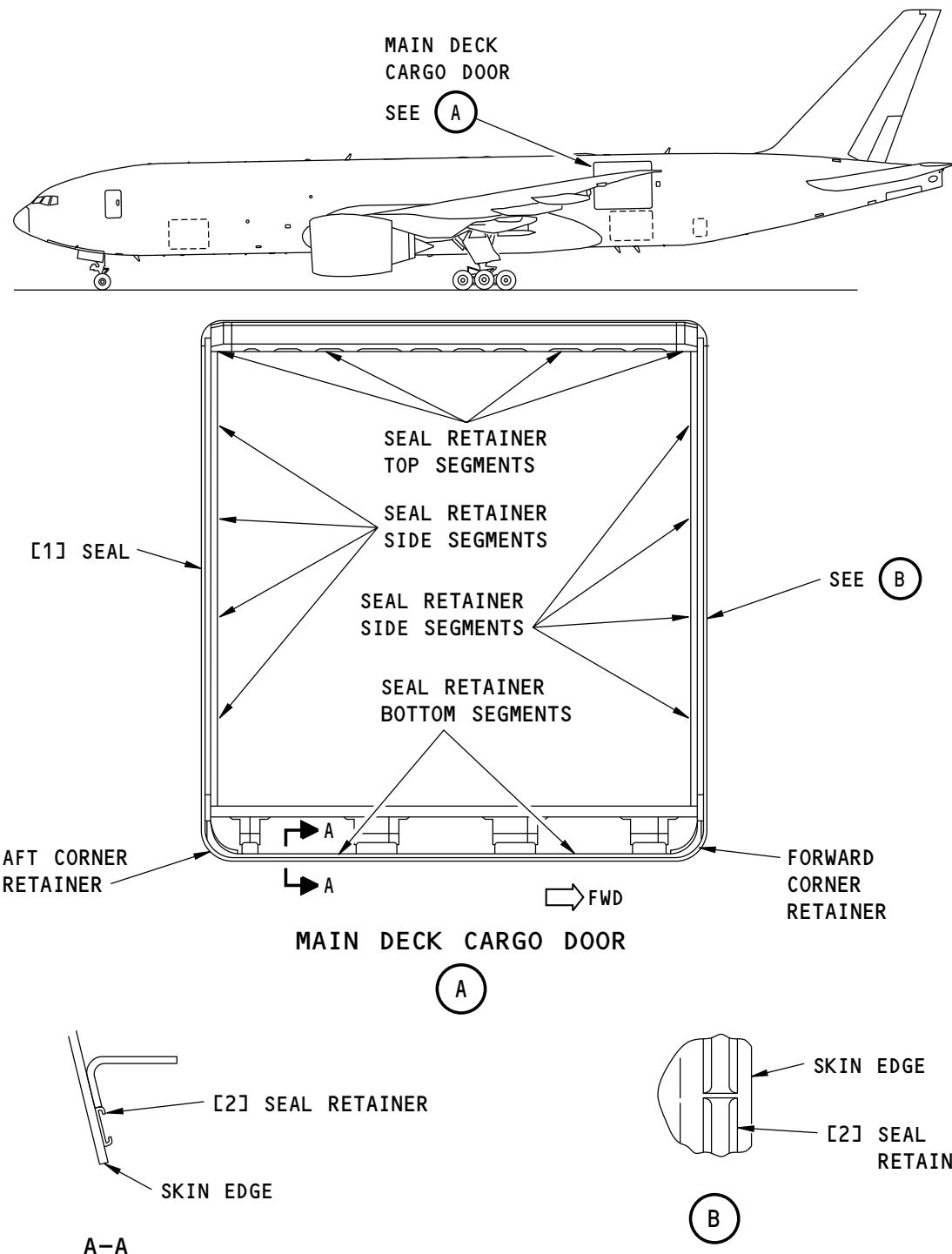
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1550291 S0000284425_V3

Main Deck Cargo Door Seal Installation
Figure 201/52-09-07-990-803

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TASK 52-09-07-400-801

3. Main Deck Cargo Door Seal Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|---|--------------------------------|
| SPL-1981 | Tool - Installation, Door Seal |
| 777-200F Part #: B52004-1 Supplier: 81205 | |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|----------------------------|---------------|
| B00052 | Soap - Liquid - Turco 1526 | BAC5507 |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

D. Installation

SUBTASK 52-09-07-420-001

- (1) Install the seal [1] as follows:

- (a) Put the seal [1] in its correct position on the door.

NOTE: The blade of the seal [1] goes in the inboard direction.

- (b) Align the index marks on the seal [1] with the gaps between the corner seal retainers [2] and straight seal retainers [2].

- (c) Move the seal [1] onto the door over the seal retainer [2]. Keep it aligned correctly.



BE CAREFUL WHEN YOU INSTALL THE SEAL. DO NOT CUT OR MAKE TEARS OR HOLES IN THE SEAL. DAMAGE TO THE SEAL CAN EASILY OCCUR.

- (d) At each corner, put 1-2 inches of the inside edge of the seal [1] into the seal retainer [2].

- (e) Use the door seal installation tool, SPL-1981 to push the outside edge of the seal [1] into the seal retainer [2].

- (f) You can use Turco 1526 soap, B00052 to lubricate the seal [1] and make it easier to install.

- (g) At the center of each side, install 2-3 inches of the seal [1] into the seal retainer [2].

- (h) From the center of each side to the corner, install the remaining parts of the seal [1].

- (i) Re-install the seal [1] at the corners if it is necessary.

- (j) Pull and push the seal [1] in the seal retainer [2] to make it equal around the door.

NOTE: Wrinkles in the seal [1] are not permitted.

———— END OF TASK ————

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TASK 52-09-07-700-801

4. Main Deck Cargo Door Seals Check

(Figure 201)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the main deck cargo door seal.

B. References

| Reference | Title |
|------------------|---|
| 05-51-24-720-801 | EXCESSIVE CABIN PRESSURE LEAKAGE TEST (P/B 201) |

C. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

D. Procedure

SUBTASK 52-09-07-720-001

- (1) Do a check of the main deck cargo door seal as follows:

- (a) Open partially and close the door and do these checks:

- 1) Make sure the seal [1] is clear of the edge of all surrounding structure when the door opens and closes.
- 2) Make sure the blade of the seal [1] touches the seal depressor around the edge of the door when the door is closed.

NOTE: To do this check you can close the door and look for light around the edge of the door.

- a) If the blade seal does not touch the seal depressor around the edge of the door, then do the EXCESSIVE CABIN PRESSURE LEAKAGE TEST, TASK 05-51-24-720-801.

<1> If the fuselage pressure test is in the limits, then the blade seal is serviceable.

<2> If the fuselage pressure test is not in the limits, then replace the blade seal.

- 3) Make sure the seal [1] does not twist when the door opens and closes.

- 4) Make sure there are no cuts, delamination, or damage to the seal [1].

———— END OF TASK ————

TASK 52-09-07-700-802

5. Main Deck Cargo Door Vent Door Seal Check

(Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the main deck cargo door vent door seal.

B. Location Zones

| Zone | Area |
|------|----------------------|
| 836 | Main Deck Cargo Door |

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C. Procedure

SUBTASK 52-09-07-720-003

- (1) Do a check of the vent door seal as follows:

- (a) Unlock, open partially, close and lock the door and do these checks:
- 1) Make sure the seal is clear of the edge of all surrounding structure when the vent door opens and closes.
 - 2) Make sure the seal touches the structure around the edge of the vent door when the vent door is closed.
- NOTE: To do this check you can lock the door to close the vent door and look for light around the edge of the vent door.
- 3) Make sure there is no damage to the seal.

————— END OF TASK ————

EFFECTIVITY
EAD 401-413

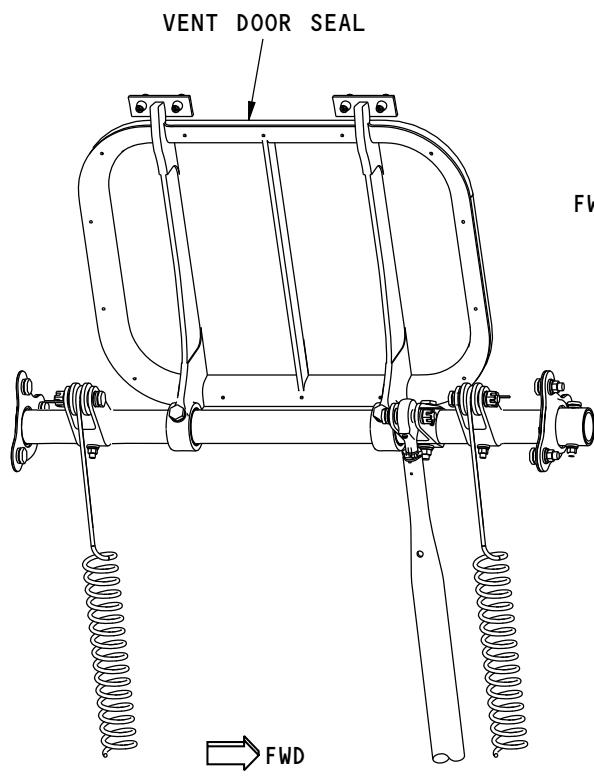
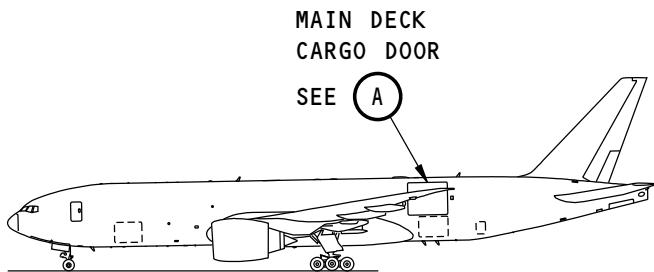
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**MAIN DECK CARGO DOOR
(EXTERNAL VIEW)**



VENT DOOR



1571094 S0000293041_V1

**Vent Door Location
Figure 202/52-09-07-990-802**

EFFECTIVITY
EAD 401-413

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AIRCRAFT MAINTENANCE MANUAL

RIGID CARGO BARRIER DOOR SEAL - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has this task:
 - (1) A check of the rigid cargo barrier door seal.

TASK 52-09-08-200-801

2. Rigid Cargo Barrier Door Seal Check

Figure 201

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is a check of the rigid cargo barrier door seal.

B. References

| Reference | Title |
|------------------|---|
| 53-14-00-200-803 | Sliding Door Jam Smoke Seal Replacement (P/B 201) |

C. Location Zones

| Zone | Area |
|------|--|
| 221 | Main Deck Cargo Compartment (Section 41) - Left |
| 222 | Main Deck Cargo Compartment (Section 41) - Right |

D. Rigid Cargo Barrier Door Seal Check

SUBTASK 52-09-08-210-001

- (1) With the door unlocked and able to open, do these checks of the seal:
 - (a) Make sure that there are no cuts, delamination, or damage to the seal.
 - (b) Make sure that the seal is correctly attached to the door.
 - (c) Make sure that the seal does not twist when the door opens and closes.

SUBTASK 52-09-08-210-002

- (2) Close and lock the door and do these checks of the seal:
 - (a) Make sure that there are no gaps and that the seal is seated properly when the door is locked.
 - (b) Make sure that the blade of the seal touches the structure completely around the edge of the door when the door is closed.

NOTE: To do this check you can look for light around the edge of the door.

SUBTASK 52-09-08-900-001

- (3) Replace the seal if it is damaged (Sliding Door Jam Smoke Seal Replacement, TASK 53-14-00-200-803).

———— END OF TASK ————

EFFECTIVITY
EAD 401-413

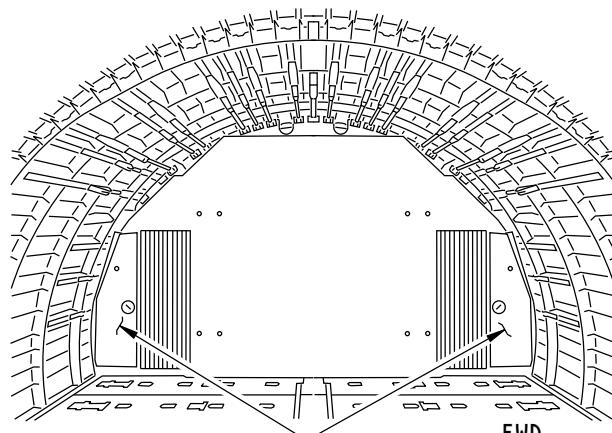
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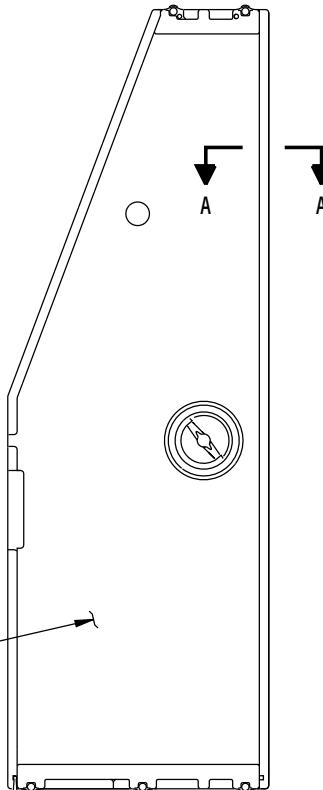
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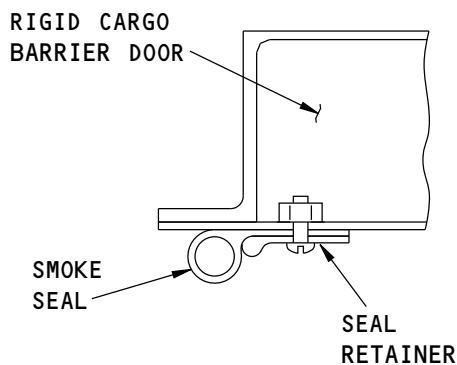
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RIGID CARGO
BARRIER DOOR
SEE A
MAIN DECK CARGO COMPARTMENT



RIGID CARGO
BARRIER DOOR



SEAL RETAINER
(EXAMPLE)
A-A

RIGID CARGO BARRIER DOOR
(EXAMPLE)
A

1550777 S0000284892_V1

Rigid Cargo Barrier Door Seal Check
Figure 201/52-09-08-990-801

EFFECTIVITY
EAD 401-413

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PASSENGER ENTRY DOOR - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
- (1) Open the door externally with the exterior handle.
 - (2) Close the door externally with the exterior handle.
 - (3) Open the door internally with the interior handle.
 - (4) Close the door internally with the interior handle.
 - (5) Arm the escape system.

TASK 52-11-00-860-801

2. Open the Door Externally with the Exterior Handle

(Figure 201)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

B. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

C. Procedure

SUBTASK 52-11-00-860-001



CAUTION

DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the adjustable height cabin and general access stand, STD-1160 in front of the door.

NOTE: Make sure the personnel opening the door have enough room on the stand to step back away from the door if the EPAS system accidentally opens the door.

NOTE: Make sure personnel are not standing in the area forward of the door near the fuselage.

SUBTASK 52-11-00-860-002

- (2) Pull the exterior handle outboard from the recess in the door.

NOTE: When you pull the handle, a pull cable automatically disarms the escape system and the mode select handle turns.

SUBTASK 52-11-00-860-003

- (3) Turn the exterior handle to unlatch and lift the door.

NOTE: When you turn the exterior handle, the interior handle turns.

SUBTASK 52-11-00-860-004

- (4) Pull the door outboard and forward until the hold-open hook engages and the door is held in the fully open position.

NOTE: When you pull the door with the external handle, a slow and firm pull is sufficient. Too much force is not necessary.

SUBTASK 52-11-00-860-005

- (5) Put the warning strap across the door opening.

———— END OF TASK ————

TASK 52-11-00-860-802

3. Close the Door Externally with the Exterior Handle

(Figure 201)

A. Tools/Equipment

| Reference | Description |
|------------------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

B. Location Zones

Zone Area

EAD 401-413

831 Crew Entry Door

EAD 001-007, 009, 201-210

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|---|---|
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Procedure

SUBTASK 52-11-00-860-006



CAUTION

DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the adjustable height cabin and general access stand, STD-1160 is installed in front of the door.

SUBTASK 52-11-00-860-007

- (2) Remove the warning strap from across the door if it is installed.

SUBTASK 52-11-00-860-008

- (3) Pull the hold-open handle to disengage the hold-open hook.

SUBTASK 52-11-00-860-009

- (4) Use the exterior handle to move the door into the door cutout.

SUBTASK 52-11-00-860-010



CAUTION

WHEN YOU CLOSE THE DOOR, MAKE SURE THE DOOR IS FULLY INBOARD BEFORE YOU LOCK IT. FAILURE TO FOLLOW INSTRUCTIONS CAN CAUSE DAMAGE TO EQUIPMENT.

- (5) Turn the exterior handle to lower and latch the door.

NOTE: When you turn the handle 180 degrees in the close direction the door is lowered behind the door stops and latched.

NOTE: When you push the door with the external handle, a slow and firm push is sufficient. Too much force is not necessary.

SUBTASK 52-11-00-860-011

- (6) Release the exterior handle to let it go into the recess in the door.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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TASK 52-11-00-860-803

4. Open the Door Internally with the Interior Handle

(Figure 202)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

B. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Procedure

SUBTASK 52-11-00-860-012



CAUTION

DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Put the adjustable height cabin and general access stand, STD-1160 in front of the door.

NOTE: Make sure that any personnel standing outside the door have enough room on the stand to step back away from the door if the EPAS system accidentally opens the door.

NOTE: Make sure personnel are not standing in the area forward of the door near the fuselage.

SUBTASK 52-11-00-860-013

- (2) Move the mode select handle to the MANUAL/DISARMED position to disarm the escape system.

SUBTASK 52-11-00-860-014

- (3) Turn the interior handle to unlatch and lift the door.

NOTE: When you turn the handle 180 degrees in the open direction, the door is unlatched and lifted clear from the door stops.

EFFECTIVITY
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SUBTASK 52-11-00-860-015

- (4) Push the door outboard and forward with the interior handle until the hold-open hook engages and the door is held in the fully open position.

NOTE: When you push the door, a slow and firm push is sufficient. Too much force is not necessary.

SUBTASK 52-11-00-860-016

- (5) Put the warning strap across the door opening.

END OF TASK

TASK 52-11-00-860-804

5. Close the Door Internally with the Interior Handle

(Figure 202)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

B. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Procedure

SUBTASK 52-11-00-860-017



CAUTION DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Make sure the adjustable height cabin and general access stand, STD-1160 is installed in front of the door.

SUBTASK 52-11-00-860-018

- (2) Remove the warning strap from across the door opening if it is installed.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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SUBTASK 52-11-00-860-019

- (3) Pull the hold-open handle to disengage the hold-open hook.

SUBTASK 52-11-00-860-020

- (4) Use the hold-open handle as an assist handle to pull the door into the door cutout.

NOTE: When you pull the door, a slow and firm pull is sufficient. Too much force is not necessary.

SUBTASK 52-11-00-860-021



CAUTION

WHEN YOU CLOSE THE DOOR, MAKE SURE THAT THE DOOR IS FULLY INBOARD BEFORE YOU LOCK IT. DO NOT PUSH ON THE HANDLE WITH A FORCE OF MORE THAN APPROXIMATELY 40 POUNDS (18 KG.). IF THE FORCE IS TOO LARGE, LIFT THE DOOR, AND PUSH THE DOOR OUT BEFORE YOU TRY TO CLOSE THE DOOR AGAIN. DAMAGE TO THE DOOR CAN OCCUR IF YOU USE TOO MUCH FORCE.

- (5) Turn the interior handle to lower and latch the door.

NOTE: When you turn the handle 180 degrees in the close direction, the door is lowered behind the door stops and latched.

———— END OF TASK ————

TASK 52-11-00-860-805

6. Arm the Escape System

(Figure 203)

A. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

B. Procedure

SUBTASK 52-11-00-860-022

- (1) Make sure the door is closed and latched.

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EAD 001-007, 009, 201-210, 401-413

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SUBTASK 52-11-00-860-026

- (2) Make sure the EPAS battery safety switch is in the ARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush and the test indicator light will not show when you push the test switch.

SUBTASK 52-11-00-860-043

- (3) Move the mode select handle to the AUTOMATIC/ARMED position.

SUBTASK 52-11-00-860-024

- (4) Make sure the mode select handle is fully aft at an angle of 45 degrees from vertical.

SUBTASK 52-11-00-860-025

- (5) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.

NOTE: The yellow flags are on the floor fittings and show that the girt bar is engaged.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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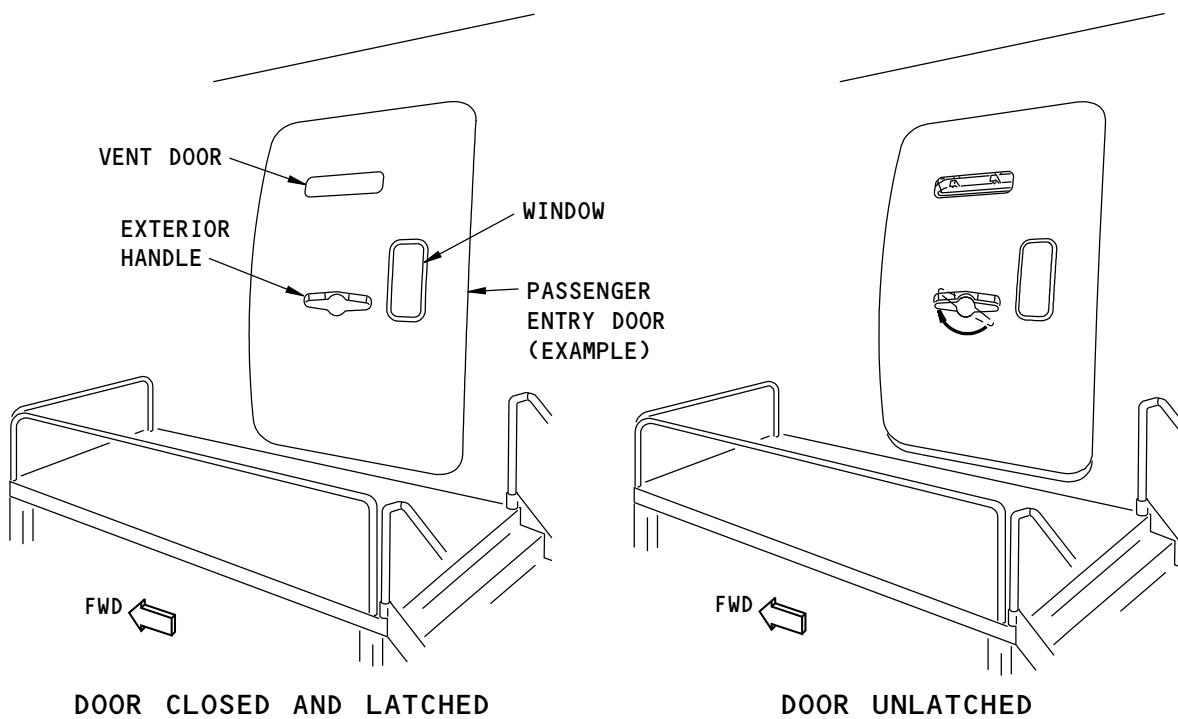
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**External Operation
Figure 201/52-11-00-990-801**

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

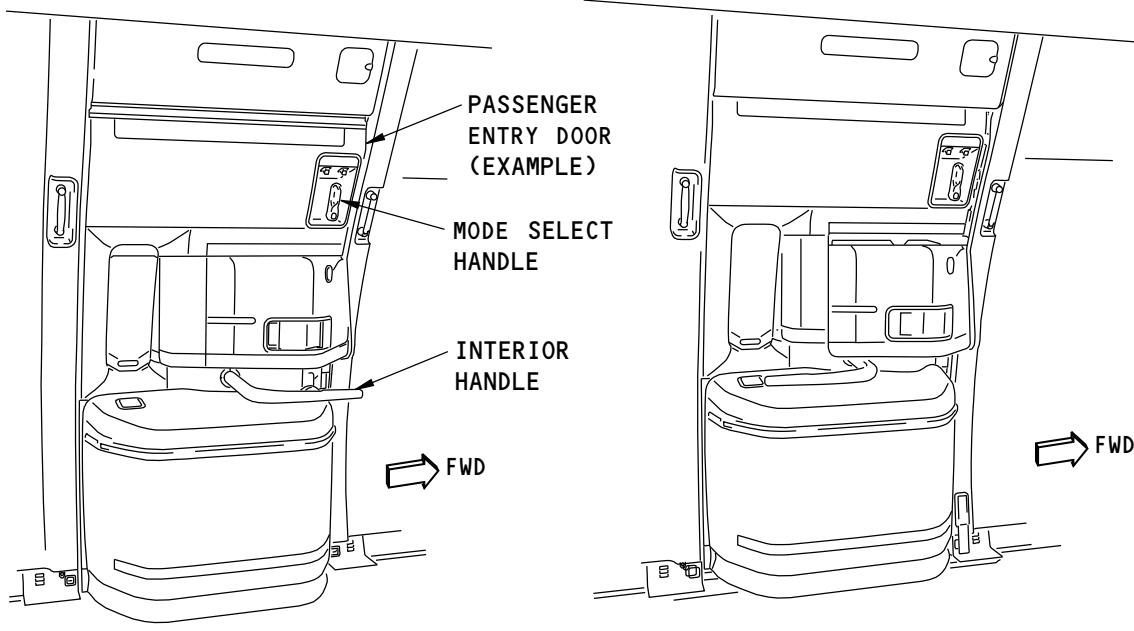
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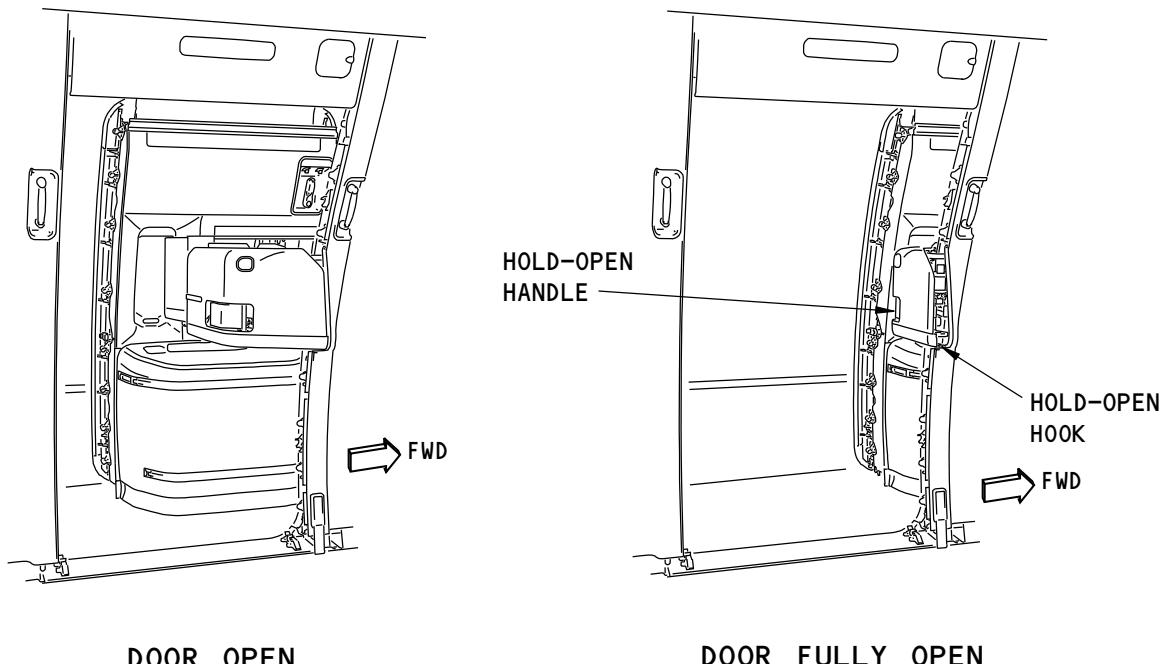


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DOOR CLOSED AND LATCHED

DOOR UNLATCHED



DOOR OPEN

DOOR FULLY OPEN

C74502 S0006424651_V1

Internal Operation
Figure 202/52-11-00-990-802

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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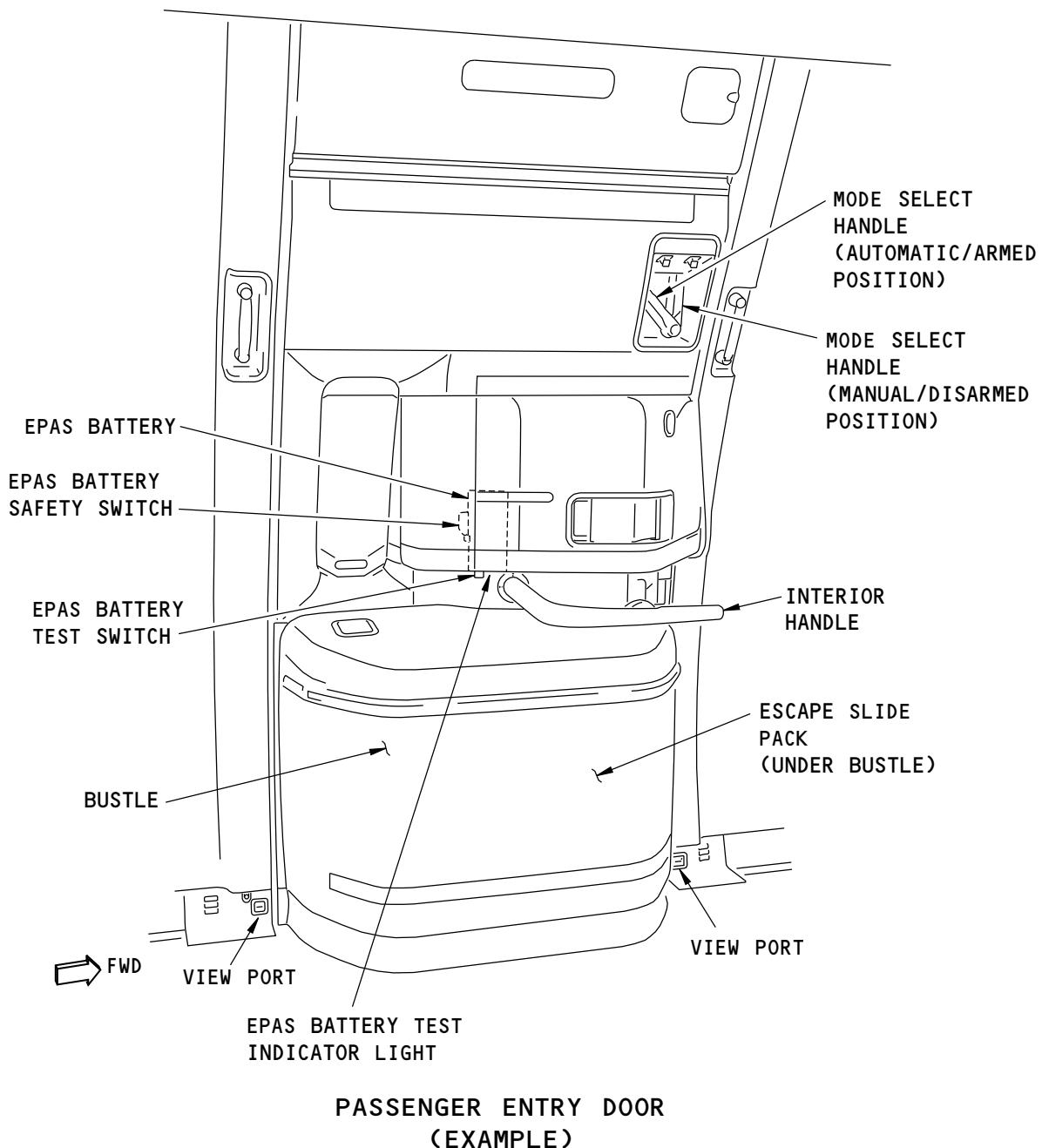
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Escape System Arming
Figure 203/52-11-00-990-803

EFFECTIVITY
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PASSENGER ENTRY DOOR - ADJUSTMENT/TEST

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) An operational test of the passenger entry door.
 - (2) An adjustment of the passenger entry door.
 - (3) A system test of the passenger entry door.
 - (4) A functional test of the passenger entry door mechanisms.

TASK 52-11-00-710-801

2. Passenger Entry Door Operational Test

A. References

| Reference | Title |
|------------------|--|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |
| 31-61-00-800-814 | Showing Alert Messages (P/B 201) |
| 31-61-00-800-816 | Showing a System Synoptic Page (P/B 201) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

D. Prepare for the Operational Test

SUBTASK 52-11-00-860-027



CAUTION

DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-805.

SUBTASK 52-11-00-860-028

- (2) Make sure the door is safe as follows:
- Make sure the door is in the closed and latched position.
 - Make sure the mode select handle is in the MANUAL/DISARM position.
 - Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

E. Operational Test

SUBTASK 52-11-00-710-001

- (1) Open the door as follows:
- Turn the interior handle to the open position.
 - Make sure the door unlatches and lifts smoothly.
 - Make sure the applicable EICAS alert message shows (Table 501). To show the message, do this task: Showing Alert Messages, TASK 31-61-00-800-814.

NOTE: If two or more doors of any kind are not closed, latched and locked, the EICAS alert message DOORS will show and the individual message for the door will not show.

Table 501/52-11-00-993-818 Passenger Entry Door EICAS Alert Messages

| PED | EICAS ALERT MESSAGE |
|----------------------------------|---------------------|
| 1L | DOOR ENTRY 1L |
| 1R | DOOR ENTRY 1R |
| EAD 001-007, 009, 201-210 | |
| 2L | DOOR ENTRY 2L |
| 2R | DOOR ENTRY 2R |
| 3L | DOOR ENTRY 3L |
| 3R | DOOR ENTRY 3R |
| 4L | DOOR ENTRY 4L |
| 4R | DOOR ENTRY 4R |

EAD 001-007, 009, 201-210, 401-413

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (d) Make sure the door shows on the DOOR system synoptic page. To show the page, do this task: Showing a System Synoptic Page, TASK 31-61-00-800-816.
- (e) Open the door.
- (f) Make sure the latch rollers smoothly disengage from the latch tracks.
- (g) Make sure the guide rollers smoothly disengage from the guide tracks.
- (h) Make sure the door structure does not touch the cutout as it opens.
- (i) Make sure there is not too much free play of the door (wobble) as it opens.
- (j) Make sure the hold-open engages and holds the door in the fully open position.

SUBTASK 52-11-00-710-002

- (2) Close the door as follows:
 - (a) Pull the hold-open handle to disengage the door and pull it into the cutout.
 - (b) Turn the interior handle to the closed position.
 - (c) Make sure the door structure does not touch the cutout as it lowers and latches.
 - (d) Make sure the door lowers and latches smoothly.
 - (e) Make sure the latch rollers smoothly engage the latch tracks.
 - (f) Make sure the guide rollers smoothly engage the guide tracks.
 - (g) Make sure the applicable EICAS alert message does not show (Table 501).
 - (h) Make sure the door does not show on the DOOR system synoptic page.

SUBTASK 52-11-00-710-003

- (3) Arm and disarm the escape system as follows:
 - (a) Put one person on the exterior side of the door and one person on the interior side of the door to do these checks or use another door to get to the exterior side of the door when the escape system is armed.
 - (b) Make sure the door is in the closed and latched position.
 - (c) Move the mode select handle to the AUTOMATIC/ARM position.
 - (d) Make sure the yellow flags show in the windows at the bottom of the door.

NOTE: The flags show that the girt bar mechanism is engaged.



WARNING DO NOT OPEN THE DOOR FROM THE INTERIOR SIDE OF THE AIRPLANE WHEN THE ESCAPE SYSTEM IS ARMED. THE ESCAPE SYSTEM WILL DEPLOY AND INJURIES OR DAMAGE CAN OCCUR.

- (e) Pull the exterior handle from its recess to disarm the escape system.
- (f) Make sure the mode select handle moved to the MANUAL/DISARM position when you pulled the exterior handle from its recess.

———— END OF TASK ————

TASK 52-11-00-820-801

3. Passenger Entry Door Adjustment

A. General

- (1) Make sure that the fuselage is on its landing gear or in a stable jig position. The fuselage must not be on jacks.
- (2) These are the parts of the rigging procedure:

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- (a) The assembly rigging, which is done before the door is installed on the airplane or when it is necessary to adjust the door mechanisms.
- (b) The installation rigging, which is done after installation of the door on the airplane and when it is necessary to adjust the door mechanisms.
- (c) The sensor rigging, which is done after installation of the door on the airplane.
- (3) During these adjustments, it may be necessary to remove the escape slide pack for access to mechanisms to get measurements. With the escape slide removed it will be difficult to close the door after it is opened because the door will be too high to enter the cutout.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (4) You must disengage the latch interlock to let the latch shaft and interior handle turn when the door is open, View A (Figure 501).

NOTE: This lets you lower the door outside of the cutout.

EAD 001-007, 009, 201-210, 401-413

- (5) During these adjustments, it may be necessary to deflect the girt bar mechanism interlocks to move the mode select handle to the AUTOMATIC/ARM position (Figure 504).

NOTE: This lets you arm the escape system when the door is not closed and latched.

B. References

| Reference | Title |
|------------------|--|
| 25-66-01-000-801 | Door-Mounted Escape Slide Pack Removal (P/B 401) |
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |
| 52-11-16-400-805 | Push/Pull Cable Installation (P/B 201) |
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |
| 52-11-28-000-801 | Mode Select Switch Removal, Installation and Adjustment (P/B 201) |
| 52-11-28-000-802 | Door Open Switch Removal, Installation and Adjustment (P/B 201) |
| 52-71-01-000-801 | —Flight Lock Engaged/Disengaged Proximity Sensor Removal, Installation, and Adjustment (P/B 201) |
| 52-71-01-900-801 | Vent Door Locked Proximity Sensor Removal, Installation, and Adjustment (P/B 201) |
| 52-71-01-900-802 | Passenger Entry Door Closed and Latched Proximity Sensor Removal, Installation, and Adjustment (P/B 201) |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

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| Reference | Description |
|-----------|--|
| COM-1557 | Gauge - Force 777-200, -200ER, -200F, -200LR Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-010 Supplier: 92456 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |
| SPL-1989 | Screw Equipment - Safety, Passenger Door Counter-Balance Spring 777-200, -200ER, -200F, -200LR Part #: J52021-1 Supplier: 81205 |
| SPL-2537 | Pin - Rig, J20003-6 (included in J20003 Set) 777-200, -200ER, -200F, -200LR Part #: J20003-34 Supplier: 81205 |
| SPL-3988 | Pin - Rig, J20003-11 (included in J20003 Set) 777-200, -200ER, -200F, -200LR Part #: J20003-34 Supplier: 81205 |
| STD-1073 | Wire - Standard, 18-22 Gauge, Insulation Removed |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---|
| A00159 | Compound - Sealing, Thread-Locking, Anaerobic, Single-Component (100-200 In-lbs) | ASTM D5363 Grp 3 Cl 2 Grd 1 (SUPERSEDES MIL-S-46163) |
| G02438 | Wrap - Tie - TY24M (TY-RAP) | |

E. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
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(Continued)

| Zone | Area |
|-------------|---|
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EAD 001-007, 009, 201-210, 401-413

F. Prepare for the Adjustment

SUBTASK 52-11-00-860-030

- (1) Make sure that the fuselage is on its landing gear or in a stable jig position. The fuselage must not be on jacks.
- (2) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-00-010-001

- (3) Get access to the door mechanisms as follows:
 - (a) Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.
 - (b) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (c) Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

G. Assembly Rigging

SUBTASK 52-11-00-820-001

- (1) Lift/Latch Adjustment (Figure 501)

NOTE: This adjustment aligns the latch shaft to the handle cam.

- (a) Make sure the interior handle is in the closed position.
- (b) Install a rig pin, J20003-11, SPL-3988 through the holes in the flight lock mechanism and the vent door interlock hook.
- (c) Make sure the rig pin, J20003-11, SPL-3988 moves freely. If it is necessary, adjust as follows:

NOTE: You can turn the latch shaft to help the rig pin, J20003-11, SPL-3988 move freely.

- 1) Adjust the length of the latch pushrod that connects the idler crank to the latch crank.
- 2) Make sure the rig pin, J20003-11, SPL-3988 moves freely after the latch pushrod fasteners are installed.

NOTE: You can turn the latch shaft to help the rig pin, J20003-11, SPL-3988 move freely.

- (d) Remove the rig pin, J20003-11, SPL-3988.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (e) Turn the interior handle to the open position.

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- (f) Make sure the latch interlock freely moves to a position where it does not let the latch shaft turn. If it is necessary, adjust as follows:
- 1) Adjust the length of the latch pushrod to make it shorter.
 - 2) Turn the interior handle to the closed position.
 - 3) Install a rig pin, J20003-11, SPL-3988 through the holes in the flight lock mechanism and the vent door interlock hook.
 - 4) Make sure the rig pin, J20003-11, SPL-3988 moves freely after the latch pushrod fasteners are installed.
- NOTE: You can turn the latch shaft to help the rig pin, J20003-11, SPL-3988 move freely.
- 5) Remove the rig pin, J20003-11, SPL-3988.

EAD 001-007, 009, 201-210, 401-413

- (g) Push the 18-22 gauge insulation removed wire, STD-1073 through the inspection hole in the latch pushrod and make sure it is blocked by the threads of the rod end.
- (h) Tighten the jamnut to hold the latch pushrod to the rod end.

SUBTASK 52-11-00-820-002

(2) Vent Door Adjustment (Figure 502)

- NOTE: This adjustment sets the flushness of the vent door in the unpressurized condition.
- (a) Make sure the interior handle is in the open position.
 - (b) Disconnect the bottom end of the vent door pushrod and the interlock rod.
 - (c) Turn the interior handle to the closed position.

EAD 001-007, 009, 201-210

- (d) Manually turn the vent door outboard until the forward and aft pressure stops touch the stop fittings (Passenger Entry Doors 1-3) or the beam outer chord (PED 4).

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- (e) Manually turn the vent door outboard until the forward and aft pressure stops touch the stop fittings.

EAD 001-007, 009, 201-210, 401-413

- (f) Hold the vent door in this position for these steps:
- 1) Turn the vent door shaft until the aft crank touches its drive pin on the aft hinge.
 - 2) Adjust the length of the vent door pushrod to install the fasteners that connect the end of the vent door pushrod.
- (g) Release the vent door.
- (h) Turn the interior handle to open and close the vent door.

EAD 001-007, 009, 201-210

- (i) Make sure that the clearances between the forward and aft pressure stops and the stop fittings (PED 1-3) or beam outer chord (PED 4) are as shown, View A-A (Figure 502).

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- (j) Make sure the clearances between the forward and aft pressure stops and the stop fittings are as shown, View A-A (Figure 502).

EAD 001-007, 009, 201-210, 401-413

- (k) If it is necessary make adjustment:
 - 1) If the clearance is too large, adjust the length of the vent door pushrod to make it longer.
- (l) Do a check for hard contact between these parts:

EAD 001-007, 009, 201-210

- 1) The forward pressure stop and stop fitting (PED 1-3) or the beam outer chord (PED 4).

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- 2) The forward pressure stop and stop fitting.

EAD 001-007, 009, 201-210, 401-413

- 3) The forward crank and its drive pin on the forward hinge.

- (m) If there is hard contact, do these steps:
 - 1) Temporarily make the vent door pushrod shorter by 1/2 turn.
 - 2) Make sure that this opens a clearance at the forward pressure stop or the forward crank.

NOTE: If a clearance is opened, this condition is satisfactory.

- 3) Put the vent door pushrod back to its correct length.
- (n) Push the 18-22 gauge insulation removed wire, STD-1073 through the inspection holes in the vent door pushrod and make sure it is blocked by the threads of the rod ends.
NOTE: If you turn the pushrod it will move up or down, but not change the length or adjustment of the pushrod.
- (o) Tighten the jammuts to hold the vent door pushrod to the rod ends.
- (p) Manually turn the vent door outboard while you turn the interior or exterior handle to the open position.
NOTE: If the interlock rod was connected the handle would stop at approximately 30 degrees.
- (q) Look at the vent door from the exterior side of the door.
- (r) Make sure the clearance between the bottom of the vent door and the door skin is as shown, View A-A (Figure 502), during the ice-break motion of the vent door.

SUBTASK 52-11-00-820-003

- (3) Vent Door Interlock Adjustment (Figure 503)

NOTE: This adjustment indexes the interlocks in the flight lock housing to the vent door rotation.

- (a) Make sure the interior handle is in the closed position.

EAD 001-007, 009, 201-210

- (b) Hold the vent door against the stop fittings (PED 1-3) or beam outer chord (PED 4).

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- (c) Hold the vent door against the stop fittings.

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- (d) Hold the vent door in this position for these steps:

- 1) Pull up on the interlock roller arm until the interlock roller touches the interlock hook.
- 2) Adjust the length of the interlock rod to install the fasteners that connect the end of the interlock rod to the interlock roller arm.
- 3) Make sure the clearance between the interlock roller and the interlock hook is as shown, View A-A (Interior Handle Closed Position) (Figure 503).
- 4) If there is no clearance, do these steps:
 - a) Temporarily make the interlock rod longer by 1/2 turn.
 - b) Make sure that this opens a clearance between the interlock roller and interlock hook.

NOTE: If a clearance is opened, this condition is satisfactory.

- (c) Put the vent door pushrod back to its correct length.

- (e) Release the vent door.

- (f) Push the 18-22 gauge insulation removed wire, STD-1073 through the inspection holes in the rod ends and make sure they are blocked by the threads of the interlock rod.

NOTE: If you turn the rod it will move up or down, but not change the length or adjustment of the rod.

- (g) Tighten the jamnuts to hold the interlock rod to the rod ends.

- (h) Turn the interior handle and measure the minimum clearance between the interlock roller arm and the interlock pin.

- (i) Make sure the clearance is as shown, View A-A (Interior Handle Open Position) (Figure 503). If it is necessary, adjust as follows:

- 1) Add or remove washers under the interlock pin and nut to get the correct clearance.

- (j) Make sure the interior handle is in the open position.

- (k) Disconnect one end of the vent door pushrod and let the vent door move freely.

- (l) Try to move the interior handle to the closed position, but do not use too much force.

- (m) Make sure the interlock roller arm does not let the interior handle move from the open position to the closed position.

- (n) Connect the end of the vent door pushrod that you disconnected.

SUBTASK 52-11-00-820-004



CAUTION

IF THE UPPER LINER IS INSTALLED, MAKE SURE THE MODE SELECT HANDLE DOES NOT HIT THE MODE SELECT BOX IN THE UPPER LINER. IF THE HANDLE OVERTRAVELS DURING THE ADJUSTMENT, IT COULD HIT THE UPPER LINER AND CAUSE DAMAGE.

- (4) Girt Bar Mechanism Adjustment (Figure 504)

NOTE: This adjustment sets the limits of travel for the girt bar and mode select mechanism. Refer to Girt Bar Floor Fitting Adjustment for the final girt bar floor fitting adjustments.

- (a) Make sure the door is closed and latched.

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- (b) Do this task: Door-Mounted Escape Slide Pack Removal, TASK 25-66-01-000-801.
NOTE: Removal of the escape slide pack permits easier access to the girt bar mechanism.
- (c) Make sure the mode select handle is in the MANUAL/DISARM position.
- (d) Open the door.
- (e) If necessary, manually move the interlock and end crank to the MANUAL/DISARM position, View A-A (Figure 504).
- (f) Make sure the motion of the end crank does not stop before it touches the stop bolt. If it is necessary, adjust as follows:
 - 1) Do a check on the push/pull cable rod ends and adjust the travel of the cable if it is necessary.
 - 2) Do a check on the travel of the pull cable and adjust if it is necessary.
 - 3) For doors with overtravel bumpers at the mode select handle, do a check of the clearance between the overtravel bumpers and the switch cam. Adjust if it is necessary.
- (g) Measure the clearances between the end crank and interlock at the forward and aft sides of the door (Figure 504) as follows:
NOTE: These steps will help reduce backlash or play in the girt bar mechanism.
 - 1) On the forward side of the door, make sure the end crank is against the stop bolt.
 - 2) On the aft side of the door, manually turn the end crank to reduce the clearance between the interlock and the end crank.
- (h) Adjust the stop bolt at the forward end crank until the smaller of the two clearances you measured is as shown, View A-A (Manual/Disarm Position) (Figure 504).
- (i) Tighten the jamnut on the stop bolt.
- (j) Move the mode select handle to the AUTOMATIC/ARM position.
- (k) If necessary, manually move the interlock and end crank to the AUTOMATIC/ARM position, View B-B (Figure 504).
- (l) Measure the clearances between the end crank and interlock at the forward and aft sides of the door (Figure 504) as follows:
NOTE: These steps will help reduce backlash or play in the girt bar mechanism.
 - 1) On the forward side of the door, make sure the end crank is against the stop bolt.
 - 2) On the aft side of the door, manually turn the end crank to reduce the clearance between the interlock and the end crank.
- (m) Adjust the stop bolt at the forward end crank until the smaller of the two clearances you measured is as shown, View A-A (Automatic/Arm Position) (Figure 504).
- (n) Tighten the jamnut on the stop bolt.
- (o) Move the mode select handle to the MANUAL/DISARM position.
- (p) Do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

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SUBTASK 52-11-00-820-015

(5) Push/Pull Cable Adjustment (Figure 505)

NOTE: Refer to (Push/Pull Cable Installation, TASK 52-11-16-400-805) for the steps to adjust the tension of the push/pull cable sheath.

NOTE: Do the Girt Bar Mechanism Adjustment before you do these steps.

NOTE: Do the Mode Select Handle Overtravel Stop (Bumper) Adjustment after you do these steps.

(a) Do this task: Door-Mounted Escape Slide Pack Removal, TASK 25-66-01-000-801.

(b) Adjust the travel of the push/pull cable as follows:

1) Make sure the mode select handle is fully in the MANUAL/DISARMED position.

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2) Make sure the aft edge of the mode select handle aligns with the placard on the handle box at the split between the two pieces of the placard.

NOTE: You can only check the alignment of the handle with the placard when the upper liner is installed.

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3) If it is necessary, adjust the length of the push/pull cable as follows:

a) Temporarily remove the bolt, washers, bushing and nut that attach the lower rod end bearing to the crank.

b) Adjust the lower rod end bearing.

c) Install the bolt, washers, bushing and nut to attach the lower rod end bearing to the crank.

d) Push the 18-22 gauge insulation removed wire, STD-1073 through the inspection hole in the rod end bearings and make sure it is blocked by the threads of the cable.

e) Tighten the jamnut for the lower rod end bearing.

f) Bend one tab of the tab washer up to safety the jamnut.

g) Bend the remaining tabs of the tab washer against the lower rod end bearing.

(c) Do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

SUBTASK 52-11-00-820-016



MAKE SURE YOU ADJUST THE OVERTRAVEL STOPS (BUMPERS) CORRECTLY. IF THE OVERTRAVEL STOPS LIMIT THE TRAVEL OF THE MODE SELECT HANDLE, DAMAGE TO THE GIRT BAR MECHANISM CAN OCCUR.

(6) Mode Select Handle Overtravel Stop (Bumper) Adjustment (Figure 505)

NOTE: Do the Girt Bar Mechanism Adjustment and the Push/Pull Cable Adjustment before you do these steps.

(a) Move the mode select handle to the MANUAL/DISARM position.

1) Make sure the clearance between the bumper and the switch cam is as shown, View B (Figure 505).

2) If necessary, add or remove washers under the bumper to get the clearance.

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- 3) Make sure the stop bolt on the girt bar mechanism touches the end crank, View A-A (Figure 504).
- (b) Move the mode select handle to the AUTOMATIC/ARM position.
 - 1) Make sure the clearance between the bumper and the switch cam is as shown, View B (Figure 505).
 - 2) If necessary, add or remove washers under the bumper to get the clearance.
 - 3) Make sure the stop bolt on the girt bar mechanism touches the end crank, View A-A (Figure 504).

SUBTASK 52-11-00-820-006

(7) Pull Cable Adjustment (Figure 506)

NOTE: This adjustment makes sure the exterior handle, pull cable, and mode select mechanism operate correctly.

- (a) Move the mode select handle to the AUTOMATIC/ARM position.
- (b) Pull the exterior handle from its recess.
- (c) Make sure the exterior handle does not start to move the mode select handle until the exterior handle is pulled 0.25 in. (6.35 mm) to 0.35 in. (8.89 mm) from its stowed position.
- (d) Make sure the exterior handle moves 2.21 in. (56.13 mm) to 2.33 in. (59.18 mm) to fully open and the mode select handle moves to the MANUAL/DISARM position.
- (e) If it is necessary, adjust as follows:
 - 1) Move the mode select handle to the AUTOMATIC/ARM position.
 - 2) Make sure the exterior handle is in its stowed position.
 - 3) Turn the adjuster fitting out of the crank until the mode select handle starts to move, then turn the adjuster fitting back into the crank 5-6 turns.
- (f) Operate the exterior handle four times.
- (g) Make sure the handle pulls out, turns and goes back to the stowed position smoothly.
- (h) Make sure the exterior handle does not stop the travel of the girt bar mechanism as follows:

NOTE: Refer to the Girt Bar Mechanism Adjustment.

 - 1) Move the mode select handle to the AUTOMATIC/ARM position.
 - 2) Make sure the exterior handle is in its stowed position.
 - 3) Make sure the stop bolts touch the end cranks as shown, View A-A (Automatic/Arm Position) (Figure 504).
 - (i) Tighten the jamnut and install the lockwire at the crank.
 - (j) Move the mode select handle to the MANUAL/DISARM position.

SUBTASK 52-11-00-820-007

(8) Programming Mechanism Chain Pre-Tension Adjustment

NOTE: This adjustment puts 400-600 pounds of tension on the programming mechanism chain to stop backlash and reduce door wobble.

- (a) Get access to the upper door hinge bolt nut, View B-B (Figure 508).
- (b) Make sure that the nut is torqued to 270 ± 10 in-lb (31 ± 2 N·m).

NOTE: A loose hinge bolt will allow too much free play, causing the door to contact the guide and latch tracks on the fuselage door frame.

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- (c) Tighten the inboard and outboard adjuster bushings the same number of turns until there is tension in the chain.
NOTE: The programming mechanism chain has two chains: one short chain (approximately one foot long) and one long chain (approximately three feet long).
- (d) Open and close the door to make the tension on the chain constant.
- (e) Use the force gauge, COM-1557 to apply a 26 lbf (116 N) -28 lbf (125 N) load to the inboard, forward part of the long chain \pm 0.5 inch (\pm 12.7 mm) from the middle of the straight part of the chain as shown, View A-A (Figure 507).
- (f) Measure the chain deflection at the top and bottom of the chain.
- (g) Make sure the average chain deflection is as shown, View A-A (Figure 507). If it is necessary, adjust as follows:
 - 1) Tighten or loosen the inboard and outboard adjuster bushings the same number of turns.
- (h) Make sure the thread engagement of the adjuster bushings is as shown, Views A and B (Figure 507). If it is necessary, adjust as follows:
 - 1) Loosen one adjuster bushing and tighten the other an equal number of turns to get the correct thread engagement.
 - 2) Do the check of the chain deflection again, and adjust it if it is necessary.
- (i) Safety the adjuster bushings to their chain end fittings.

H. Installation Rigging

SUBTASK 52-11-00-820-008

- (1) Programming System Adjustment (Figure 508)

NOTE: This adjustment changes the position of the forward and aft edges of the door inboard or outboard.

- (a) Pull and push the door in the open and close directions outside of the cutout.
NOTE: This makes the tension on the programming mechanism chain constant.
- (b) Push the door near to the cutout and stop when the door skin is within one inch from the fuselage skin.
- (c) Make sure that the distances from the forward and aft door skin to the fuselage skin (measured at the latch tracks) are as shown (Table 502).

Table 502/52-11-00-993-820 Programming System Adjustment - Forward and Aft Door Skin to Fuselage Skin - Allowed Differences

| PED | DISTANCE TO FUSELAGE SKIN FROM FORWARD EDGE OF DOOR COMPARED TO AFT EDGE | |
|----------------------------------|--|----------------------|
| | OUTBOARD inch (mm) | INBOARD inch (mm) |
| 1 | +0.21 (+5.3) | -0.09 (-2.3) |
| EAD 001-007, 009, 201-210 | | |
| 2 | +0.30 (+7.6) | -0.30 (-7.6) |
| 3 | +0.30 (+7.6) | -0.30 (-7.6) |
| 4 | +0.05 (+1.3) | -0.25 (-6.4) |

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Table 502/52-11-00-993-820 Programming System Adjustment - Forward and Aft Door Skin to Fuselage Skin - Allowed Differences (Continued)

| PED | DISTANCE TO FUSELAGE SKIN FROM FORWARD EDGE OF DOOR COMPARED TO AFT EDGE | |
|---|--|----------------------|
| | OUTBOARD inch (mm) | INBOARD inch (mm) |
| EAD 001-007, 009, 201-210, 401-413 | | |

(d) If it is necessary, adjust as follows:

1) Loosen the outboard jamnut and washer.

2) Turn the adjuster bolt to get the correct distance.

NOTE: One turn of the adjuster bolt will move the forward edge of the door inboard or outboard 1.5 inches.

3) Open and close the door.

4) Tighten the washer and jamnut.

5) Do these steps again until the distances are correct.

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6) For PED 4, apply thread lock compound, A00159 to the outboard jamnut.

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SUBTASK 52-11-00-820-009

(2) Hold-Open Mechanism Adjustment (Figure 509)

NOTE: This adjustment makes sure the hold-open mechanism operates correctly.

(a) Move the hinge arm to the door open position until the hold-open hook touches the catch.

(b) Make sure the hook is pushed outboard by the surface of the catch. If it is necessary, adjust as follows:

1) Adjust the turnbuckle on the rod.

(c) Pull the hold-open handle to release the hook from the catch.

(d) Attach a force gauge, COM-1557 to the hold-open handle perpendicular to the handle and measure the force to pull the handle when it is not engaged.

(e) Move the hinge arm to the fully open position and let the hook engage the catch.

1) Make sure the maximum clearance between the outboard edge of the catch and the inboard side of the hook is as shown, View A-A (Hold-Open Engaged) (Figure 509).

(f) Attach the force gauge, COM-1557 to the hold-open handle and pull to release the catch. Do not apply any force to the hinge arm.

(g) Make sure the force to pull the hold-open handle and release the catch is less than 10 lbf (44 N) more than the force to turn the hold-open handle when the catch is not engaged. If it is necessary, adjust as follows:

1) Add or remove the laminations of shim between the bumpers and the hinge arm to get the correct force.

2) Alternatively, add or remove the shim under the catch to get the correct force.

NOTE: The maximum shim thickness is 0.063 in. (1.600 mm).

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- 3) Make sure the minimum clearance between the bumpers and the cutout is as shown, View B (Figure 509), when the hook releases.

SUBTASK 52-11-00-820-010

- (3) Do this task:Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

EAD 001-007, 009, 201-210

- (4) Fit Check Adjustment (Figure 510, Figure 513).

EAD 401-413

- (5) Fit Check Adjustment (Figure 510, Figure 513).

EAD 001-007, 009, 201-210, 401-413

- (6) Do these steps:

NOTE: This adjustment makes sure the clearances during door rigging are kept to prevent damage before final installation adjustments.

- (a) Make sure the door weight is on the counterbalance spring as follows:
- (b) Move the door to the fully open position.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (c) Disengage the latch interlock.

EAD 001-007, 009, 201-210, 401-413

- (d) Lower the door outside of the cutout.
- (e) Turn the interior handle 60 degrees from the fully closed position and measure the maximum force to turn the handle with the force gauge, COM-1557.
- (f) If the force to turn the handle is less than 25 lbf (111 N), the force is correct, and you can close the door.

NOTE: When the force is less than 25 lbf (111 N), the counterbalance spring holds the correct amount of the weight of the door.

- (g) If the force to turn the handle is more than 25 lbf (111 N), then continue.

NOTE: When the force is more than 25 lbf (111 N), the secondary lift system holds too much of the weight of the door.

- (h) Remove the safety screw equipment, SPL-1989 as follows:

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- 1) Disengage the latch interlock.

EAD 001-007, 009, 201-210, 401-413

- 2) Turn the interior handle to the closed position to lower the door outside the cutout.

- 3) Remove the plug.

- 4) Remove the safety screw equipment, SPL-1989.

- 5) Install the plug.

- (i) Close and lower the door.

- (j) Make sure there is a minimum clearance of 0.03 in. (0.76 mm) between all of the door components and the cutout components. Refer to (Figure 511) for the final skin clearances. If it is necessary, adjust as follows:

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DO NOT TRIM THE FUSELAGE SKIN. ONLY TRIM THE DOOR SKIN OR DAMAGE CAN OCCUR.

CAUTION

- 1) Trim the door skin to get the 0.030 in. (0.762 mm) clearance between the door skin and fuselage skin.
 - 2) If the door lower skin touches the scuff plate, do these checks:
 - a) Do a check on the stop pin to stop pad alignment and the height of the latch tracks to make sure the door is not too low.
 - b) Do a check on the lower guide roller fittings to make sure the door is not too far inboard and that it doesn't touch the upward sloping part of the scuff plate.
- (k) Make sure the clearance between the guide rollers and their guide tracks is as shown, View B-B (Door Lifted Position) (Figure 510), as the door moves into the cutout. If it is necessary, adjust as follows:
- NOTE: The guide rollers are permitted to touch the inboard or outboard surfaces of the guide tracks when the door lowers.
- 1) Adjust the secondary lift pushrod to get the correct clearance.
- NOTE: If you adjust the secondary lift pushrod you must also adjust the counterbalance spring tension.
- (l) For the initial forward and aft adjustment of the guide rollers and guide tracks, make sure the clearance is as shown, View E-E (Door Closed and Latched Position) (Figure 510), between the guide roller fittings and their guide tracks.
- NOTE: For the aft lower guide track, measure the clearance as shown, View C-C (Door Closed and Latched Position) (Figure 510).
- (m) For the final adjustment, make sure the forward and aft clearance between the guide roller fittings and guide tracks is as shown, (Figure 510). If it is necessary, adjust as follows:
- 1) Add or remove the laminations of shim under the guide roller fittings to get the correct clearances.
 - 2) If it is necessary and all the shim has been removed under the guide roller fittings, add or remove the laminations of shim under the guide track to get the correct clearances.
- (n) Make sure the clearance between the aft lower guide track and guide roller fitting is as shown, View C-C (Door Closed and Latched Position) (Figure 510).
- (o) For the initial forward and aft adjustment of the latch rollers and latch tracks, make sure the clearance is as shown, View D-D (Figure 510), between the latch cranks and their latch tracks.

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- (p) For the final adjustment, make sure the forward and aft clearance between the latch cranks and latch track is as shown, View C-C (Figure 513). If it is necessary, adjust as follows:

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For the final adjustment, make sure the forward and aft clearance between the latch cranks and latch track is as shown, View C-C (Figure 513). If it is necessary, adjust as follows:

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- 1) Add or remove the laminations of shim under the latch tracks to get the correct clearances.
- (q) Make sure there is clearance between the girt bar floor fittings and the carrier fittings. If it is necessary remove the shim under the girt bar floor fittings.
- (r) Make sure the door is not jammed between any stop pins and their nearest guide tracks. If it is necessary, turn the stop pins inboard.

SUBTASK 52-11-00-820-011

(7) Door Alignment Adjustment

NOTE: This adjusts the door so that the stop pins are centered on the stop pads, the door is offset 0.06 in. (1.5 mm) nominally inboard from the cutout, and the door lifts 2.0 in. (51 mm) nominally.

- (a) Install 0.25 in. (6.35 mm) diameter rig pin, J20003-6, SPL-2537 between each latch track and its latch crank. If the rig pin, J20003-6, SPL-2537 will not fit, adjust as follows:

NOTE: This will set an initial relationship between the latch cranks and latch tracks so the vertical and horizontal adjustments of the latch tracks start from a known position.

- 1) Move the latch track or guide roller fittings on their serrated plates to install the rig pin, J20003-6, SPL-2537.

- (b) Make sure the distances from the forward and aft door skin to the fuselage skin are equal within 0.018 in. (0.457 mm) measured at the latch tracks. If it is necessary, adjust as follows:

NOTE: This is an initial adjustment to put the closed door parallel to the cutout and is not part of the final adjustments.

- 1) Move the latch track with the larger misfair in the horizontal direction on its serrated plate to reduce the misfair.

- (c) Remove the rig pin, J20003-6, SPL-2537.

- (d) Make sure all of the stop pins are fully installed in the stop fittings.

- (e) Close and latch the door.

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- (f) Make sure the stop pin to stop pad alignment is as shown, View A-A (Figure 513). If it is necessary, adjust as follows:

- 1) Move one or the two latch tracks in the vertical direction on their serrated plates to get the correct alignment. Do not change the inboard/outboard location of the latch track.

NOTE: If the door is too high or too low overall, move both latch tracks up or down equally. If the door is cocked relative to the cutout, move one latch track. This may require removal of shim under the guide roller fittings.

- 2) Make sure the clearance between the guide roller fittings and guide tracks is as shown (Figure 510).

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- (g) Make sure the stop pin to stop pad alignment is as shown, View A-A (Figure 513). If it is necessary, adjust as follows:
- 1) Move one or the two latch tracks in the vertical direction on their serrated plates to get the correct alignment. Do not change the inboard/outboard location of the latch track.
- NOTE: If the door is too high or too low overall, move both latch tracks up or down equally. If the door is cocked relative to the cutout, move one latch track. This may require removal of shim under the guide roller fittings.
- 2) Make sure the clearance between the guide roller fittings and guide tracks is as shown (Figure 510).

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- (h) Close and latch the door.

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- (i) Make sure the vertical distance between the top of each guide roller and the horizontal part of its guide track is as shown, View B-B (Door Closed and Latched) (Figure 513). If it is necessary, adjust as follows:
- NOTE: These are initial settings only.
- 1) Move the guide track in the vertical direction on its serrated plates to get the correct distance.

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- (j) Make sure the vertical distance between the top of each guide roller and the horizontal part of its guide track is as shown, View B-B (Door Closed and Latched) (Figure 513). If it is necessary, adjust as follows:
- NOTE: These are initial settings only.
- 1) Move the guide track in the vertical direction on its serrated plates to get the correct distance.

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- (k) Put 0.012 in. (0.305 mm) to 0.014 in. (0.356 mm) steel or aluminum spacers on the inboard faces of the upper guide tracks as shown, View B-B (Door Closed, Latched, and Wedged Inboard with Spacers Installed) (Figure 513).

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- (l) Put 0.012 in. (0.305 mm) to 0.014 in. (0.356 mm) steel or aluminum spacers on the inboard faces of the upper guide tracks as shown, View B-B (Door Closed, Latched, and Wedged Inboard with Spacers Installed) (Figure 513).

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- (m) Put a plastic TY24M (TY-RAP) tie wrap, G02438 around the outboard part of all the guide tracks.
- NOTE: The plastic tie-wraps will push the upper guide rollers against the spacers, and push the lower guide rollers against their guide tracks when you close the door.
- NOTE: Use thicker tie-wraps on the lower guide tracks, because there are no spacers there.
- (n) Make sure the plastic tie-wraps push the guide rollers inboard sufficiently as follows:

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- 1) Put pieces of 0.002 in. (0.051 mm) shim on the spacers on the upper guide tracks.
 - 2) Put pieces of 0.002 in. (0.051 mm) shim on the inboard faces of the lower guide tracks.
 - 3) Close and latch the door.
 - 4) Try to pull out the shims.
 - 5) If you can easily remove a shim, the guide roller is not sufficiently pushed inboard, and the plastic tie-wrap is not thick enough.
- (o) Make sure the door is closed and latched.
- (p) Make sure the distances from the forward and aft door skin to the fuselage skin are 0.052 in. (1.321 mm) to 0.088 in. (2.235 mm) inboard measured at the guide tracks. If it is necessary, adjust as follows:
- 1) Move the guide roller fitting on its serrated plate to get the correct distance.
- (q) Make sure the door is closed and latched.
- (r) Make sure the stop pin retainer is installed.
- (s) Make sure the clearance between the stop pin and stop pad is 0.000 in. (0.000 mm) to 0.014 in. (0.356 mm) with the stop pin retainer installed.
- NOTE: This clearance is correct only when the airplane is on the landing gear.
- 1) If it is necessary, remove the retainer and turn the stop pin to get the correct clearance.
- (t) Make sure you can turn the stop pin with your fingers.
- (u) Open the door.
- (v) Remove the spacers and plastic tie-wraps from the guide tracks.
- (w) Put a plastic tie-wrap around the inboard part of each lower guide track.
- (x) Close and latch the door.

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- (y) Make sure the clearance between the guide roller and its guide track is as shown, View B-B (Door Closed, Latched and Wedged Outboard) (Figure 513) when any one of the stop pins touches its mating stop pad.

NOTE: If the stop pins do not touch the stop pads, the plastic tie-wraps are not thick enough to push the guide rollers sufficiently outboard.

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- (z) Make sure the clearance between the guide roller and its guide track is as shown, View B-B (Door Closed, Latched and Wedged Outboard) (Figure 513) when any one of the stop pins touches its mating stop pad.

NOTE: If the stop pins do not touch the stop pads, the plastic tie-wraps are not thick enough to push the guide rollers sufficiently outboard.

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- (aa) Remove the tie-wraps.
- (ab) Make sure the clearance between the guide roller fittings and their guide tracks and the centering rollers and their lower guide tracks are as shown, View C-C and the Guide Roller Fitting and Guide Track Clearances Table (Figure 510).
- (ac) Lift the door and turn the door to keep the centering roller touching the guide track.

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- (ad) Push the door outboard and make sure the clearance between the aft door skin and the fuselage skin along the aft edge of the door is as shown, View D-D (Door Open) (Figure 513).

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- (ae) Push the door outboard and make sure the clearance between the aft door skin and the fuselage skin along the aft edge of the door is as shown, View D-D (Door Open) (Figure 513).

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- (af) Keep the centering roller touching the guide track and pull the interior handle inboard until one of the aft guide rollers touches the inboard surface of its guide track.

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- (ag) Make sure the seal depressor is clear of the guide track as shown, View D-D (Door Lifted and Pulled Inboard Position) (Figure 513).

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- (ah) Make sure the seal depressor is clear of the guide track as shown, View D-D (Door Lifted and Pulled Inboard Position) (Figure 513).

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- (ai) Turn the door to keep the centering roller touching the guide track.

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- (aj) Make sure the clearance between the seal depressor and the fuselage skin throughout the door opening motion is as shown, View D-D (Door Lifted and Pushed Outboard Position) (Figure 513), until the centering roller travels around the outboard end of the guide track.

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- (ak) Make sure the clearance between the seal depressor and the fuselage skin throughout the door opening motion is as shown, View D-D (Door Lifted and Pushed Outboard Position) (Figure 513), until the centering roller travels around the outboard end of the guide track.

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- (al) Make sure the clearance between the latch cranks and their latch tracks is as shown, View D-D (Door Lifted Position) (Figure 510).
- (am) If it is necessary, adjust as follows:
 - 1) Adjust the door flushness at the guide tracks.
 - 2) Adjust the stop pins and stop pads.
 - 3) Add or remove the laminations of shim under the guide roller fittings and guide tracks to get the correct clearances.
- (an) Carefully close and latch the door.

EAD 001-007, 009, 201-210

- (ao) Make sure the clearance between the latch crank and the face of the latch sensor target, and the clearance between the latch crank and the latch track are as shown, View C-C (Figure 513). If it is necessary, adjust as follows:

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- 1) Do not change the vertical or horizontal position of the latch tracks.
- 2) Add or remove the laminations of shim under the latch tracks to get the correct clearances.

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- (ap) Make sure the clearance between the latch crank and the face of the latch sensor target, and the clearance between the latch crank and the latch track are as shown, View C-C (Figure 513). If it is necessary, adjust as follows:
 - 1) Do not change the vertical or horizontal position of the latch tracks.
 - 2) Add or remove the laminations of shim under the latch tracks to get the correct clearances.

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- (aq) Put plastic tie-wraps around the inboard part of each guide track.
- (ar) Install a rig pin, J20003-11, SPL-3988, at the flight lock mechanism to make sure the latch shaft does not turn.
- (as) Install the rig pin, J20003-6, SPL-2537, at the latch tracks. If it is necessary, adjust as follows:
 - 1) Move the latch track inboard or outboard on its serrated plate.
- (at) Remove the rig pin, J20003-11, SPL-3988, and rig pin, J20003-6, SPL-2537.
- (au) Remove the plastic tie-wraps.
- (av) Make sure the door is in the lifted position.
- (aw) Push the door sufficiently outboard to determine which guide roller is closest to the horizontal surface of its guide track.
- (ax) Make sure the vertical clearance of the guide roller that is closest to the horizontal surface of its guide track is as shown, View B-B (Door Lifted Position). If it is necessary, adjust as follows:
 - 1) Close and latch the door.



CAUTION

MAKE SURE THE HEAD OF THE BOLT THAT ATTACHES THE LOWER END OF THE SECONDARY LIFT PUSHROD IS ON THE AFT SIDE OF THE ROD END BEARING. IF THE BOLT IS INSTALLED INCORRECTLY, IT COULD CAUSE DAMAGE TO THE DOOR STRUCTURE.

- 2) Adjust the secondary lift pushrod.

NOTE: If you shorten the pushrod, it will lift the door and increase the clearance. If you adjust the secondary lift pushrod you must also adjust the counterbalance spring tension.

- 3) Turn the interior handle to lift the door.

- 4) Make sure that the latch rollers do not interfere with the latch tracks as the door is pulled into the cutout. If it is necessary, adjust as follows:

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- a) Put the secondary lift pushrod back to its original length and move the guide tracks on their serrated plates.

NOTE: If you adjust the secondary lift pushrod you must also adjust the counterbalance spring tension.

- b) If additional guide track adjustment is not possible, add or remove the shims under the hinge support fittings on the cutout.

NOTE: This adjustment may be used to reorient the door to clear the guide tracks or latch tracks in the lifted position. The maximum shim thickness is 0.094 in. (2.388 mm).

- c) Do a check of the clearances and alignment of the stop pins and stop pads, door flushness, guide roller and centering roller clearances, and skin clearances.

- d) If it is necessary, adjust the secondary lift pushrod length and guide track height.

NOTE: If you adjust the secondary lift pushrod you must also adjust the counterbalance spring tension.

- (ay) Trim the door skin to get the skin clearances shown (Figure 511). Also, do these checks:

- 1) Make sure there is a minimum clearance of 0.06 in. (1.52 mm) between the door skin and fuselage skin as the door lifts and opens.
- 2) Make sure the clearance between the upper fuselage skin and the top of the door is as shown, View A-A (Door Lifted Position) (Figure 511), as the door lifts.

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- 3) Make sure the skin clearance on the upper aft edge of PED 4 is as shown, View B (Figure 511).

NOTE: You can make a plastic template with the correct radii to help get the correct skin clearance.

EAD 001-007, 009, 201-210, 401-413

- 4) Make sure the skin edge waviness is not more than 0.02 in. (0.51 mm) within 12.00 in. (304.80 mm).

- (az) Counterbalance Spring Tension Adjustment (Figure 510)

NOTE: This adjusts the tension of the counterbalance spring in the door hinge assembly.

- 1) Open the door to the lifted position.
- 2) Make sure the safety screw equipment, SPL-1989 has been removed (Figure 510).
- 3) Remove the rubber shock mount from the base of the lift sleeve.
- 4) Use a 5/16 inch allen wrench to adjust the spring shaft up (Figure 510).
- 5) Make sure the distance between the bottom end of the spring shaft and the base of the one-piece spring lock assembly is 0.60 in. (15.24 mm), View B (Figure 510).

NOTE: This is an initial adjustment.

- 6) Quickly lift then lower the door so the lift system moves freely.
- 7) Measure the length of the piston that extends from the hinge arm assembly, View A (Figure 510).
- 8) Turn the spring shaft with the hexagonal wrench and push the piston with your hand until it starts to move into the lift sleeve.



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- 9) Measure the length of the piston that extends from the hinge arm assembly to make sure the piston has lowered, View A (Figure 510).
- 10) Use the hexagonal wrench to turn the spring shaft up 1 to 2 turns (Figure 510).
NOTE: This will make sure that the weight of the door is on the counterbalance spring, so that the door will not move up too much when the slide pack is removed.
- 11) Make sure the distance between the bottom end of the spring shaft and the base of the one-piece spring lock assembly is 0.80 in. (20.32 mm) maximum, View B (Figure 510).
- 12) Install the rubber shock mount into the base of the lift sleeve.

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(8) Girt Bar Floor Fitting Adjustment (Figure 512)

- (a) Make sure that the adjustments of the mechanisms listed below are complete:
 - 1) Door to fuselage position.
 - 2) Door latch mechanism/latch fittings.
 - 3) Mode select mechanism.
NOTE: If the door, latch, or girt bar mechanism are re-adjusted, the floor fittings may need to be re-adjusted.
- 4) Make sure that the mode select handle is in the MANUAL/DISARM position.
- 5) Make sure that the EPAS battery safety switch is in the DISARM position.
- 6) Install slide safety pins to make escape slide safe and secure.
 - a) If necessary, remove the slide, do this task: Door-Mounted Escape Slide Pack Removal, TASK 25-66-01-000-801.
NOTE: Removal of the escape slide pack permits easier access to the girt bar mechanism.
- 7) Wedge the door outboard at the lower guide rollers as follows:
 - a) Open the door.
 - b) Install plastic tie-wraps to both forward and aft lower guide fittings (View B-B, Figure 513).



CAUTION

BE CAREFUL WHEN YOU CLOSE THE DOOR WITHOUT THE WEIGHT OF THE ESCAPE SLIDE PACK ON THE DOOR. DAMAGE TO THE DOOR AND CUTOUT COULD OCCUR.



CAUTION

BE CAREFUL WHEN YOU LOWER THE DOOR THAT THE DOOR DOES NOT HARD CONTACT WITH THE UNADJUSTED FLOOR FITTING, PAWL OR FLAG. DAMAGE TO THE DOOR AND CUT-OUT CAN OCCUR.

- 8) Close the door.

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- (b) Do the initial adjustments of the girt bar floor fittings as follows:

NOTE: It is necessary to set the minimum clearances required to allow a girt bar (dummy tool or slide girt bar) to be installed and used further in the procedure.

NOTE: A dummy tool girt bar simulator tool may be made from aluminum or steel rod.

Make the dummy girt bar tool 42.11 in. (1070 mm) - 42.19 in. (1072 mm) long, with a diameter of 1.25 in. (31.8 mm) maximum, and the last 2 in. (51 mm) of each end measuring 0.65 in. (16.5 mm) - 0.66 in. (16.8 mm) in diameter.

- 1) Loosen/remove floor fitting retainer fasteners as required.

NOTE: Fasteners may be snugged to retain positions during the dimensional and functional checks.

- 2) Add or remove the shims under the girt bar floor fittings to get the correct clearance.

NOTE: This makes sure that the girt bar floor fittings are set to the correct height.

Recommended range for the gap is 0.76 in. (19.3 mm) - 0.78 in. (19.8 mm).

- a) Make sure that the vertical clearance between the carrier fitting and the girt bar floor fitting is as shown in View A-A, (Fixed Hook and Floor Fitting Clearance) (Figure 512).

- 3) Make sure that the inboard/outboard clearance between floor fitting and fixed hook is as shown in View A-A, (Fixed Hook and Floor Fitting Clearance) (Figure 512).

- a) If necessary, adjust the floor fitting.

- (c) Individually adjust both forward and aft floor fittings for the DISARM position:

NOTE: This sets the girt bar floor fittings relative to hook assembly roller.

- 1) Pull up on the inboard end of each floor fitting pawl and push down on the mating end of the girt bar to adjust the clearance as shown in View A-A (Manual/Disarm Position) (Figure 512).

- a) If necessary, move the girt bar floor fitting inboard or outboard on its serrated plate to get the correct clearance.

- (d) Individually check both forward and aft floor fittings as follows:

- 1) Move the mode select handle to the AUTOMATIC/ARM position.

- 2) Push down on the inboard end of each floor fitting pawl and pull up on the mating end of the hook assembly as shown, to adjust the clearance as shown in View A-A (Automatic/Arm Position) (Figure 512).

NOTE: This is the final adjustment of the inboard/outboard position of the girt bar floor fittings.

- a) If it is necessary, adjust as follows:

<1> Add or remove the shims under the girt bar floor fitting.

<2> Move the girt bar floor fitting inboard or outboard on its serrated plate to get the correct clearance.

- 3) Make sure that the inboard/outboard clearance between each fixed hook of the carrier fitting and the mating outboard recess of its floor fitting is as shown in View A-A (Fixed Hook and Floor Fitting Clearance) (Figure 512).

- a) If it is necessary, adjust Girt Bar Mechanism as follows:

<1> Increase the distance between the end crank and interlock up to the maximum shown View A-A (Manual/Disarm Position) (Figure 504).



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- 4) If you cannot get the correct clearances as shown, View A-A (Fixed Hook and Floor Fitting Clearance), View A-A (Manual/Disarm Position), and View A-A (Automatic/Arm Position) (Figure 504), adjust Girt Bar Mechanism as follows:
 - a) Increase the distance between the end crank and interlock up to the maximum shown View A-A (Manual/Disarm Position) (Figure 504).
- 5) Open the door.
- 6) Remove the tie-wraps from the inboard parts of the two lower guide tracks.
- 7) Wedge the door inboard at the lower guide rollers as follows:
 - a) Put plastic tie-wraps around the outboard parts of the two lower guide tracks.
- (e) Do the interlock setting after completion of the floor fitting adjustment.
 - 1) Make sure that the clearance between the interlock crank and the mechanism crank is as shown in View A (Figure 512).
 - a) If it is necessary, adjust as follows:
 - <1> Move the mode select handle to a position between the AUTOMATIC/ARM and MANUAL/DISARM position.
 - <2> Adjust the interlock stop bolt to get the correct clearance.
 - <3> Use a hexagonal wrench to hold the interlock stop bolt.
 - <a> Tighten the jamnut on the stop bolt to 25 in-lb (3 N·m) to 35 in-lb (4 N·m).
 - (f) Do the system functional check as follows:
 - 1) Install the dummy girt bar tool (or slide girt bar).
 - 2) Do the system functional check with door outboard:
 - a) Close the door.
 - b) Make sure that the mode select handle moves freely between the MANUAL/DISARMED and the AUTOMATIC/ARMED position as follows:
 - <1> Pull the girt bar inboard and upward as you move the mode select handle between positions.
 - 3) Do the system functional check with door inboard:
 - a) Open the door.
 - b) Remove the tie-wraps from the outboard parts of the two lower guide tracks.
 - c) Wedge the door outboard at the lower guide rollers as follows:
 - <1> Put plastic tie-wraps around the inboard parts of the two lower guide tracks.
 - d) Close the door.
 - e) Move the mode select handle to the MANUAL/DISARM position.
 - (g) Tighten the floor fitting fastener nuts to final torque 60 in-lb (6.8 N·m) - 80 in-lb (9.0 N·m) (131W1800 FL40).
 - (h) Do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.
 - (i) Open the door.
 - (j) Remove the tie-wraps from the inboard parts of the two lower guide tracks.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



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AIRCRAFT MAINTENANCE MANUAL

I. Proximity Sensor and Mechanical Switch Rigging

SUBTASK 52-11-00-820-013

(1) Proximity Sensor and Mechanical Switch Adjustment

- (a) Do this task: —Flight Lock Engaged/Disengaged Proximity Sensor Removal, Installation, and Adjustment, TASK 52-71-01-000-801.

Only do the Adjustment.

EAD 001-007, 009, 201-210

- (b) Do this task: Mode Select Switch Removal, Installation and Adjustment, TASK 52-11-28-000-801.

Only do the Adjustment.

- (c) Do this task: Door Open Switch Removal, Installation and Adjustment, TASK 52-11-28-000-802.

Only do the Adjustment.

EAD 001-007, 009, 201-210, 401-413

- (d) Do this task: Vent Door Locked Proximity Sensor Removal, Installation, and Adjustment, TASK 52-71-01-900-801.

1) Only do the adjustment.

- (e) Do this task: Passenger Entry Door Closed and Latched Proximity Sensor Removal, Installation, and Adjustment, TASK 52-71-01-900-802.

1) Only do the adjustment.

J. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-410-001

(1) Close access as follows:

- (a) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

- (b) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.

SUBTASK 52-11-00-860-031

(2) Turn the EPAS battery safety switch to the ARM position.

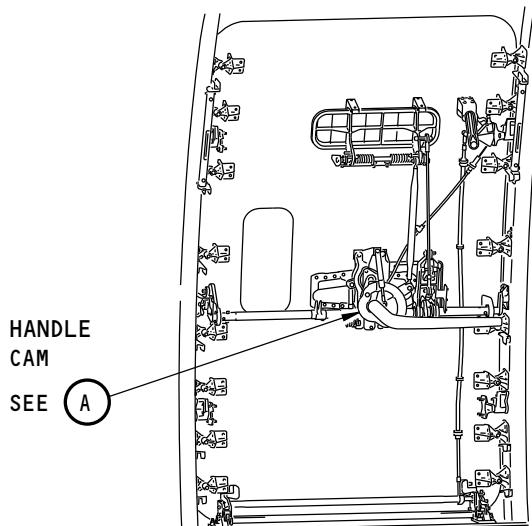
———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

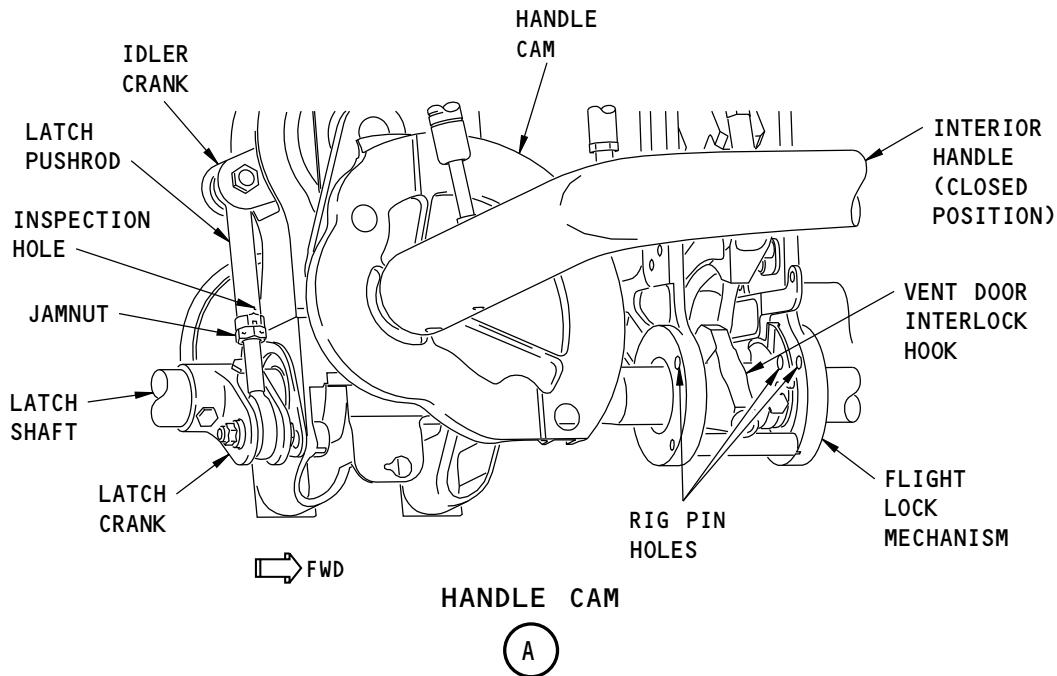


777-200/300
AIRCRAFT MAINTENANCE MANUAL



➡ FWD

PASSENGER ENTRY DOOR
(EXAMPLE)



H83529 S0006424663_V1

Lift/Latch Adjustment
Figure 501/52-11-00-990-823 (Sheet 1 of 2)

EFFECTIVITY
EAD 005-007, 009 PRE SB 777-52-0031

52-11-00

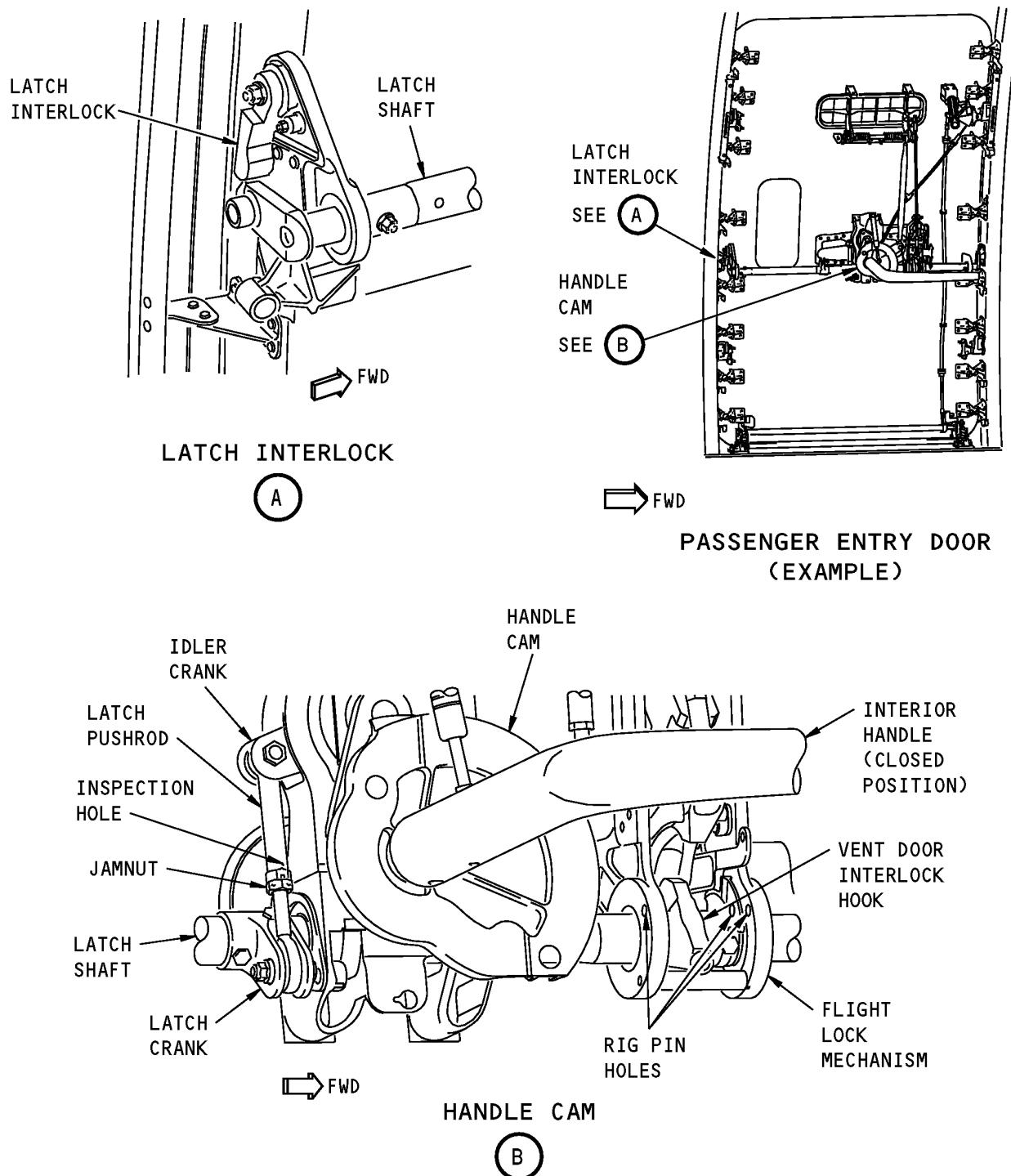
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777-200/300
AIRCRAFT MAINTENANCE MANUAL



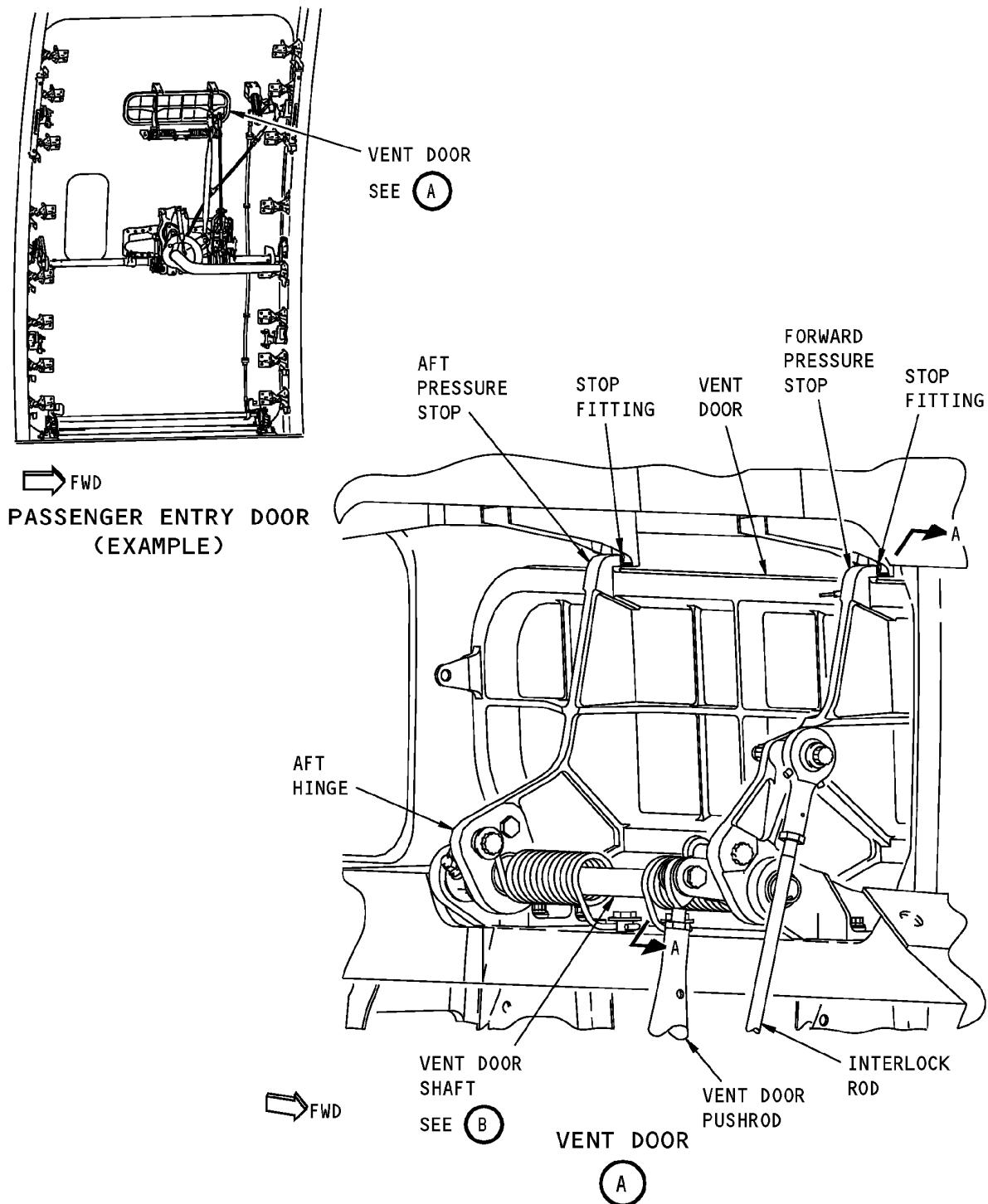
Lift/Latch Adjustment
Figure 501/52-11-00-990-823 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-004, 201-210, 401-413; EAD 005-007, 009
POST SB 777-52-0031

52-11-00

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**777-200/300
AIRCRAFT MAINTENANCE MANUAL**


Vent Door Adjustment
Figure 502/52-11-00-990-824 (Sheet 1 of 2)

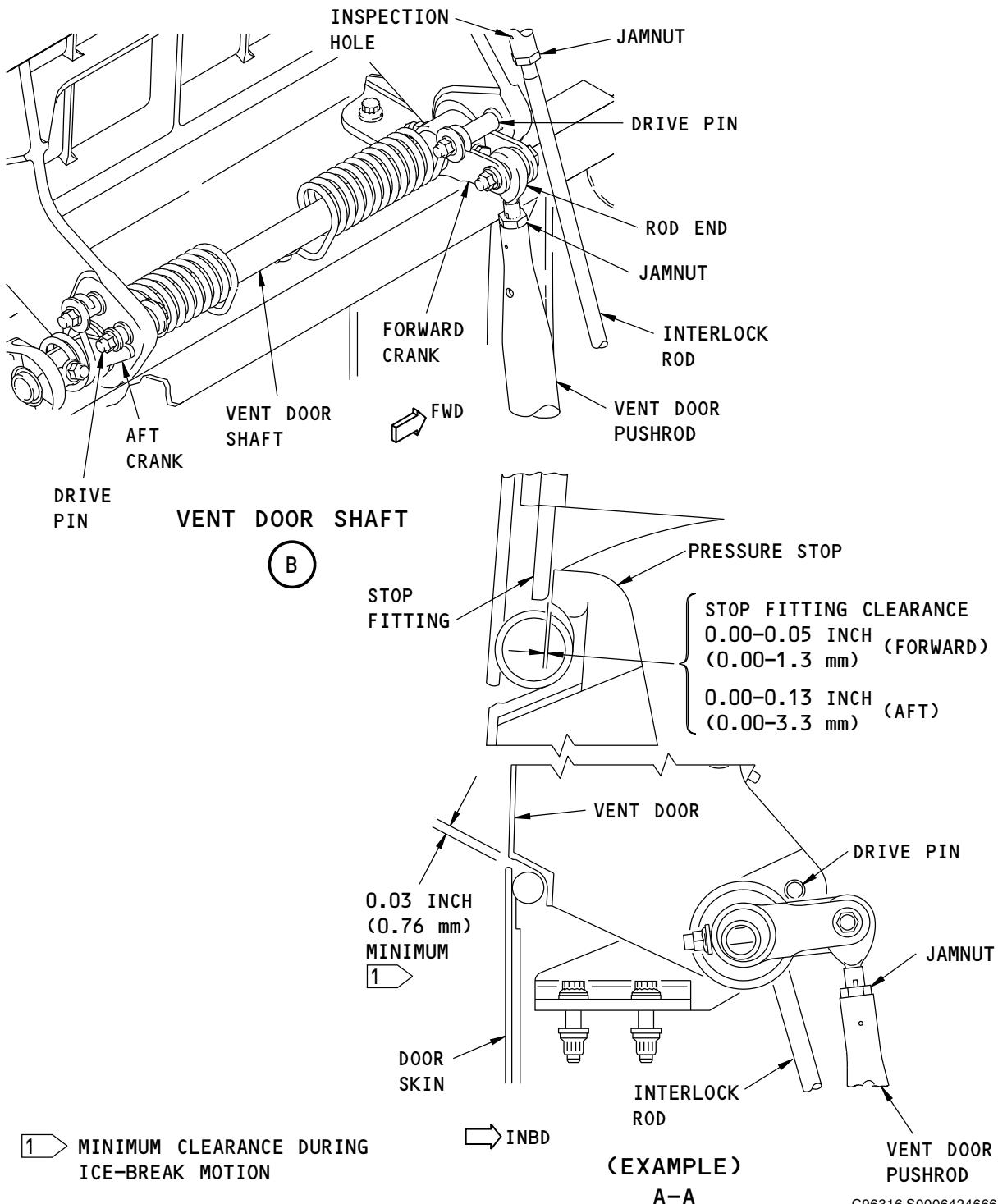
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

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**777-200/300
AIRCRAFT MAINTENANCE MANUAL**


Vent Door Adjustment
Figure 502/52-11-00-990-824 (Sheet 2 of 2)

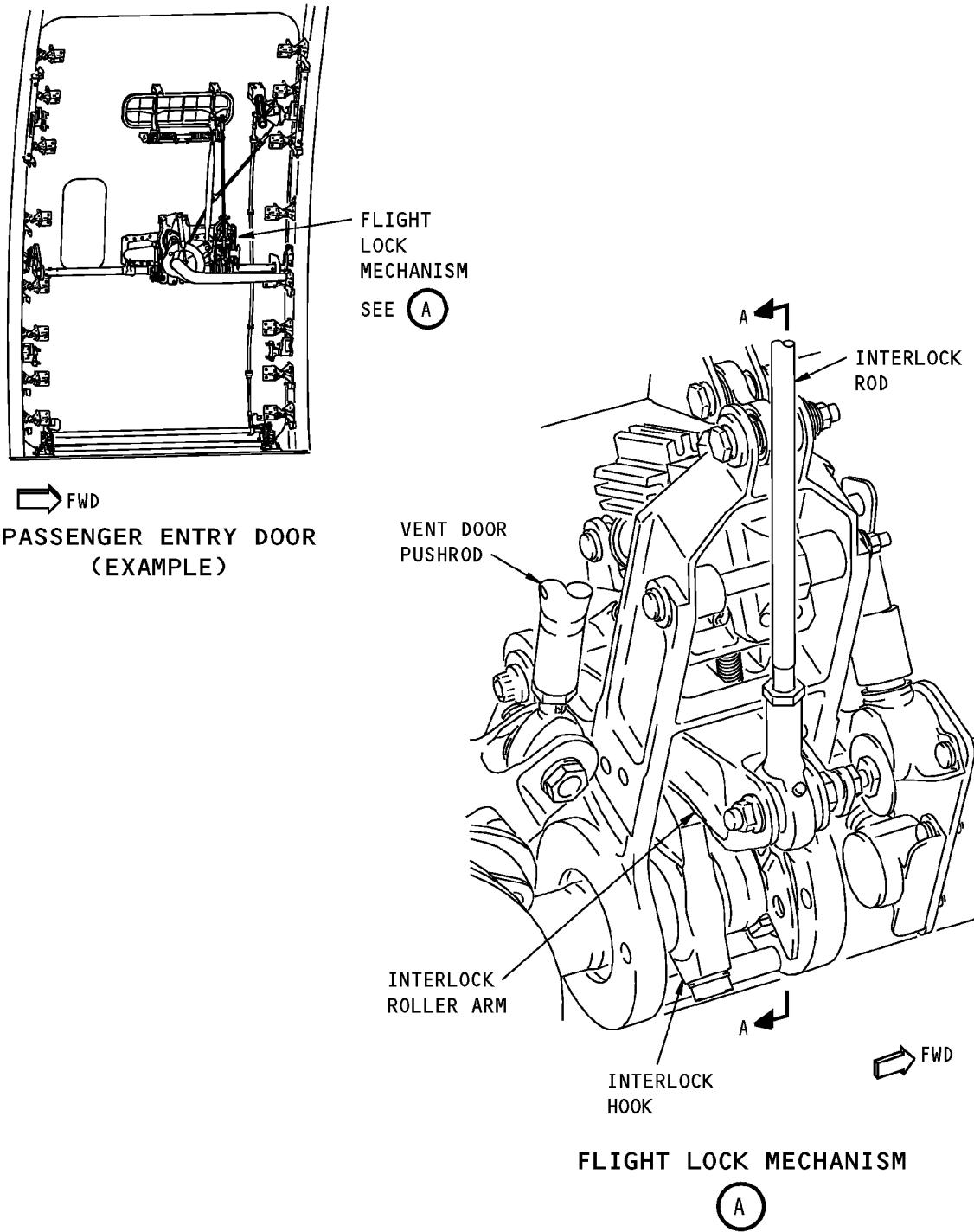
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

D633W101-EAD



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AIRCRAFT MAINTENANCE MANUAL



Vent Door Interlock Adjustment
Figure 503/52-11-00-990-825 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

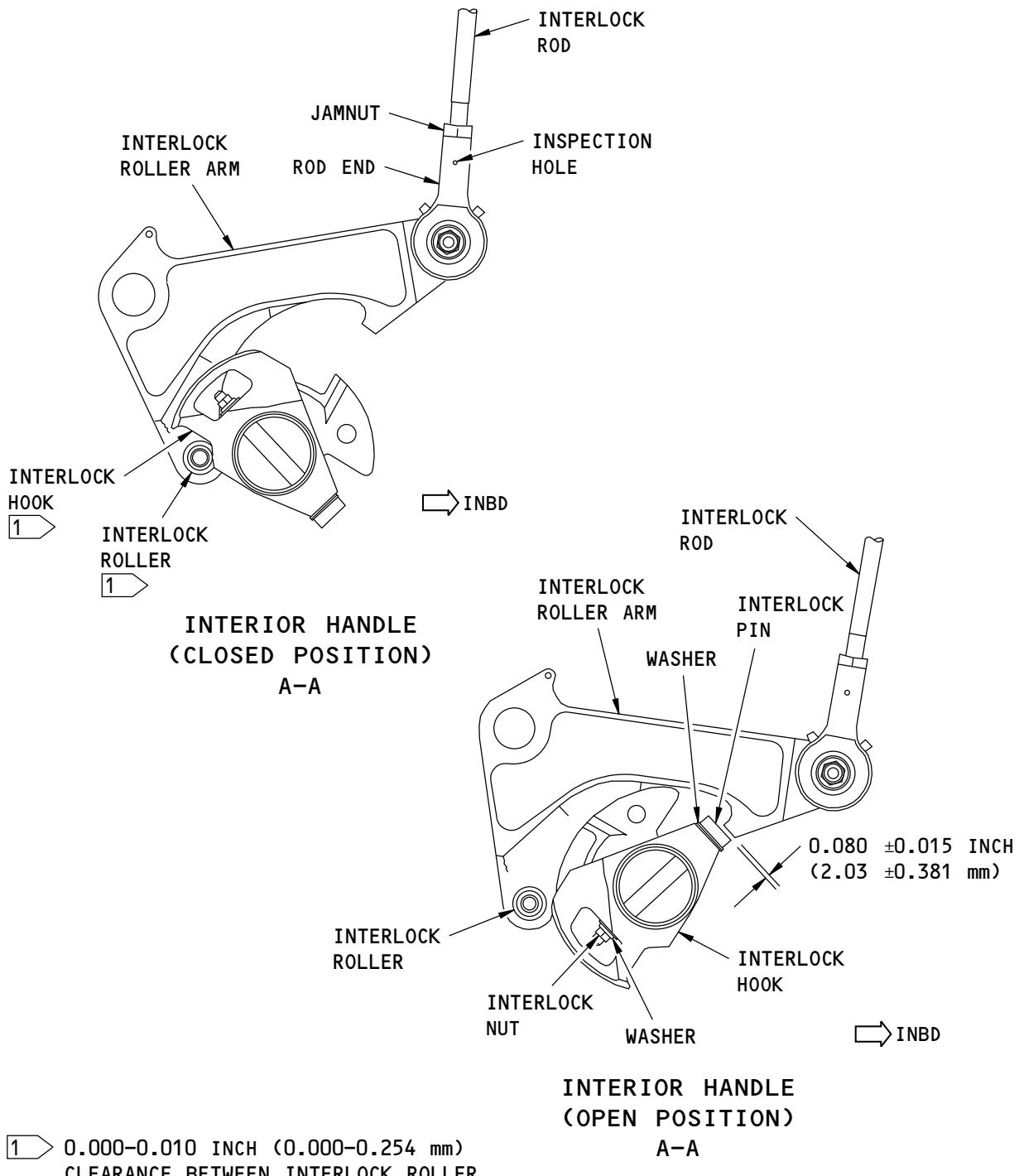
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AIRCRAFT MAINTENANCE MANUAL



C96382 S0006424668_V2

Vent Door Interlock Adjustment
Figure 503/52-11-00-990-825 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

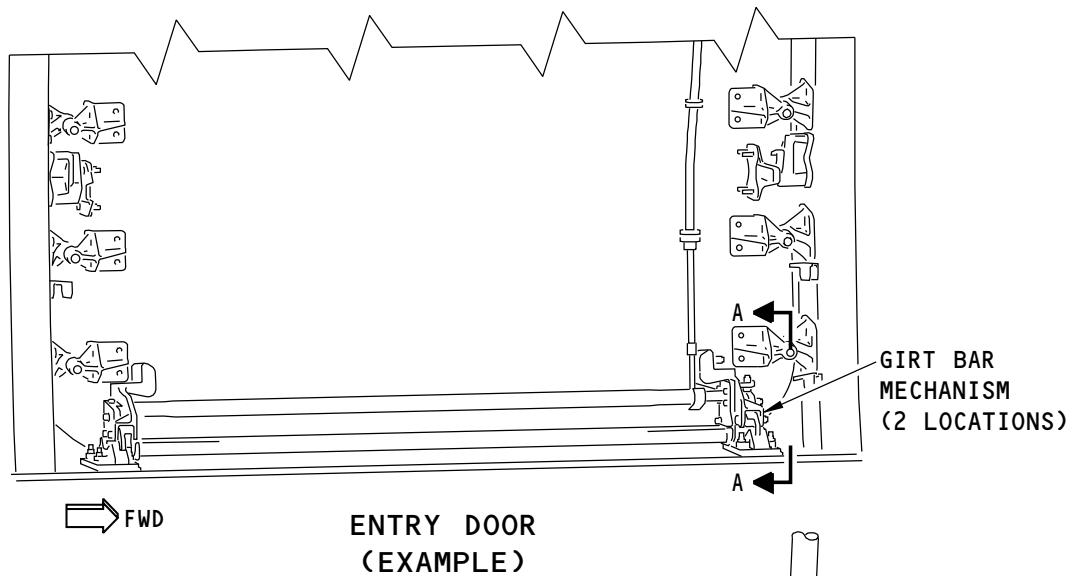
52-11-00

D633W101-EAD

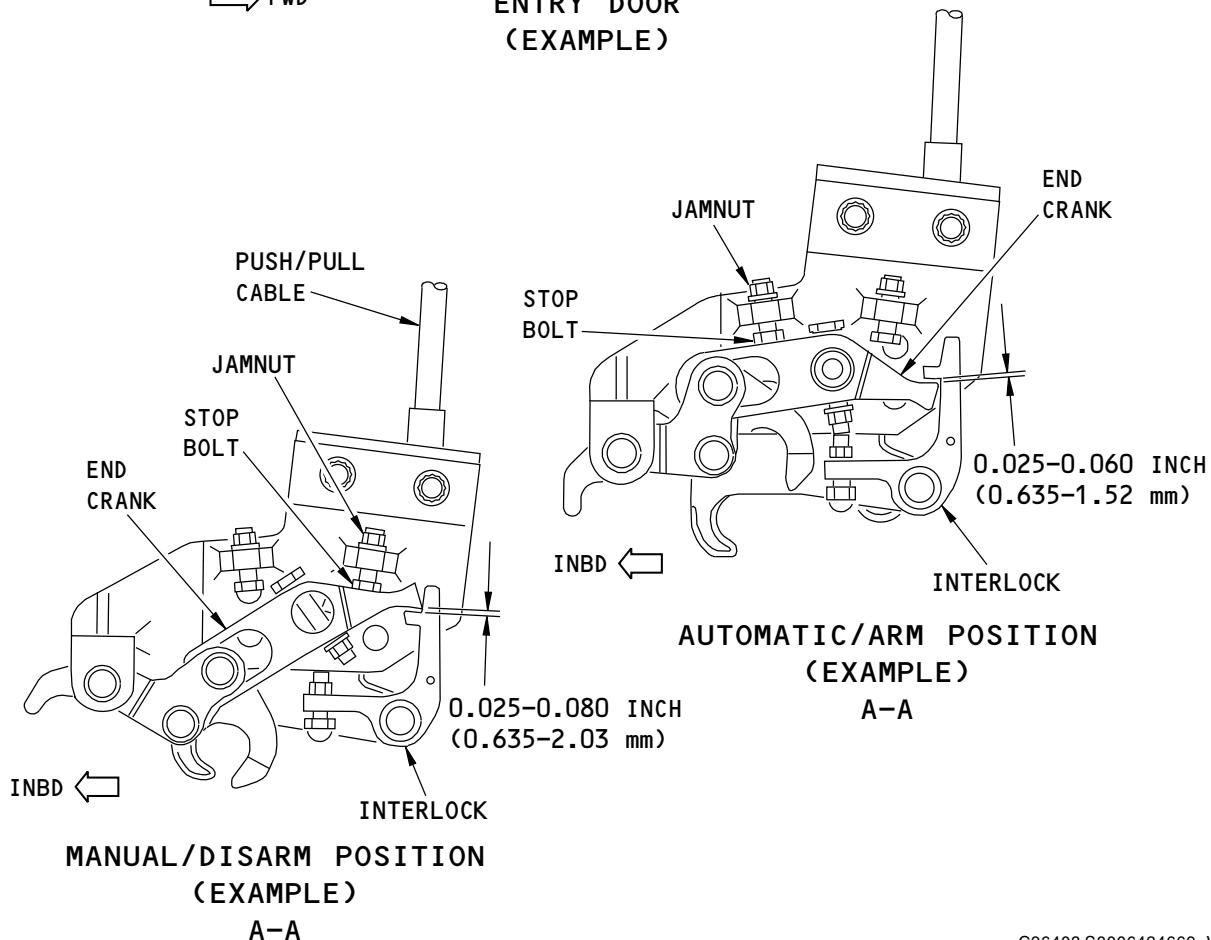
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AIRCRAFT MAINTENANCE MANUAL



ENTRY DOOR
(EXAMPLE)



C96403 S0006424669_V2

Girt Bar Mechanism Adjustment
Figure 504/52-11-00-990-826

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

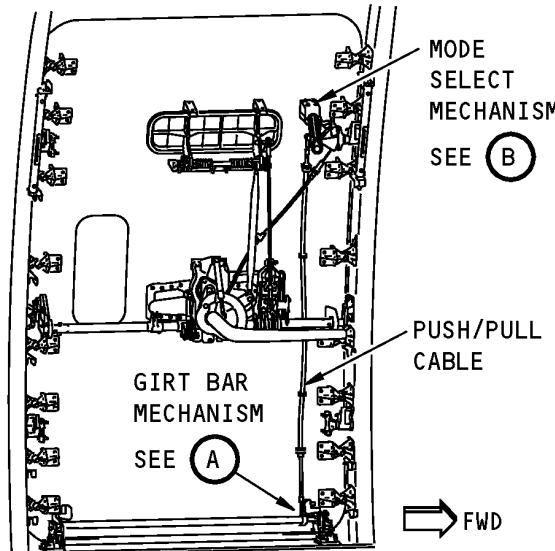
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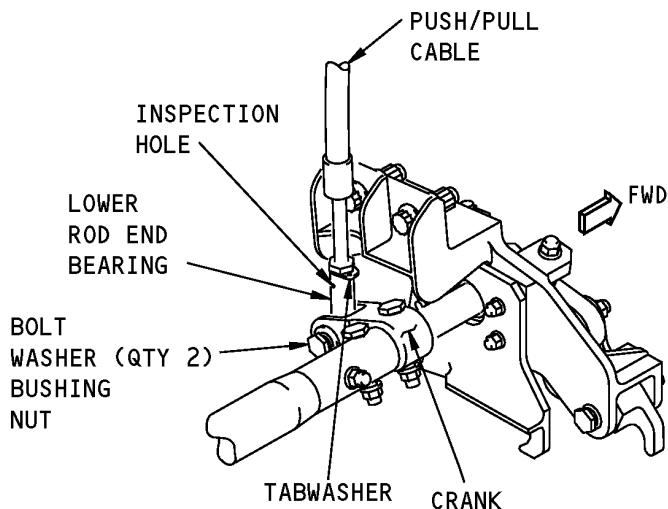
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777-200/300
AIRCRAFT MAINTENANCE MANUAL



PASSENGER ENTRY DOOR
(EXAMPLE)



GIRT BAR MECHANISM

A

Push/Pull Cable Adjustment
Figure 505/52-11-00-990-827 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

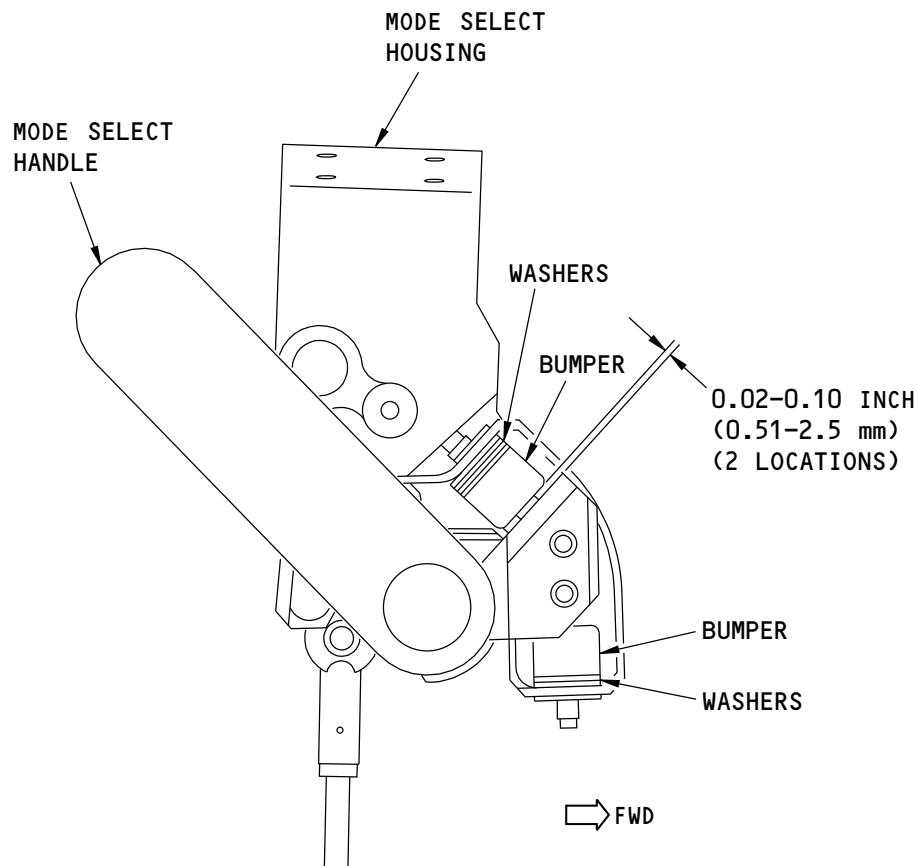
52-11-00

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AIRCRAFT MAINTENANCE MANUAL



MODE SELECT MECHANISM

(B)

G68305 S0006424672_V2

Push/Pull Cable Adjustment
Figure 505/52-11-00-990-827 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

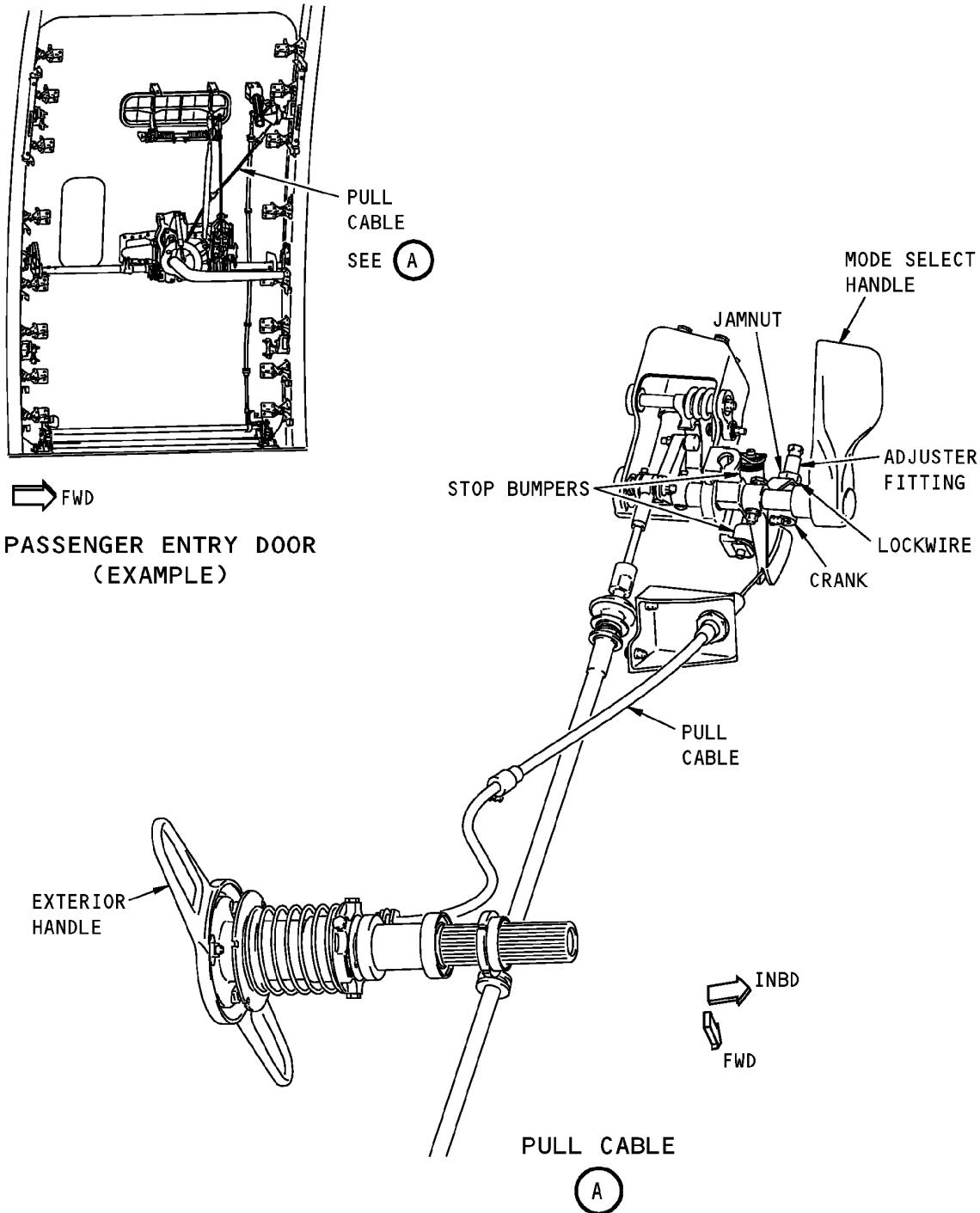
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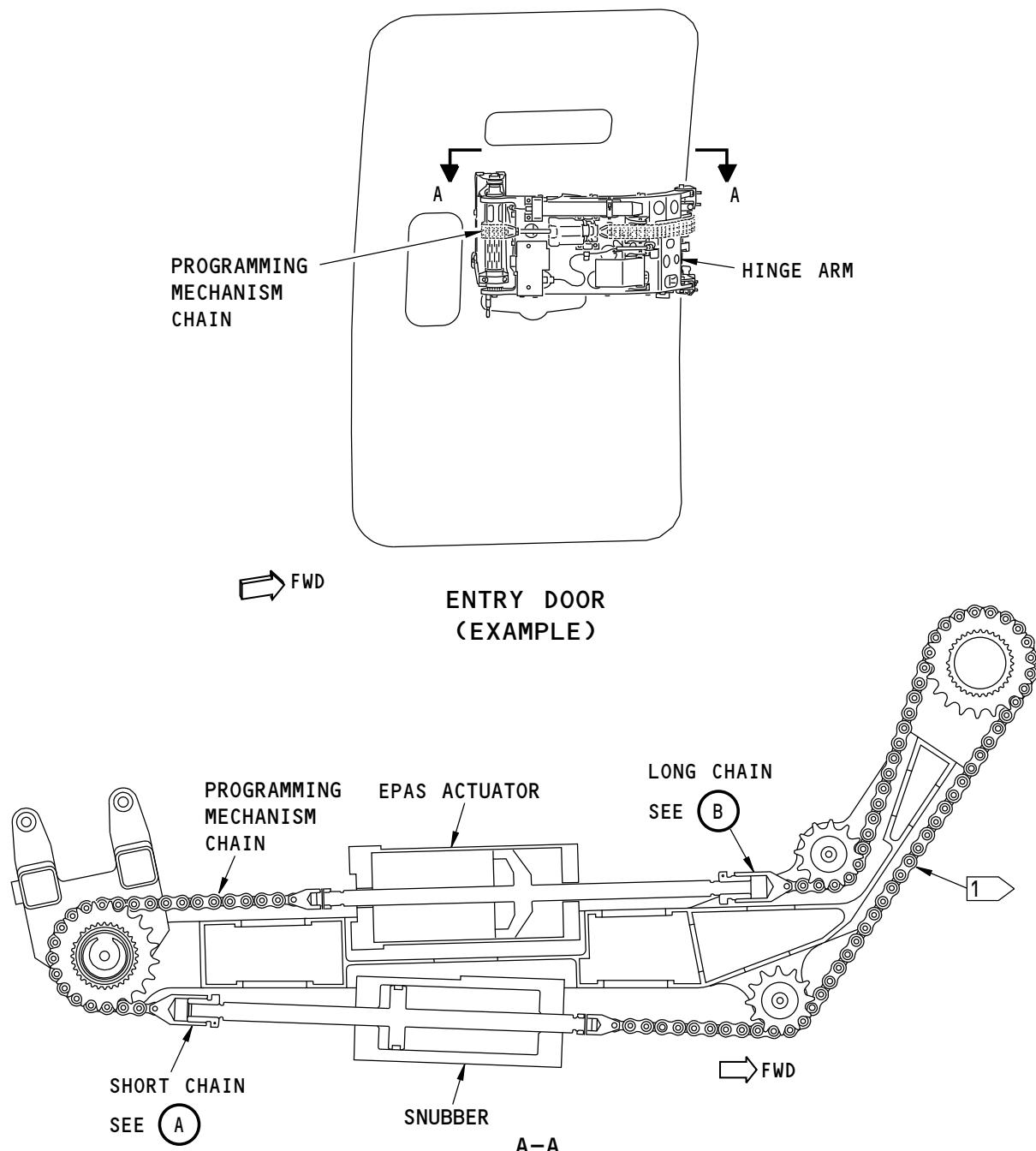
Pull Cable Adjustment
Figure 506/52-11-00-990-828

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

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AIRCRAFT MAINTENANCE MANUAL



- 1 APPLY 26-28 POUND FORCE (116-125 N) HERE IN THE CENTER OF THE CHAIN AND MAKE SURE THE AVERAGE DEFLECTION AT THE TOP AND BOTTOM OF THE CHAIN IS 0.14-0.18 INCH (3.6-4.6 mm).

C97432 S0006424674_V2

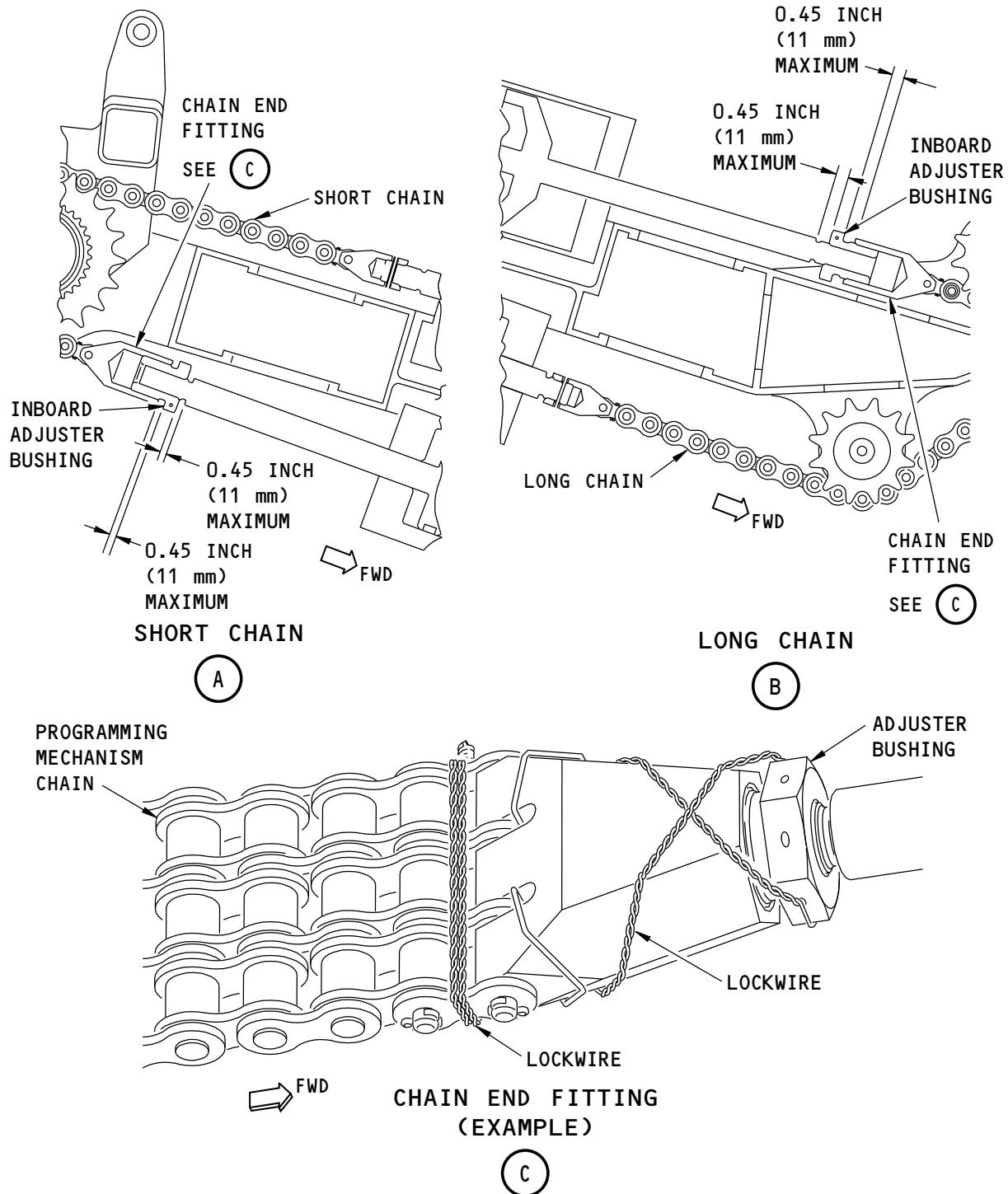
Programming Mechanism Chain Pretension Adjustment
Figure 507/52-11-00-990-829 (Sheet 1 of 2)

EFFECTIVITY
 EAD 001-007, 009, 201-210, 401-413

52-11-00

D633W101-EAD

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AIRCRAFT MAINTENANCE MANUAL



C97454 S0006424675_V2

Programming Mechanism Chain Pretension Adjustment
Figure 507/52-11-00-990-829 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

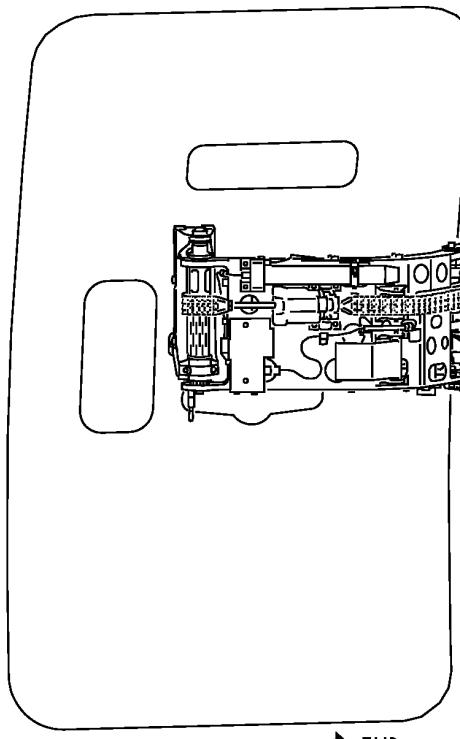
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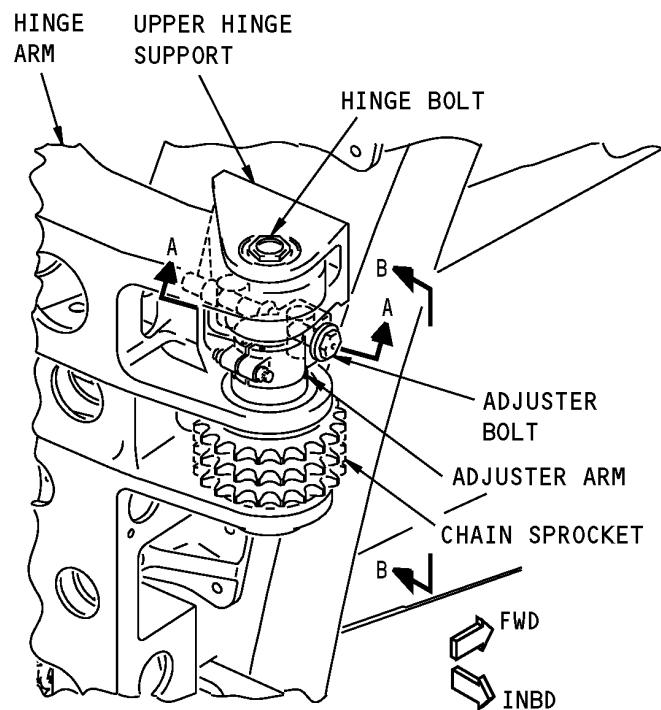


777-200/300
AIRCRAFT MAINTENANCE MANUAL



PASSENGER ENTRY DOOR
(EXAMPLE)

HINGE ARM
SEE



HINGE ARM
(PROGRAMMING MECHANISM
CHAIN NOT SHOWN)

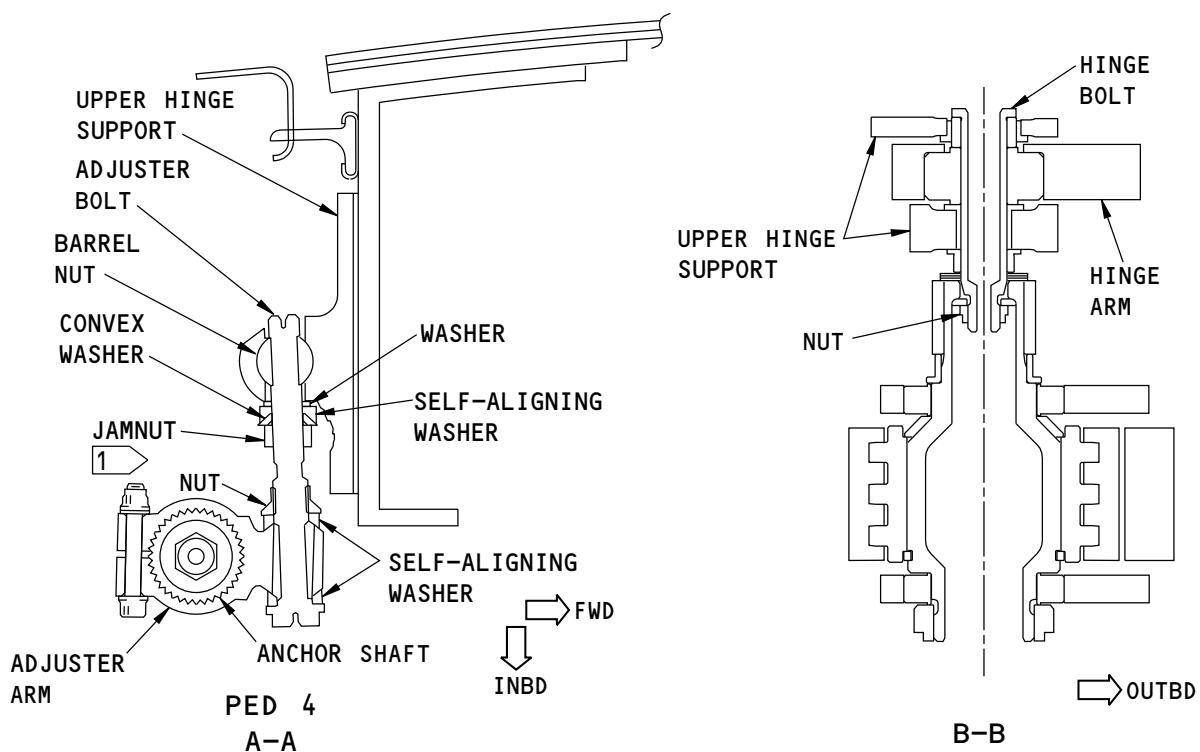
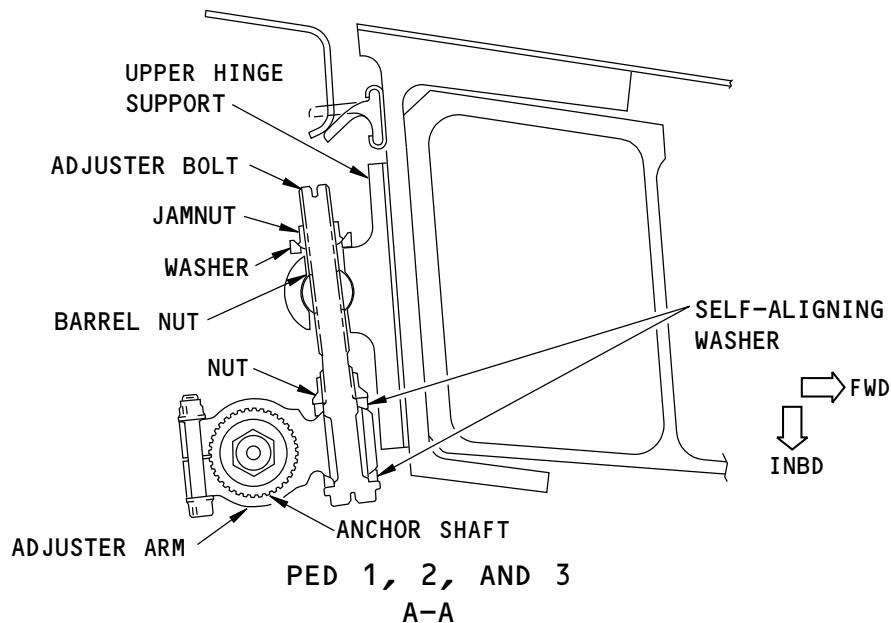
Programming System Adjustment
Figure 508/52-11-00-990-830 (Sheet 1 of 3)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



777-200/300
AIRCRAFT MAINTENANCE MANUAL



1 ⚡ APPLY THREAD LOCK COMPOUND TO OUTBOARD JAMNUT ON PED 4 ONLY.

2053171 S0000418985_V1

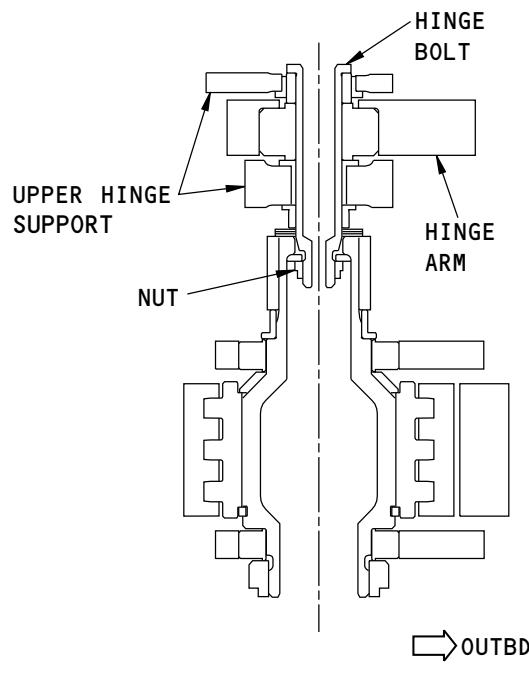
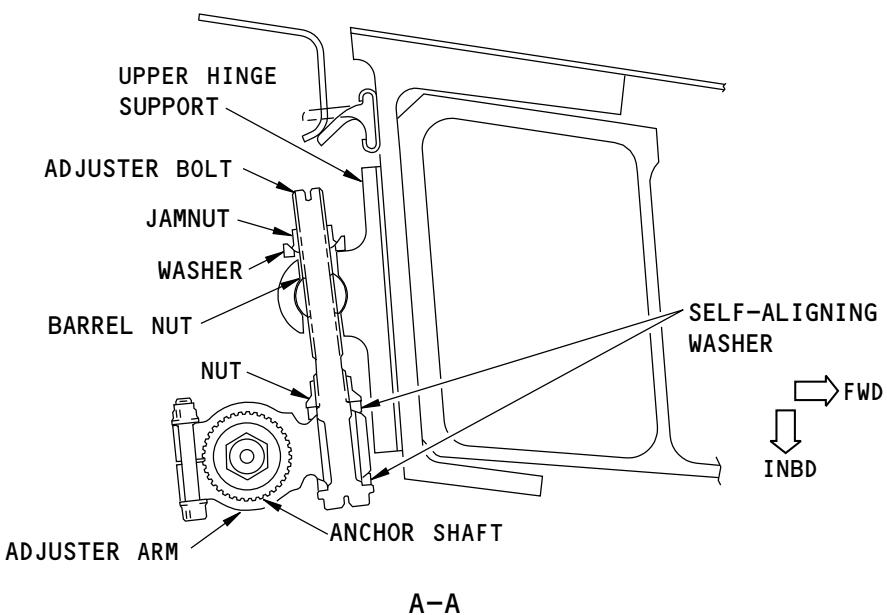
Programming System Adjustment
Figure 508/52-11-00-990-830 (Sheet 2 of 3)

EFFECTIVITY
EAD 001-007, 009, 201-210

52-11-00



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AIRCRAFT MAINTENANCE MANUAL



2130084 S0000456315_V1

Programming System Adjustment
Figure 508/52-11-00-990-830 (Sheet 3 of 3)

EFFECTIVITY
EAD 401-413

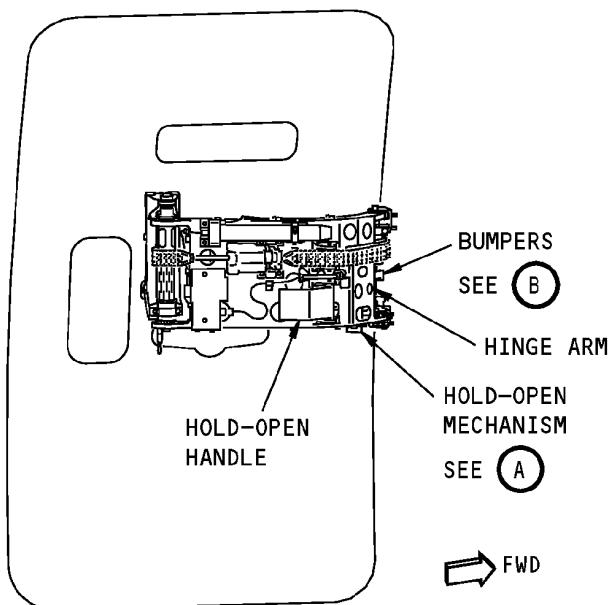
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D633W101-EAD

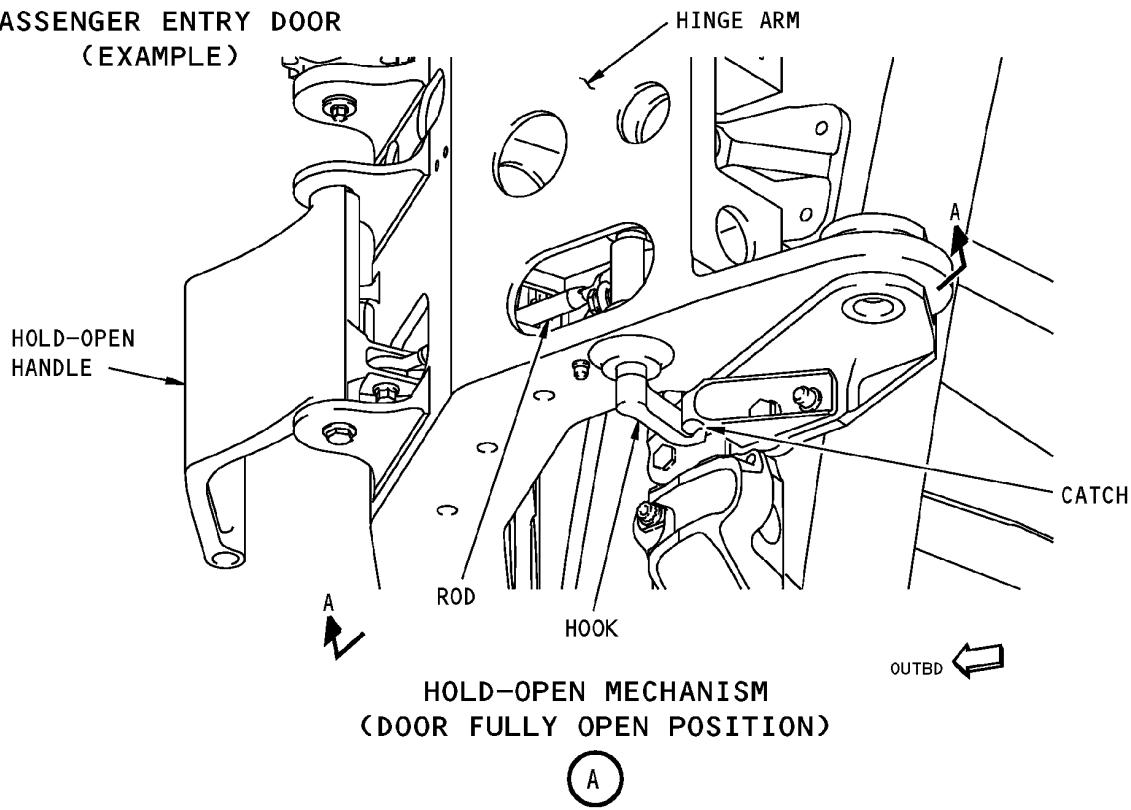
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AIRCRAFT MAINTENANCE MANUAL



PASSENGER ENTRY DOOR
(EXAMPLE)



Hold-Open Mechanism Adjustment
Figure 509/52-11-00-990-831 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

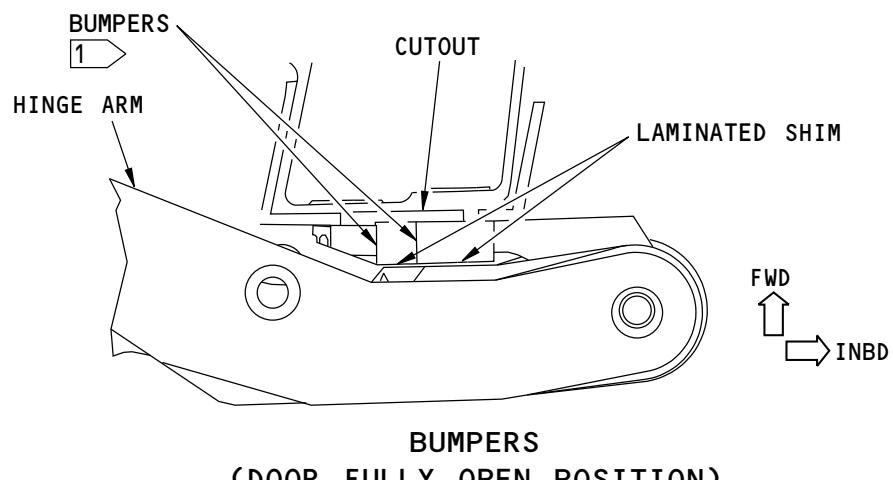
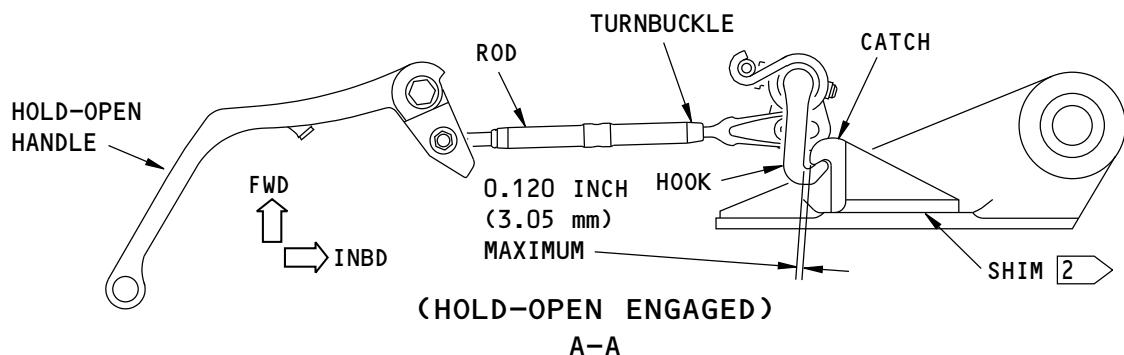
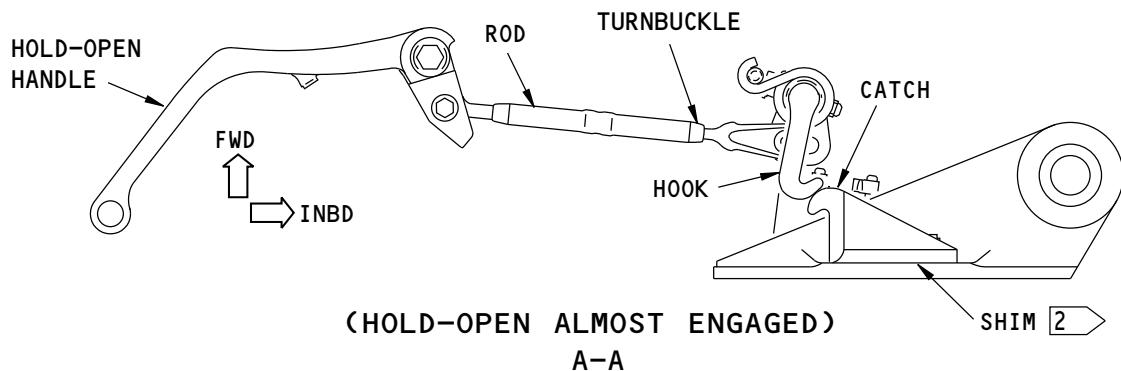
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AIRCRAFT MAINTENANCE MANUAL



[1] THE NEAREST PART OF THE BUMPER MUST BE 0.00-0.02 INCH (0.00-0.51 mm) FROM THE CUTOUT WHEN THE HOOK RELEASES.

[2] MAXIMUM THICKNESS OF SHIM IS 0.063 INCH (1.60 mm).

C97628 S0006424679_V2

Hold-Open Mechanism Adjustment
Figure 509/52-11-00-990-831 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

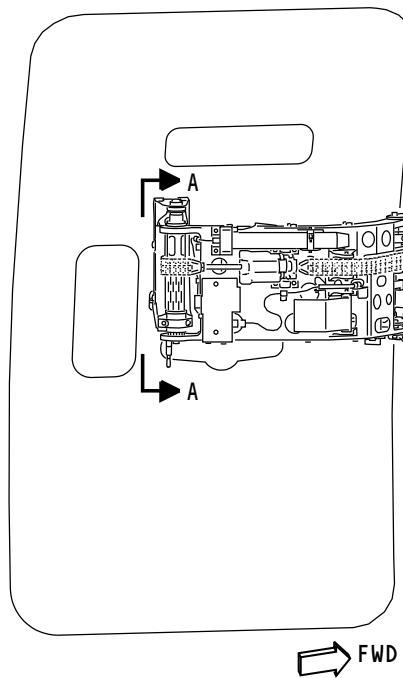
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PASSENGER ENTRY DOOR
(EXAMPLE)

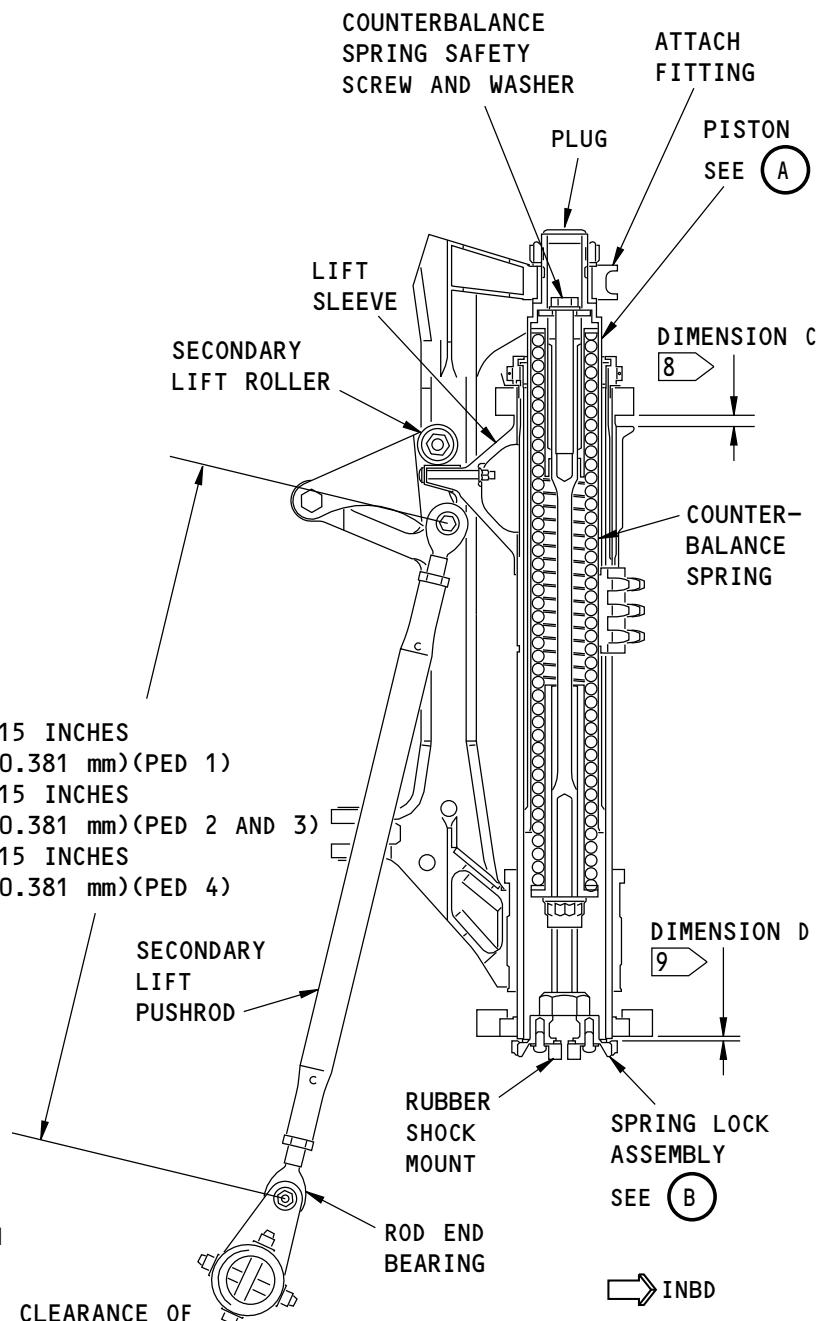
15.09 ± 0.015 INCHES
(383.286 ± 0.381 mm)(PED 1)
14.92 ± 0.015 INCHES
(378.968 ± 0.381 mm)(PED 2 AND 3)
14.78 ± 0.015 INCHES
(375.412 ± 0.381 mm)(PED 4)

1

1 INITIAL ADJUSTMENT

8 MEASURE THE CLEARANCE IN
DIMENSION C.

9 LOOSEN THE NUT UNTIL THE CLEARANCE OF
DIMENSION D IS WITHIN ± 0.005 INCH
(± 0.127 mm) OF DIMENSION C



A-A

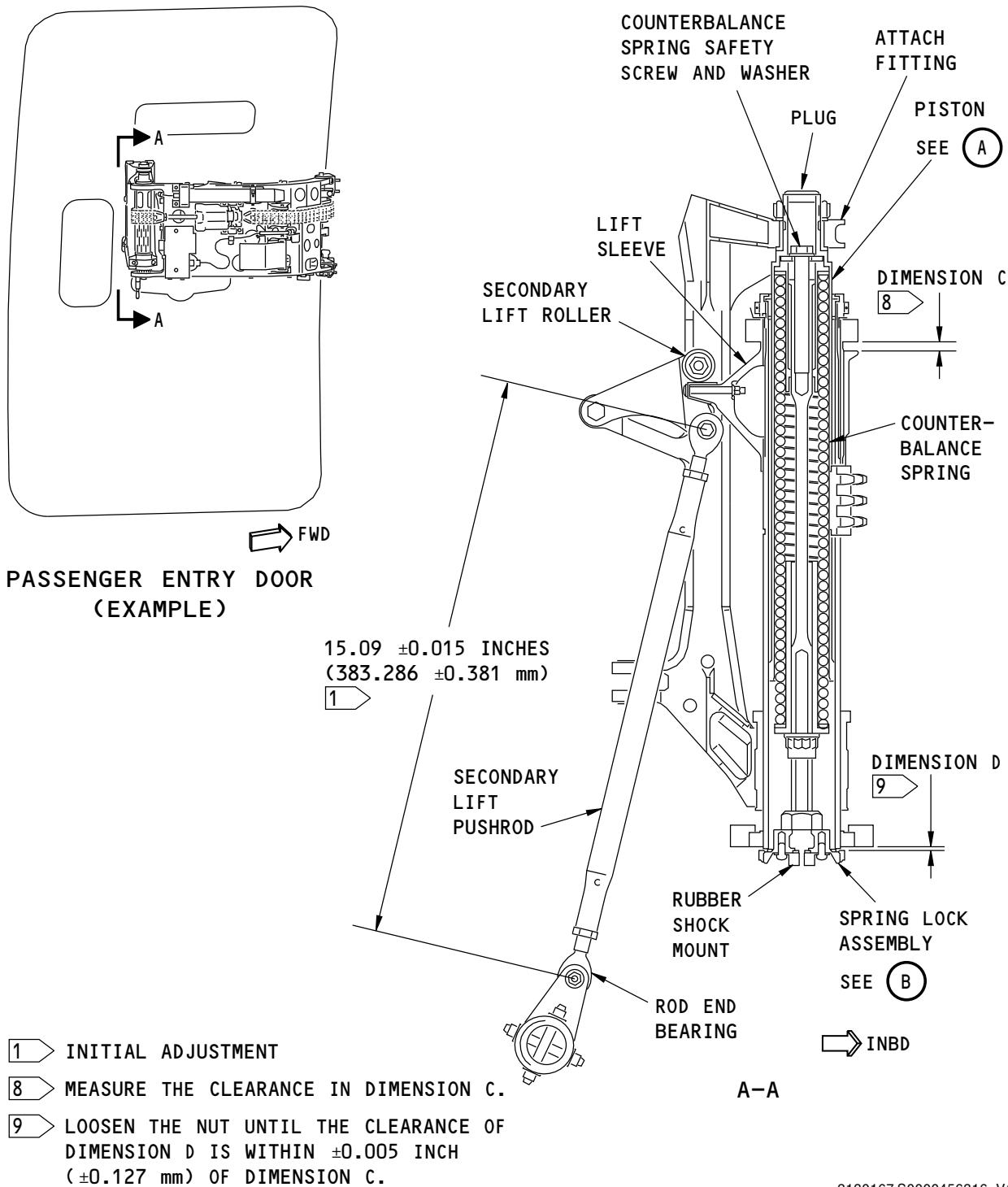
C97517 S0006424680_V2

Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 1 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210

52-11-00

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AIRCRAFT MAINTENANCE MANUAL



2130167 S0000456316_V1

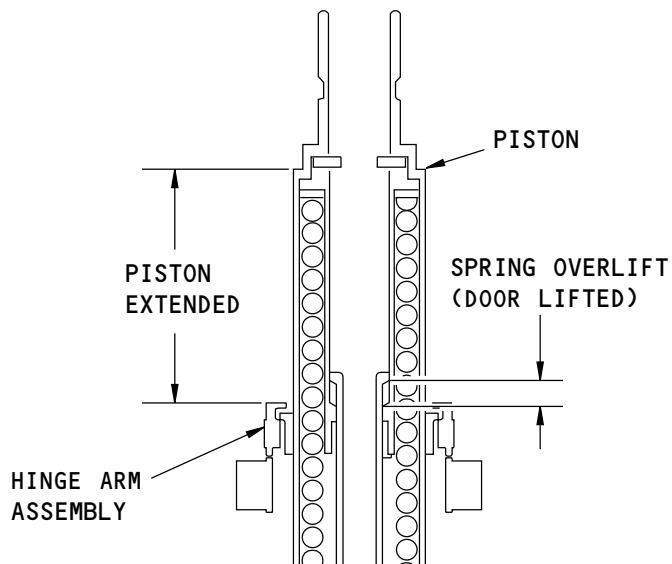
Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 2 of 6)

EFFECTIVITY
EAD 401-413

52-11-00

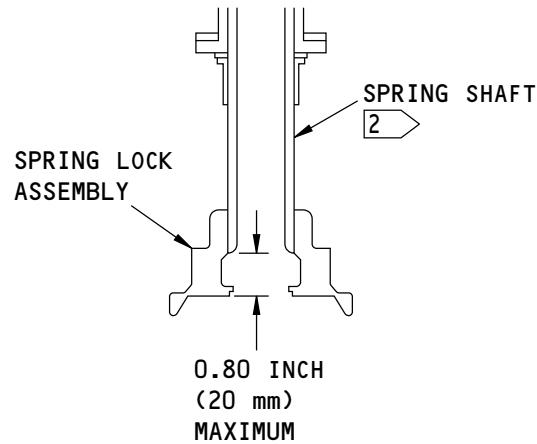


777-200/300
AIRCRAFT MAINTENANCE MANUAL



PISTON

(A)



SPRING LOCK ASSEMBLY

(B)

2 ADJUST SPRING SHAFT DOWN TO DECREASE SPRING STROKE.

F97797 S0006424682_V2

Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 3 of 6)

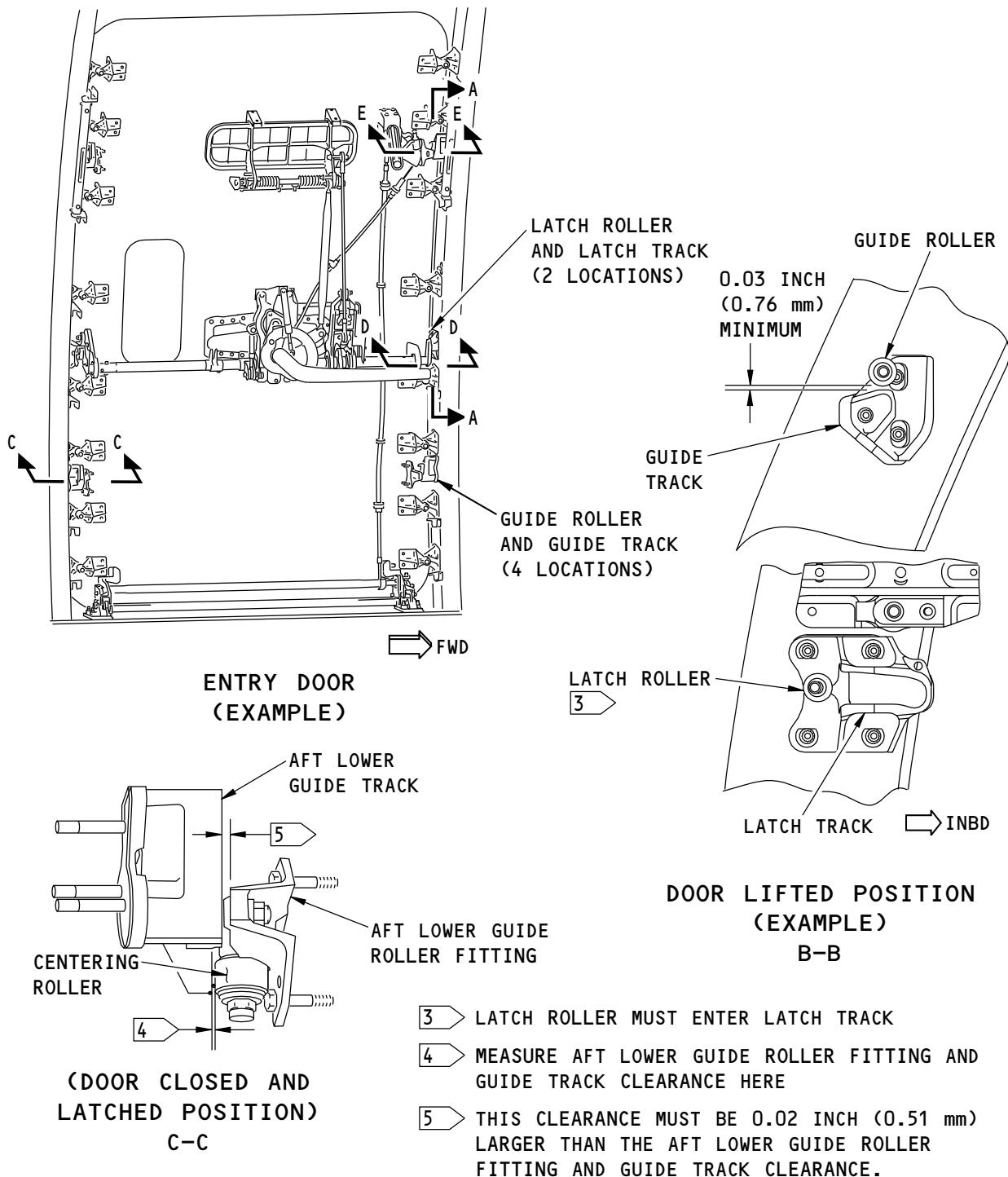
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

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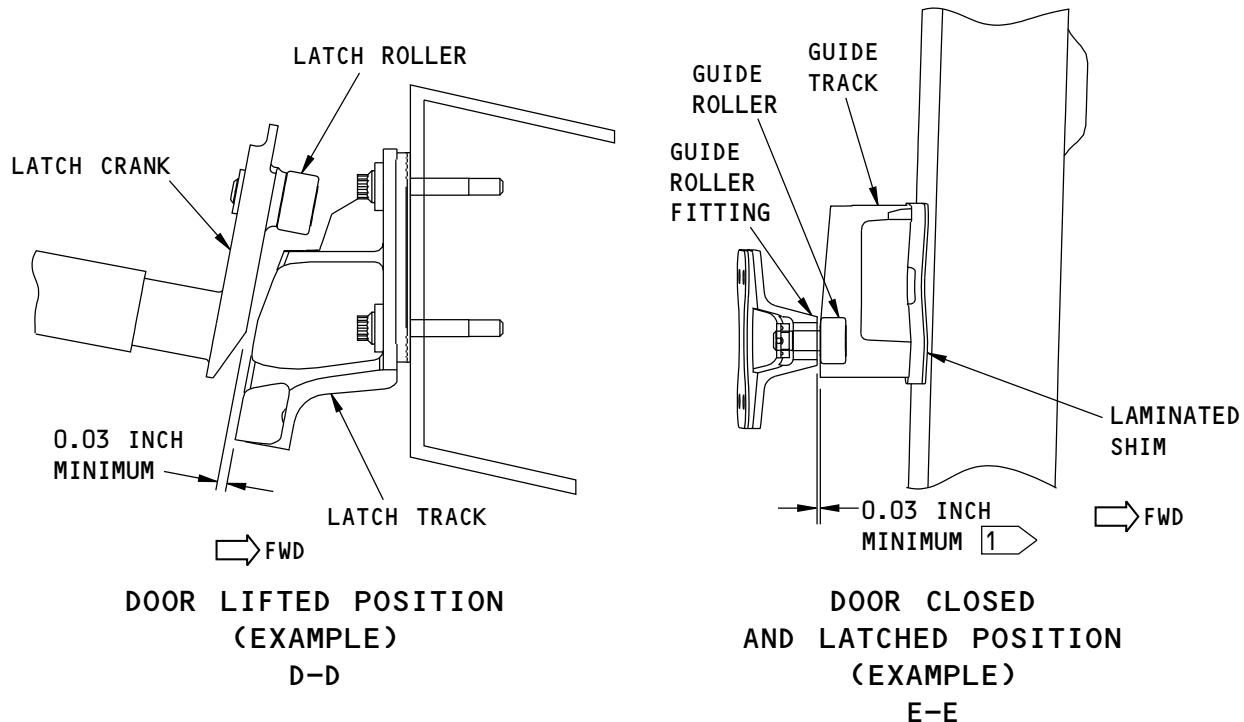
C98261 S0006424683_V2

Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 4 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

D633W101-EAD



| GUIDE ROLLER FITTING AND GUIDE TRACK | PED 1 | PED 2 | PED 3 | PED 4 | |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|
| | | | | UPPER | LOWER |
| FORWARD | 7 0.07 | 0.11 0.08 | 0.11 0.08 | 0.13 0.09 | 0.13 0.19 |
| AFT | 0.10 0.08 | 0.12 0.09 | 0.12 0.09 | 0.20 0.16 | 0.13 0.09 |

GUIDE ROLLER FITTING AND GUIDE TRACK CLEARANCES [6] (INCH)

6 FINAL ADJUSTMENT

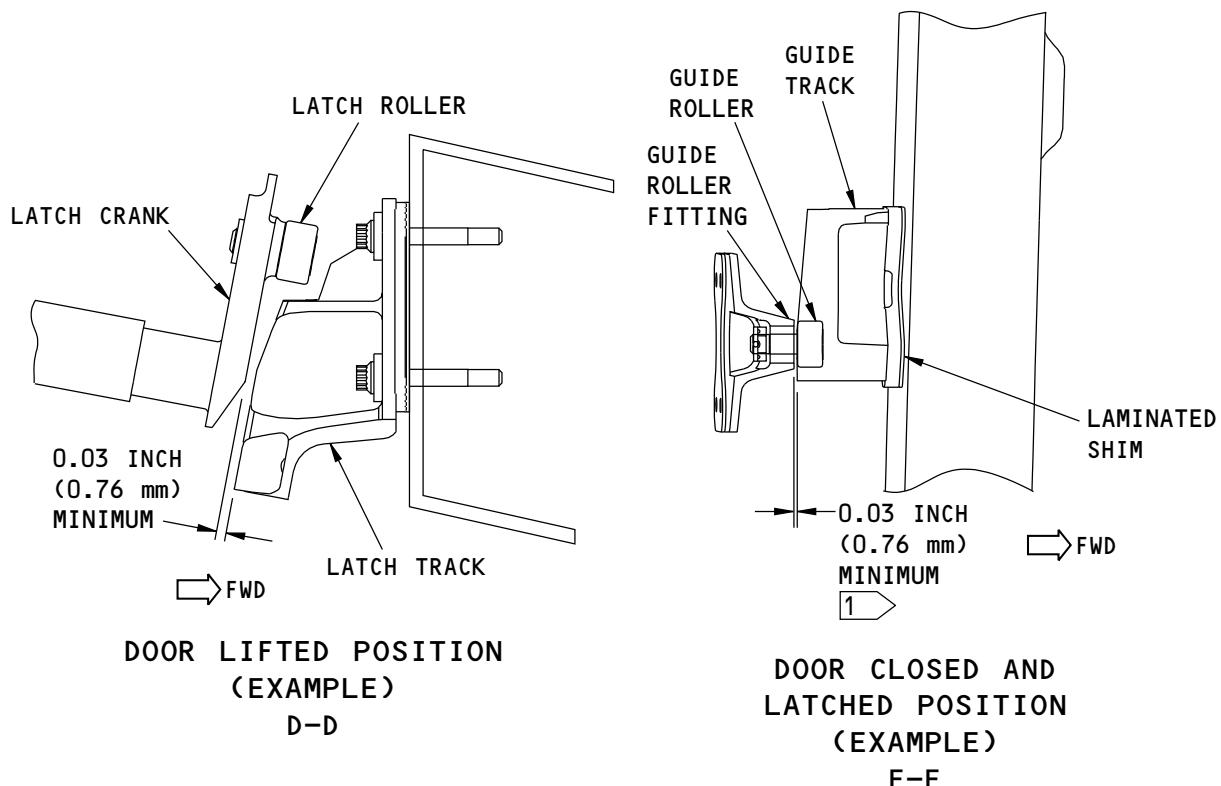
7 THE MAXIMUM PERMITTED CLEARANCE IS 0.14 INCH IF THE FORWARD SKIN CLEARANCE (MEASURED ADJACENT TO THE GUIDE ROLLER) IS A MINIMUM OF 0.02 INCH LARGER THAN THE GUIDE ROLLER FITTING AND GUIDE TRACK CLEARANCE.

E57551 S0006424684_V1

Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 5 of 6)EFFECTIVITY
EAD 001-007, 009, 201-210**52-11-00**

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| GUIDE ROLLER FITTING AND GUIDE TRACK | PED 1 INCH (mm) |
|--------------------------------------|------------------------|
| FORWARD | 7 0.07 (1.8) |
| AFT | 0.08-0.10 (2.0-2.5) |

GUIDE ROLLER FITTING AND GUIDE TRACK CLEARANCES [6]

[6] FINAL ADJUSTMENT

[7] THE MAXIMUM PERMITTED CLEARANCE IS 0.14 INCH (3.6 mm) IF THE FORWARD SKIN CLEARANCE (MEASURED ADJACENT TO THE GUIDE ROLLER) IS A MINIMUM OF 0.02 INCH (0.51 mm) LARGER THAN THE GUIDE ROLLER FITTING AND GUIDE TRACK CLEARANCE.

2130202 S0000456317_V2

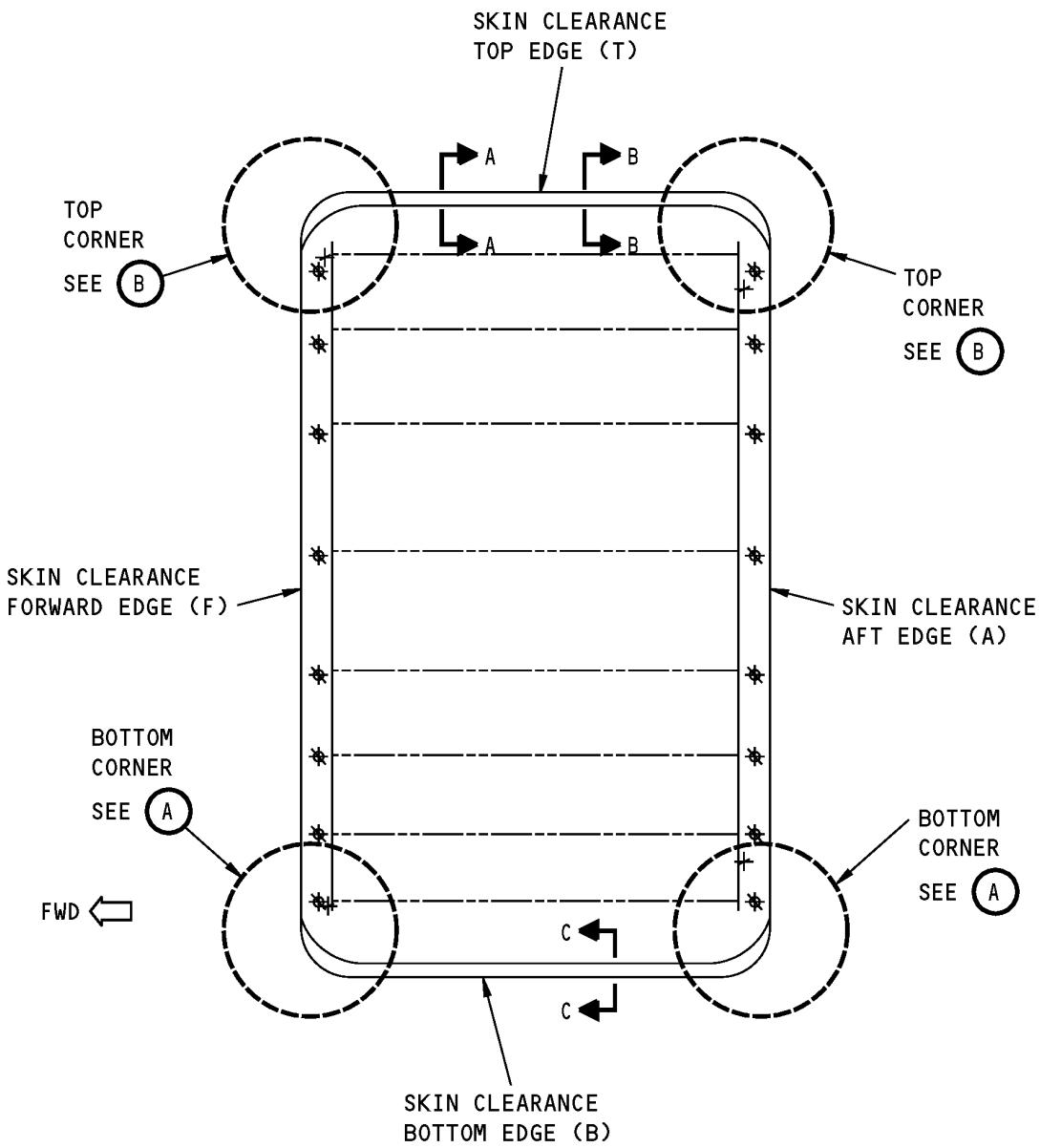
Fit Check Adjustment
Figure 510/52-11-00-990-832 (Sheet 6 of 6)EFFECTIVITY
EAD 401-413

52-11-00

D633W101-EAD



777-200/300
AIRCRAFT MAINTENANCE MANUAL



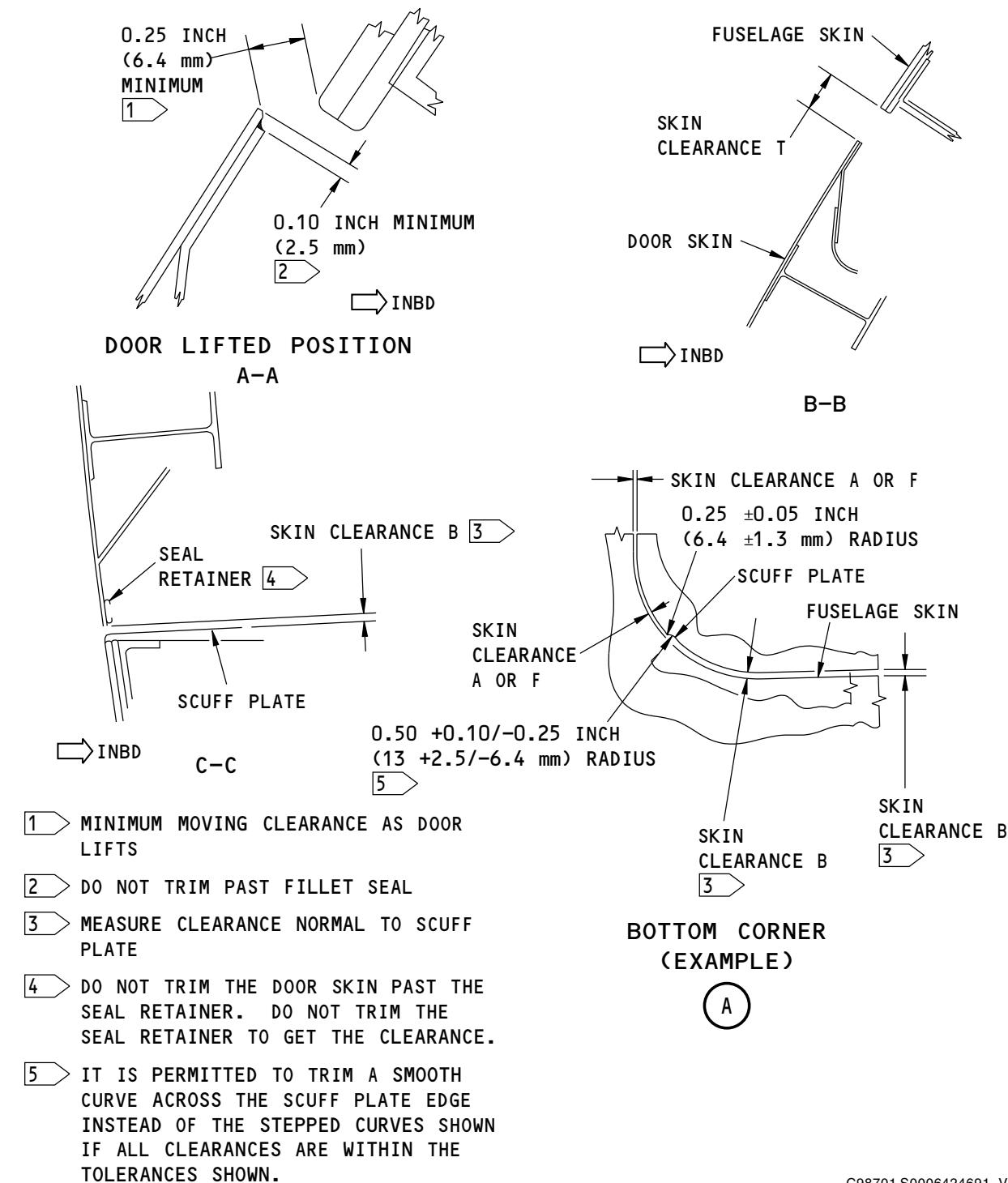
PASSENGER ENTRY DOOR SKIN CLEARANCES
(EXAMPLE)

Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 1 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

777-200/300
AIRCRAFT MAINTENANCE MANUAL



C98701 S0006424691_V2

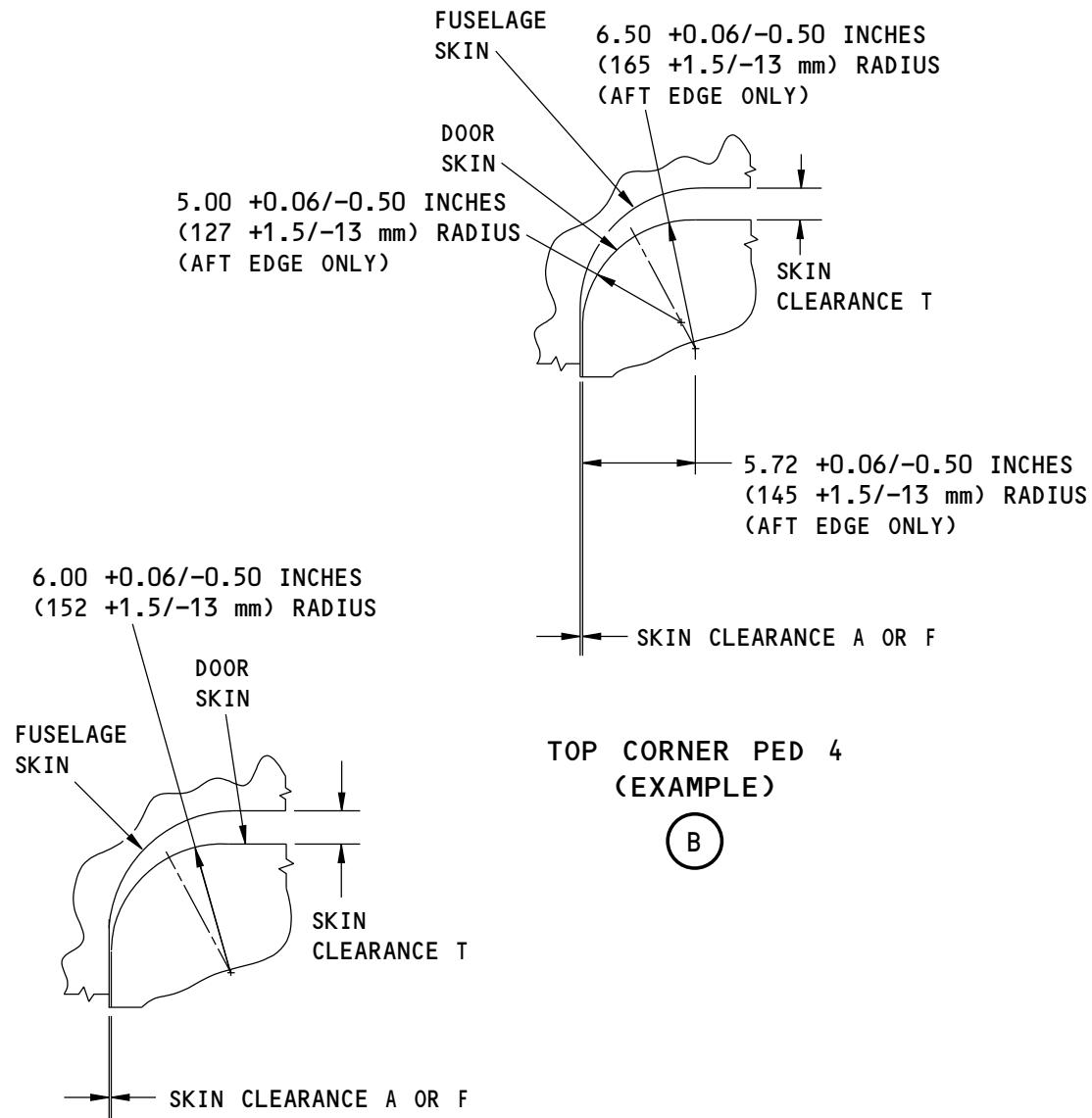
Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 2 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



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AIRCRAFT MAINTENANCE MANUAL



TOP CORNER PED 1-3
(EXAMPLE)

B

E57792 S0006424692_V2

Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 3 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210

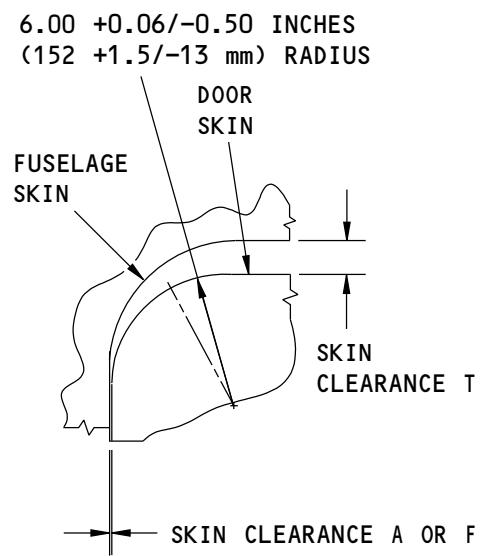
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AIRCRAFT MAINTENANCE MANUAL



TOP CORNER
(EXAMPLE)

B

2130435 S0000458890_V1

Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 4 of 6)

EFFECTIVITY
EAD 401-413

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777-200/300
AIRCRAFT MAINTENANCE MANUAL

| DOOR | |
|----------------------------------|---|
| EDGE | PED 1 |
| FORWARD (F) | 0.17 (4.3) 0.11 (2.8) 0.11 (2.8) |
| AFT (A) | 0.18 (4.6) 0.12 (3.0) 0.12 (3.0) |
| TOP (T) | 1.65 (41.9) 1.59 (40.4) 1.34 (34.0) |
| BOTTOM (B) | 0.18 (4.6) 0.09 (2.3) 0.04 (1.0) |
| MAXIMUM SUM OF F AND A | 0.35 (8.9) |

SKIN CLEARANCES INCHES (mm)

BEFORE PAINTING, THESE VALUES MAY BE EXCEEDED BY 0.015 INCH (0.38 mm)

BEFORE PAINTING, THESE VALUES MAY BE EXCEEDED BY 0.030 INCH (0.76 mm)

2130444 S0000458952_V1

Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 5 of 6)

EFFECTIVITY
EAD 401-413

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| DOOR | | | | |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|
| EDGE | PED 1 | PED 2 | PED 3 | PED 4 |
| FORWARD (F) [6] | 0.17 0.11 [6] | 0.19 0.13 [9] | 0.19 0.13 | 0.22 0.16 0.16 |
| AFT (A) [6] | 0.18 0.12 0.12 | 0.20 0.14 0.14 | 0.20 0.14 [8] | 0.29 0.23 0.23 |
| TOP (T) | 1.65 1.59 1.34 | 1.86 1.80 1.55 | 1.86 1.80 1.55 | 2.05 1.99 1.74 |
| BOTTOM (B) | 0.18 0.09 0.04 | 0.18 0.09 0.04 | 0.18 0.09 0.04 | 0.18 0.09 0.04 |
| MAXIMUM SUM OF F AND A [7] | 0.35 | 0.39 | 0.39 | 0.51 |

SKIN CLEARANCES (INCHES)

[6] BEFORE PAINTING, THESE VALUES MAY BE EXCEEDED BY 0.015 INCH.

[7] BEFORE PAINTING, THESE VALUES MAY BE EXCEEDED BY 0.030 INCH.

[8] EAD 002, PED 3L; THE SKIN CLEARANCE FOR THE AFT EDGE IS 0.14 - 0.21 INCH.

[9] EAD 005, PED 2R; THE SKIN CLEARANCE FOR THE UPPER FORWARD EDGE IS 0.13 - 0.24 INCH.

H95319 S0006424697_V1

Skin Clearances
Figure 511/52-11-00-990-833 (Sheet 6 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210

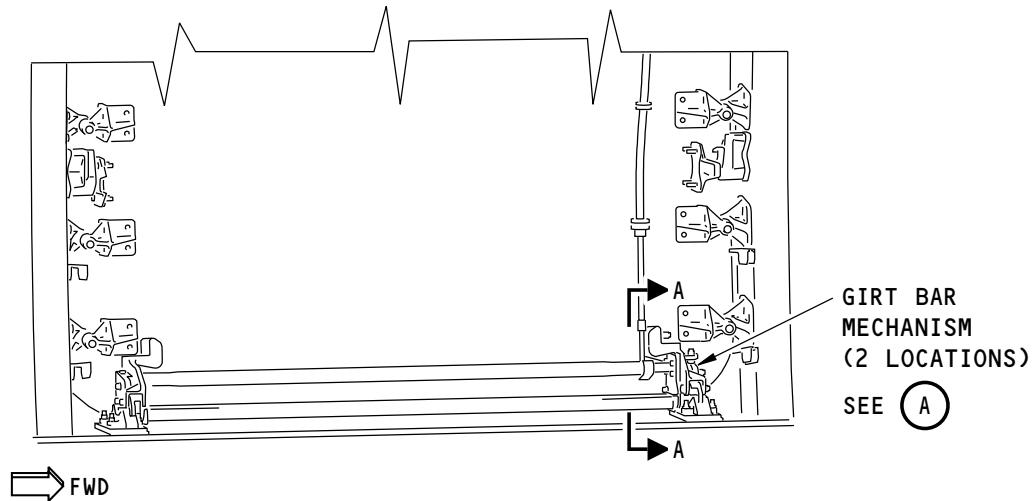
52-11-00

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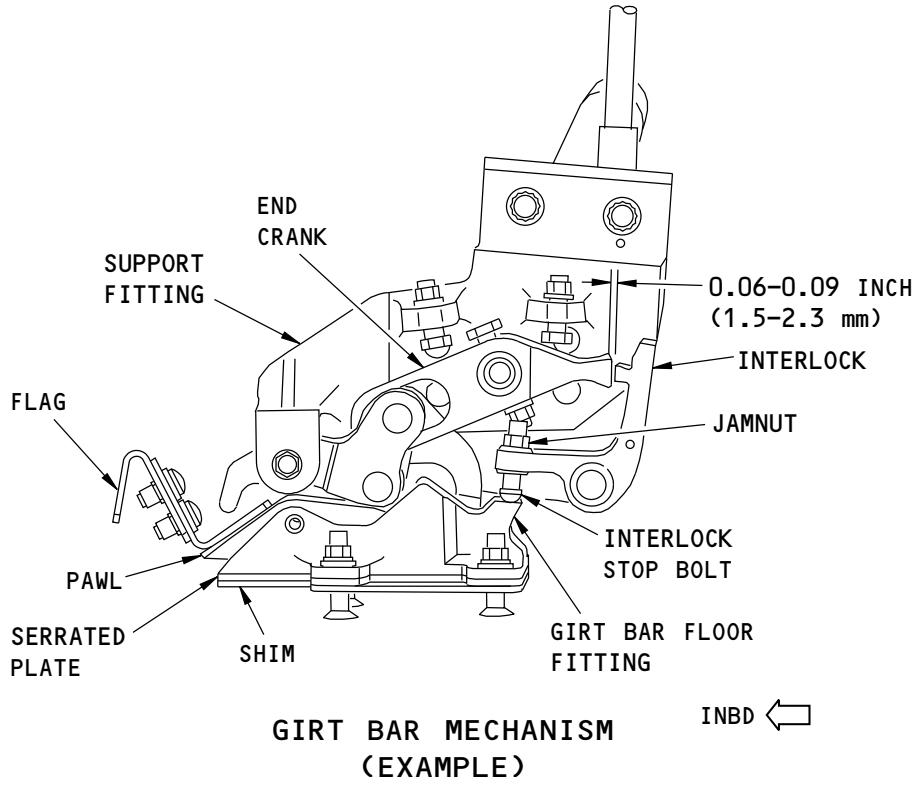
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PASSENGER ENTRY DOOR
(EXAMPLE)



C98778 S0006424705_V2

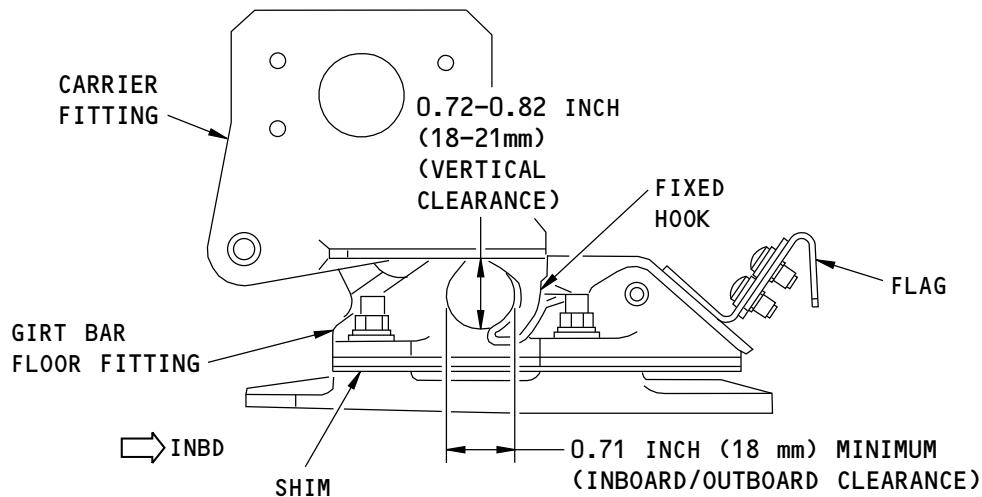
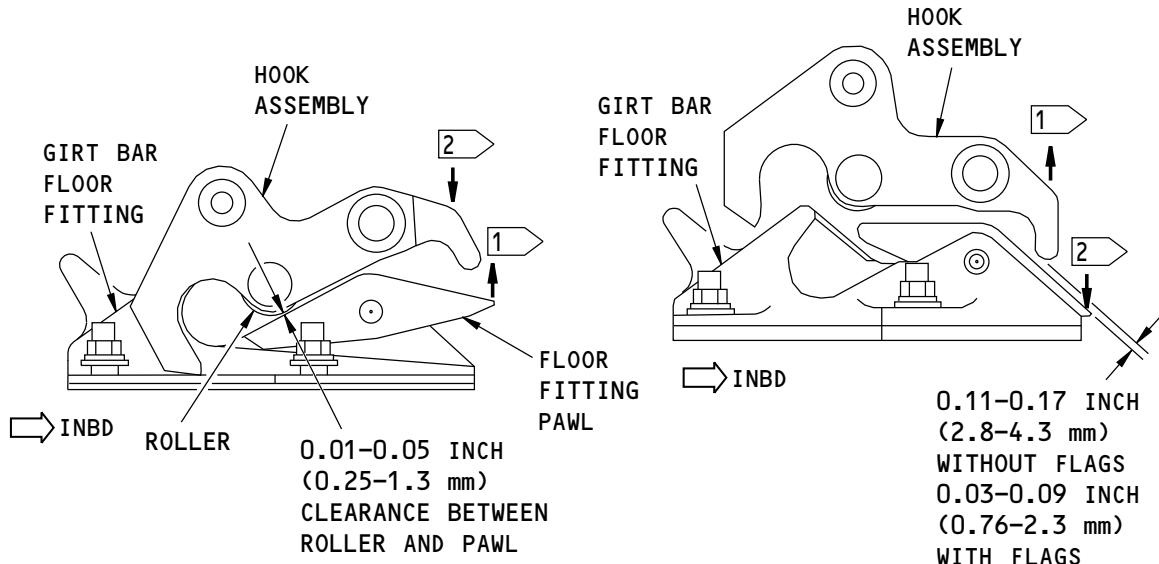
Girt Bar Floor Fitting Adjustment
Figure 512/52-11-00-990-834 (Sheet 1 of 4)

EFFECTIVITY
EAD 004

52-11-00

D633W101-EAD

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**777-200/300
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**FIXED HOOK AND FLOOR FITTING CLEARANCE
(DOORS WITH PLAIN PAWL)**
A-A

**MANUAL/DISARM POSITION
(DOORS WITH PLAIN PAWL)**
A-A

PULL UP HERE

PUSH DOWN HERE

**AUTOMATIC/ARM POSITION
(DOORS WITH PLAIN PAWL)**
A-A

C98776 S0006424706_V2

**Girt Bar Floor Fitting Adjustment
Figure 512/52-11-00-990-834 (Sheet 2 of 4)**

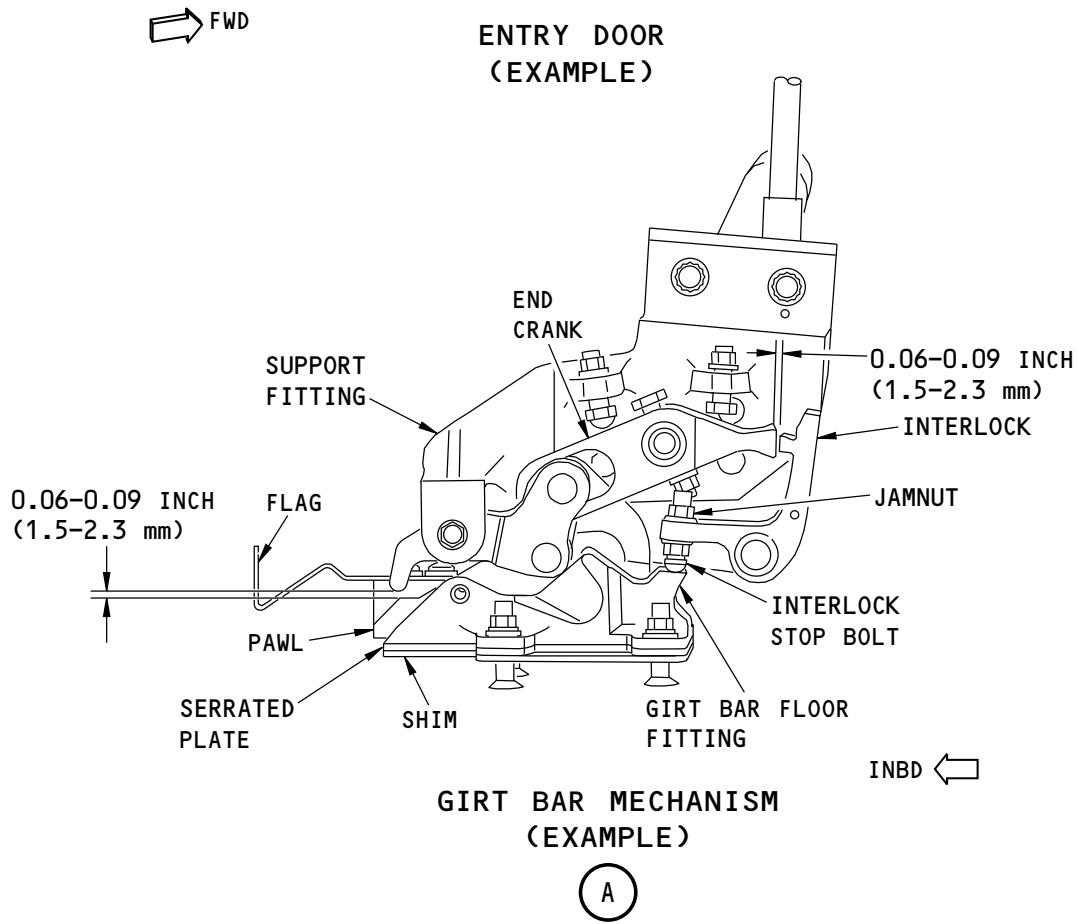
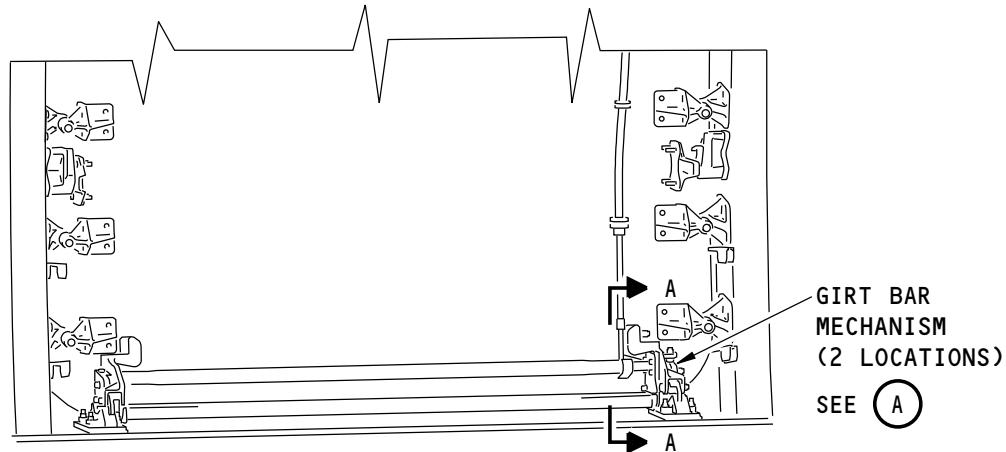
 EFFECTIVITY
 EAD 004

52-11-00

D633W101-EAD



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AIRCRAFT MAINTENANCE MANUAL



G68345 S0006424708_V2

Girt Bar Floor Fitting Adjustment
Figure 512/52-11-00-990-834 (Sheet 3 of 4)

EFFECTIVITY
EAD 001-003, 005-007, 009, 201-210, 401-413

52-11-00

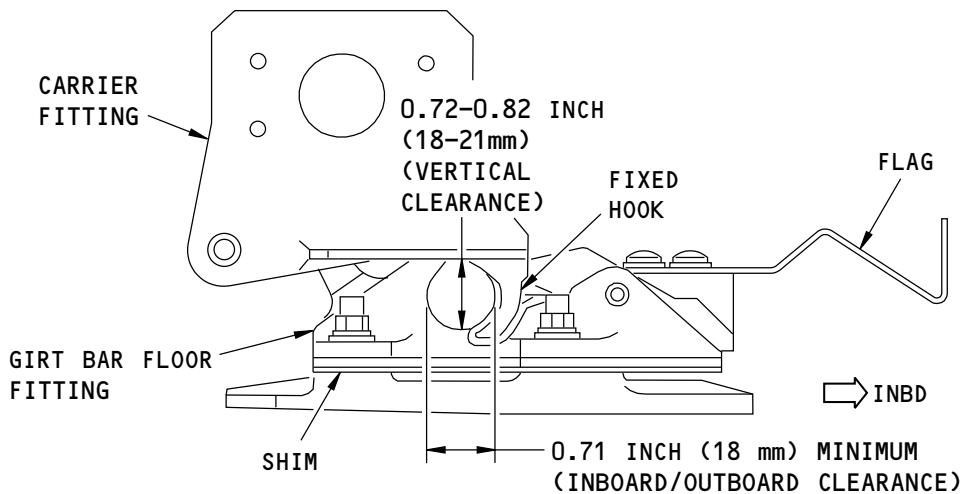
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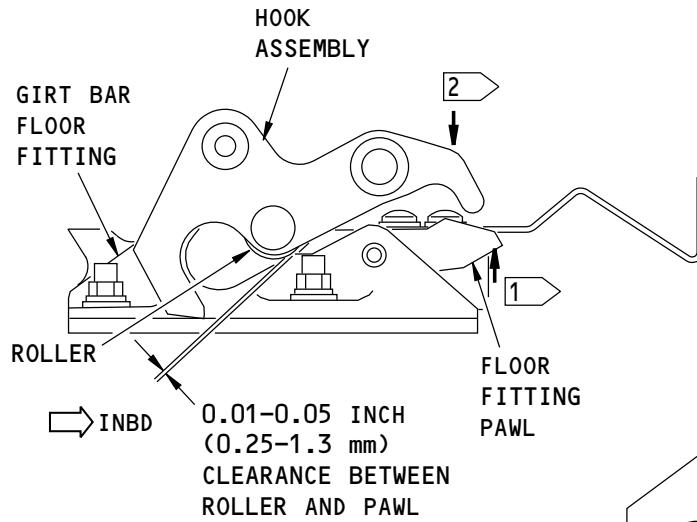
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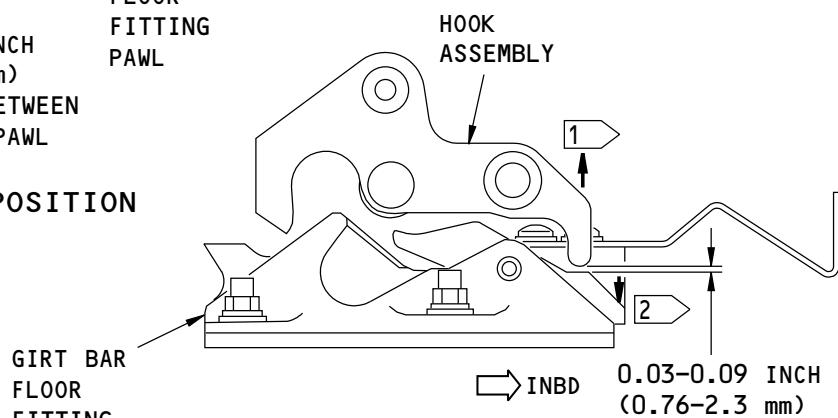
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FIXED HOOK AND FLOOR FITTING CLEARANCE
A-A



MANUAL/DISARM POSITION
A-A



AUTOMATIC/ARM POSITION
A-A

- [1] PULL UP HERE
[2] PUSH DOWN HERE

G79652 S0006424709_V2

Girt Bar Floor Fitting Adjustment
Figure 512/52-11-00-990-834 (Sheet 4 of 4)

EFFECTIVITY
EAD 001-003, 005-007, 009, 201-210, 401-413

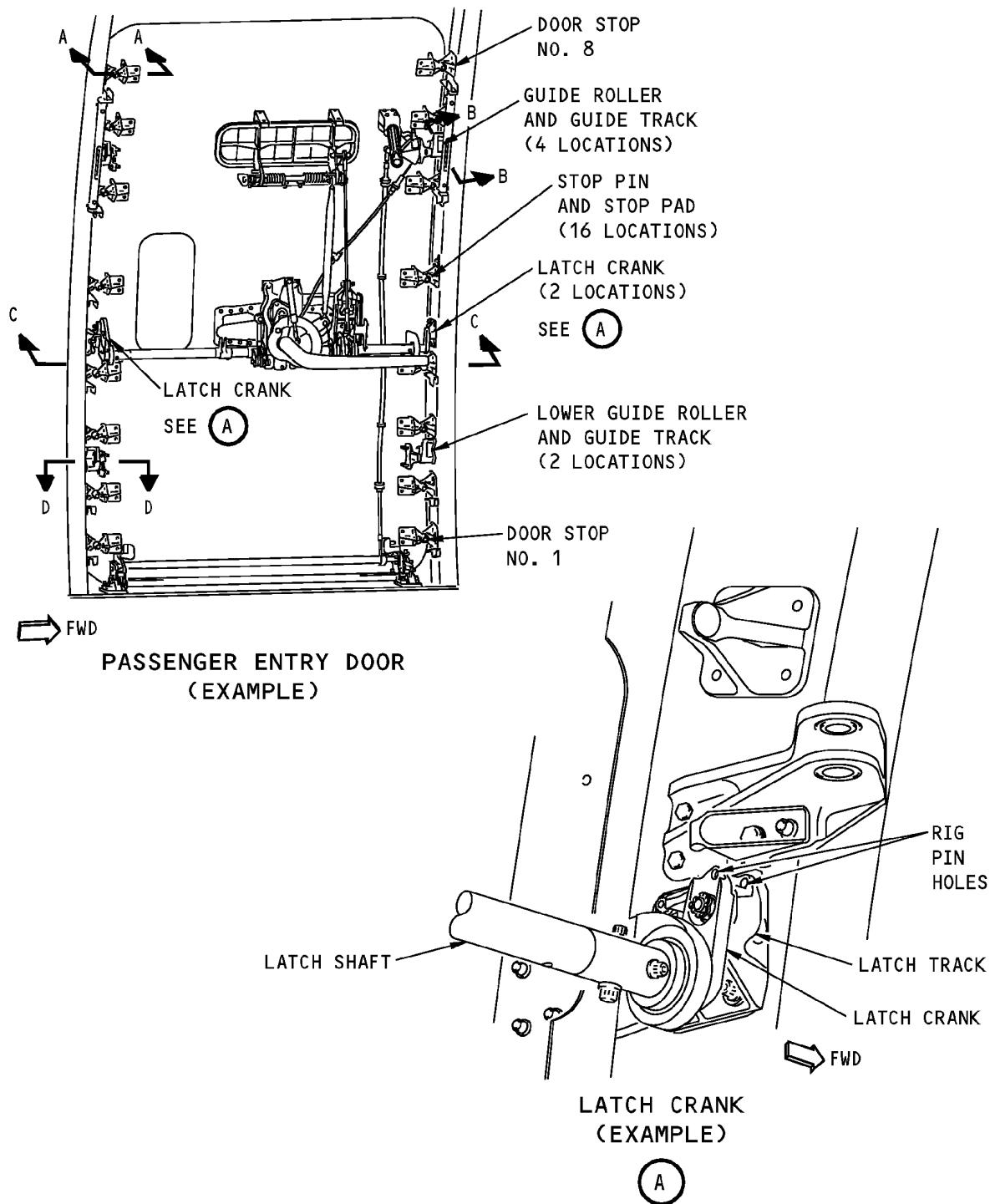
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Door Alignment Adjustment
Figure 513/52-11-00-990-837 (Sheet 1 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

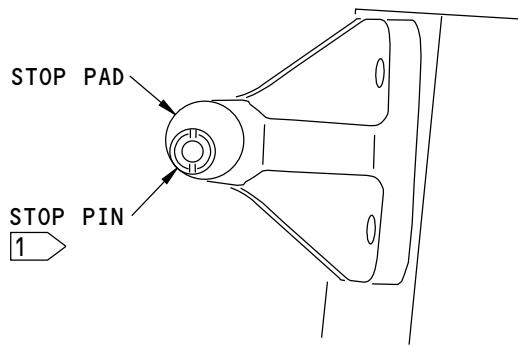
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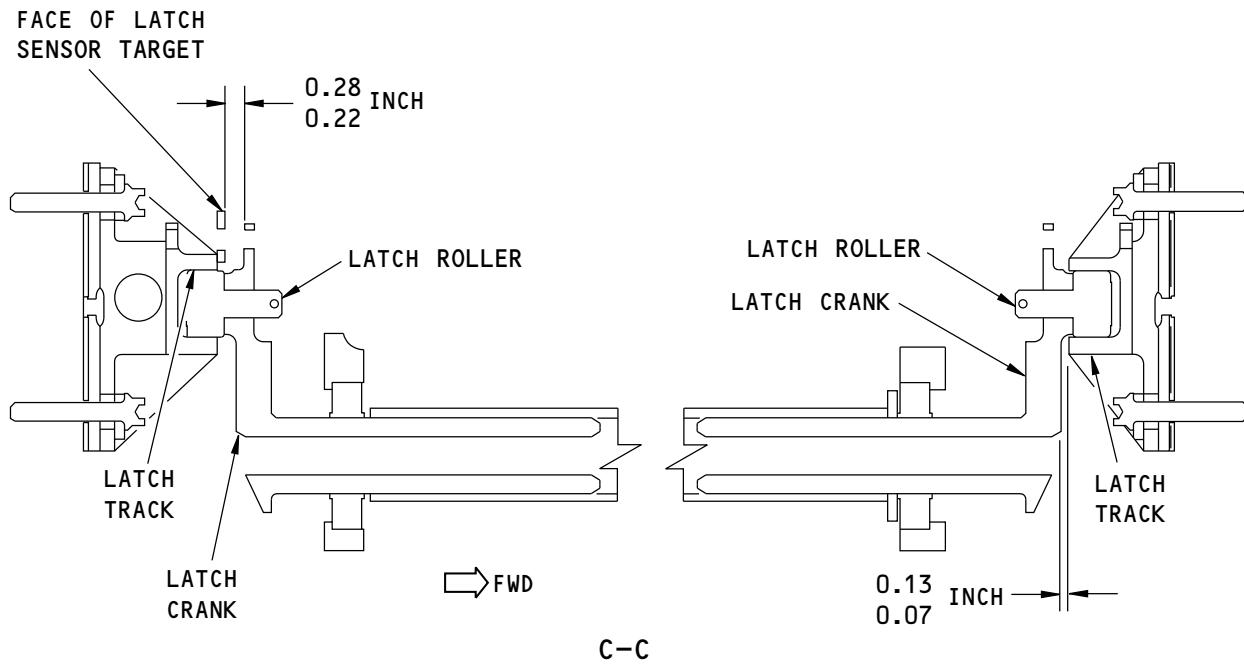
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MAXIMUM MISALIGNMENT
(EXAMPLE)
A-A



1 ALL OF THE FACE OF THE STOP PIN MUST
TOUCH THE FACE OF THE STOP PAD.

2 INITIAL ADJUSTMENT

3 FINAL ADJUSTMENT

C98678 S0006424686_V1

Door Alignment Adjustment
Figure 513/52-11-00-990-837 (Sheet 2 of 4)

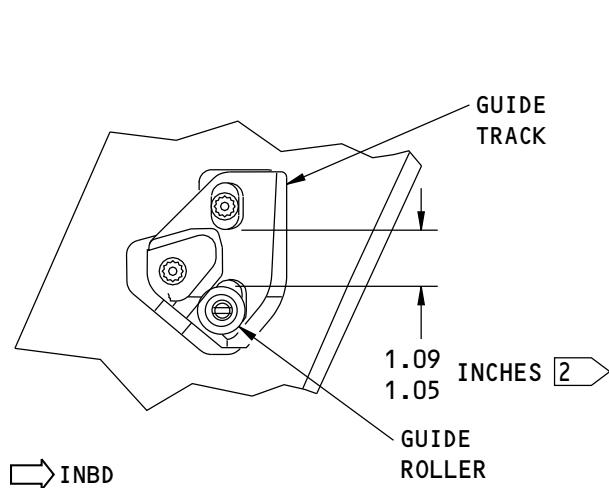
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

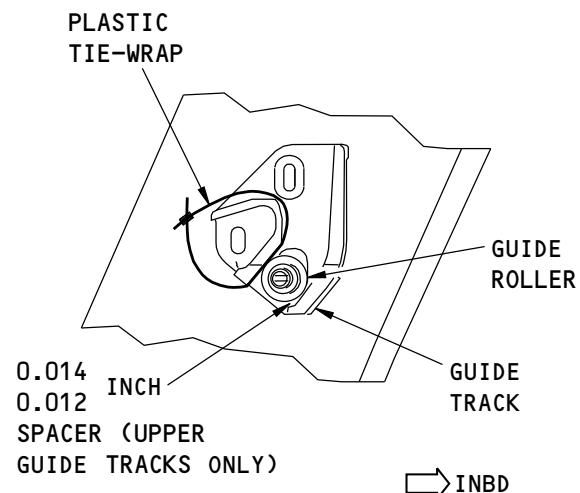
D633W101-EAD

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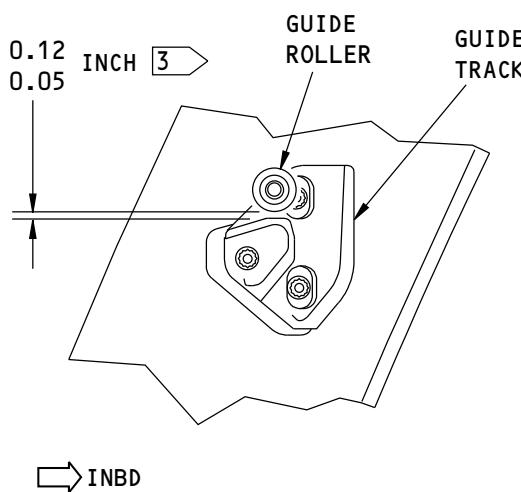
777-200/300
AIRCRAFT MAINTENANCE MANUAL



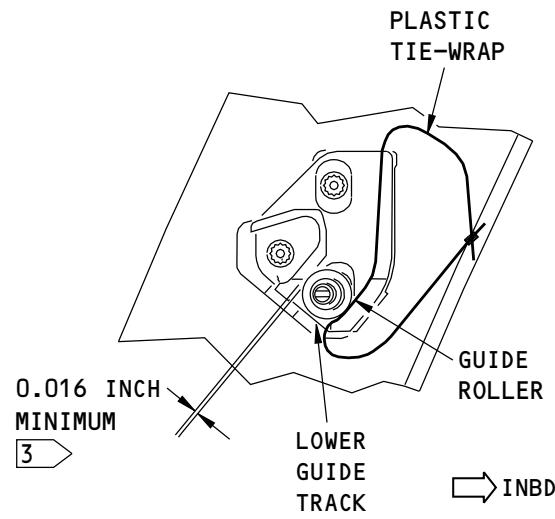
**DOOR CLOSED AND LATCHED
(EXAMPLE)**
B-B



**DOOR CLOSED, LATCHED,
AND WEDGED INBOARD
WITH SPACERS INSTALLED
(EXAMPLE)**
B-B



**DOOR LIFTED POSITION
(EXAMPLE)**
B-B



**DOOR CLOSED, LATCHED AND
WEDGED OUTBOARD
(EXAMPLE)**
B-B

E57249 S0006424688_V1

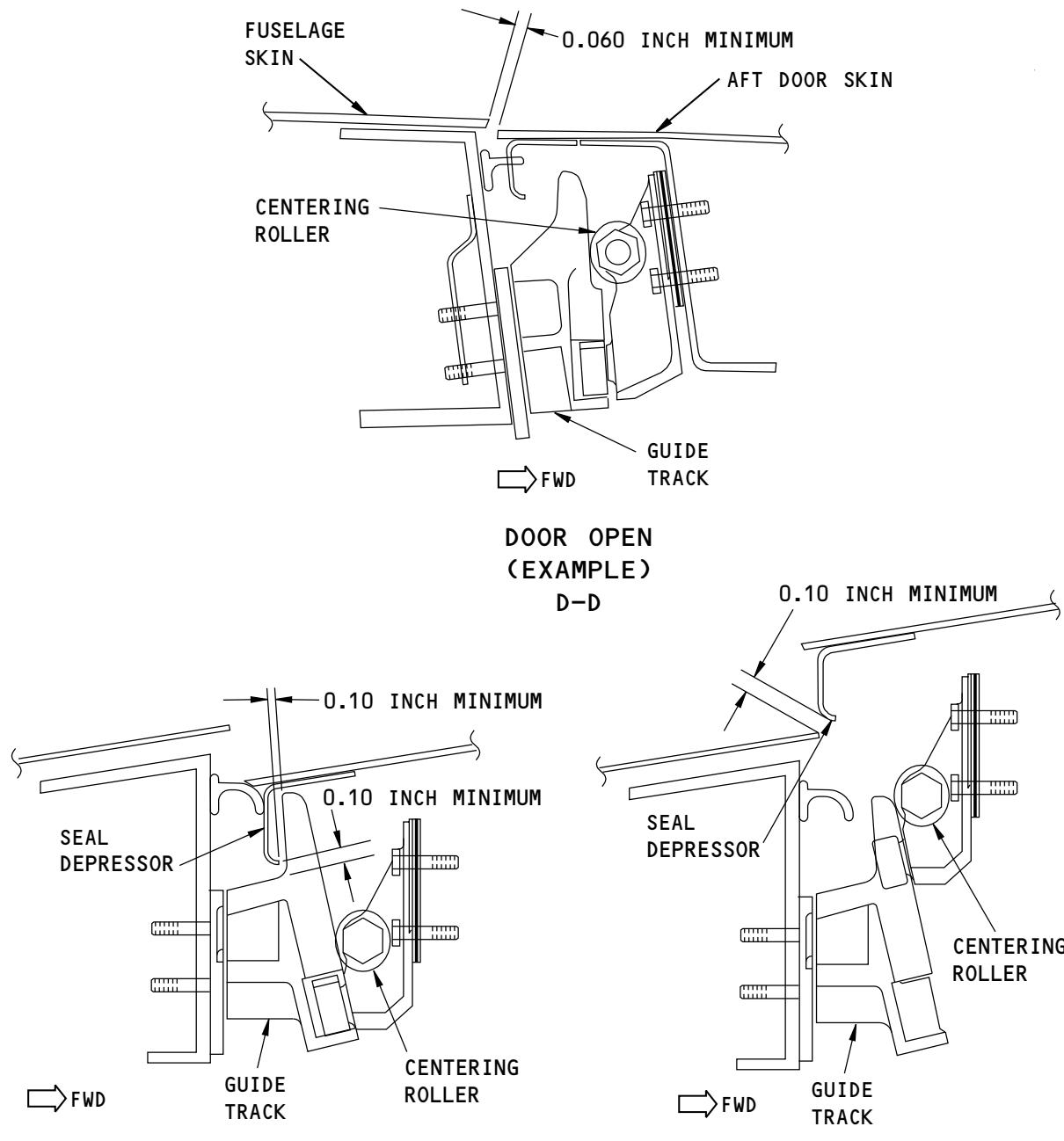
Door Alignment Adjustment
Figure 513/52-11-00-990-837 (Sheet 3 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



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DOOR LIFTED AND PULLED
INBOARD POSITION
(EXAMPLE)

D-D

DOOR LIFTED AND
PUSHED OUTBOARD POSITION
(EXAMPLE)

D-D F05319 S0006424689_V1

Door Alignment Adjustment
Figure 513/52-11-00-990-837 (Sheet 4 of 4)

EFFECTIVITY
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TASK 52-11-00-730-801

4. Passenger Entry Door System Test

A. References

| Reference | Title |
|----------------------|--|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |
| 25-66-01-820-801 | Escape Slide Pack - Girt Material Stowage (P/B 401) |
| 25-66-06-000-801 | Bustle Removal (P/B 401) |
| 52-11-20-700-801-002 | Emergency Power Assist System (EPAS) - System Test (P/B 501) |
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|------------------|--|
| COM-1557 | Gauge - Force 777-200, -200ER, -200F, -200LR Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-010 Supplier: 92456 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1232 | Protractor - Digital |
| STD-1248 | Cord - 2 Foot, 50 lb Working Load |

C. Consumable Materials

| Reference | Description | Specification |
|------------------|-----------------------------|----------------------|
| G02438 | Wrap - Tie - TY24M (TY-RAP) | |

D. Location Zones

| Zone | Area |
|----------------------------------|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|---|---|
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

E. Prepare for the Test

SUBTASK 52-11-00-860-035

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-805.

SUBTASK 52-11-00-860-032

- (2) Make sure the door is safe as follows:
- Make sure the mode select handle is in the MANUAL/DISARM position.
 - Turn the EPAS battery safety switch to the DISARM position.
NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.
 - Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

F. Normal Operation Tests

SUBTASK 52-11-00-010-002

- (1) Get access to the door mechanisms as follows:
- Do this task: Bustle Removal, TASK 25-66-06-000-801.
 - Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.
 - Do this task: Upper Liner Removal, TASK 52-11-25-000-803.

SUBTASK 52-11-00-730-001

- (2) Clearance Check Test
- Make sure the door is closed and latched.
 - Turn the interior handle slowly to the limits of travel in the open and close directions. Do these checks:
 - Make sure there is clearance between the door to door components and door to cutout components along the forward, aft and bottom edges of the door except for seals to depressors, rollers to tracks, girt bar floor fittings to girt bar mechanism.
 - Make sure the clearance between the upper edge of the door and the cutout is not less than 0.25 in. (6.4 mm).
 - Push the door slowly in and out of its cutout.

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- 1) Make sure there is no metal to metal contact.
- 2) Make sure there is 0.15 in. (3.8 mm) between rubber and metal and 0.25 in. (6.4 mm) between metal and metal except for door skin to fuselage skin, seals to depressors, rollers to tracks, girt bar floor fittings to girt bar mechanism, and stop pins to stop pads.

SUBTASK 52-11-00-730-002

(3) Flushness and Skin Clearance Check Test

- (a) Make sure the door is open.
- (b) Put 0.012 in. (0.305 mm) to 0.014 in. (0.356 mm) steel or aluminum spacers on the inboard faces of the upper guide tracks as shown, View B-B (Door Closed, Latched, and Wedged Inboard with Spacers Installed), (Figure 513).
- (c) Put a plastic TY24M (TY-RAP) tie wrap, G02438 around the outboard part of all the guide tracks.
NOTE: The plastic tie-wraps will push the upper guide rollers against the spacers, and push the lower guide rollers against their guide tracks when you close the door.
- (d) Make sure the plastic tie-wraps push the guide rollers inboard sufficiently as follows:
 - 1) Put pieces of 0.002 in. (0.051 mm) shim on the spacers on the upper guide tracks.
 - 2) Put pieces of 0.002 in. (0.051 mm) shim on the inboard faces of the lower guide tracks.
 - 3) Close and latch the door.
 - 4) Try to pull out the shims.
 - 5) If you can easily remove a shim, the guide roller is not sufficiently pushed inboard, and the plastic tie-wrap is not thick enough.
- (e) Make sure the door is closed and latched.
- (f) Make sure the flushness of the door measured at the guide rollers is as shown in table.
NOTE: The door should be inboard of the fuselage.
- (g) Make sure the skin clearance between the door skin and fuselage skin measured at the guide rollers is as shown in table.

EAD 001-007, 009, 201-210

Table 503/52-11-00-993-821 Passenger Entry Door Flushness and Skin Clearances Measured at Guide Rollers

| GUIDE ROLLER | FLUSHNESS inch (mm) | SKIN CLEARANCES inch (mm) | | | |
|--------------|------------------------------|------------------------------|----------------------------|----------------------------|----------------------------|
| | | PED 1 | PED 2 | PED 3 | PED 4 |
| Forward | 0.052 - 0.13 (1.32 - 3.3) | 0.11 - 0.21 (2.8 - 5.3) | 0.13 - 0.23 (3.3 - 5.8) | 0.13 - 0.23 (3.3 - 5.8) | 0.16 - 0.27 (4.1 - 6.9) |
| Aft | 0.052 - 0.13 (1.32 - 3.3) | 0.12 - 0.22 (3.0 - 5.6) | 0.14 - 0.24 (3.6 - 6.1) | 0.14 - 0.24 (3.6 - 6.1) | 0.23 - 0.34 (5.8 - 8.6) |

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EAD 401-413

Table 504/52-11-00-993-828 Passenger Entry Door Flushness and Skin Clearances Measured at Guide Rollers

| GUIDE ROLLER | FLUSHNESS inch (mm) | SKIN CLEARANCES inch (mm) |
|--------------|---------------------------|------------------------------|
| Forward | 0.052 - 0.13 (1.32 - 3.3) | 0.11 - 0.21 (2.8 - 5.3) |
| Aft | 0.052 - 0.13 (1.32 - 3.3) | 0.12 - 0.22 (3.0 - 5.6) |

EAD 001-007, 009, 201-210, 401-413

- (h) Make sure the clearance between the forward and aft bottom edge of the door skin and the scuff plate (measured within 1.0 inch of the lower tangent point of the corner radius) is 0.06 in. (1.5 mm) - 0.15 in. (3.8 mm).
- (i) Open the door.
- (j) Remove the spacers and plastic tie-wraps.

SUBTASK 52-11-00-730-003

(4) Interior Handle Mechanism Test

- (a) Make sure the door is closed and latched.
- (b) Install the digital protractor, STD-1232 on the interior handle.
- (c) Turn the interior handle to the 160-170 degree position.
NOTE: The 0 degree position of the interior handle is in the closed and latched position.
- (d) Release the interior handle.
- (e) Make sure the interior handle turns to the 177-183 degree position.
- (f) Turn the interior handle to the 4-5 degree position.
- (g) Release the interior handle.
- (h) Make sure the interior handle turns less than 2 degrees from the initial position.
- (i) Attach the force gauge, COM-1557 one inch from the end of the interior handle.
- (j) Make sure the peak operating forces required to raise and lower the door are balanced as follows:
 - 1) Turn the interior handle slowly from the closed position to the open position and do this check:
 - a) Make sure the highest torque to turn the interior handle is less than 595 in-lb (67 N·m).
NOTE: The length of the interior handle is 17.0 in. (432 mm). The maximum force one inch from the end of the handle is 37 lbf (165 N). Measure this force when the interior handle is between 30-180 degrees from the closed position.

- 2) Turn the interior handle slowly from the open position to the closed position and do this check:

- a) Make sure the highest torque to turn the interior handle is less than 595 in-lb (67 N·m).
NOTE: The maximum force one inch from the end of the handle is 37 lbf (165 N). Measure this force when the interior handle is between 150-30 degrees from the closed position.

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- 3) Make sure the maximum force to move the interior handle from the open position to the closed position and to move the interior handle from the closed position to the open position are within 50 percent of each other.

NOTE: For example, if one measures 24 lbf (107 N) the other must measure between 12 lbf (53 N) - 36 lbf (160 N).

- (k) Remove the force gauge, COM-1557.
(l) Remove the digital protractor, STD-1232 on the interior handle.

SUBTASK 52-11-00-730-004

- (5) Exterior Handle Mechanism Test
- (a) Make sure the door is open.
- (b) Push the lower edge of the forward exterior handle pan cover and do this check:
1) Make sure the force to start to turn the exterior handle is 0.90 lbf (4 N) - 1.40 lbf (6 N).
- (c) Push the lower edge of the aft exterior handle pan cover and do this check:
1) Make sure the force to start to turn the exterior handle is 0.90 lbf (4 N) - 1.40 lbf (6 N).
- (d) Put a single loop of 2 foot cord, STD-1248 around each wing of the exterior handle.
- (e) Attach the force gauge, COM-1557 to the loop of 2 foot cord, STD-1248 aligned with the center of the exterior handle.
- (f) Pull the exterior handle outboard and do this check:
1) Make sure the force to pull the exterior handle fully outboard is 15 lbf (67 N) - 36 lbf (160 N).
- (g) Release the exterior handle from the fully outboard position and let it retract.
- (h) Pull the exterior handle outboard 0.75 in. (19 mm) - 1.25 in. (31.8 mm).
- (i) Turn the exterior handle in the open and close directions with a torque of 50 in-lb (6 N·m) - 150 in-lb (17 N·m). The length of the exterior handle is 14.9 in. (378 mm). The force one inch from the end of one side of the exterior handle is 8 lbf (36 N) - 23 lbf (102 N). The force one inch from each end of the handle is 4 lbf (18 N) - 12 lbf (53 N).
- (j) Make sure the maximum total range of rotation is less than 4 degrees.
- (k) Pull the exterior handle to its fully outboard position and turn until the clutches engage.
- (l) Push the door into its cutout.
- (m) Turn the exterior handle slowly from the open position to the closed position and do this check:
1) Make sure the highest torque to turn the exterior handle is less than 595 in-lb (67 N·m). The maximum force one inch from the end of one side of the exterior handle is 92 lbf (409 N). The maximum force one inch from each end of the handle is 46 lbf (205 N).
- (n) Turn the exterior handle slowly from the closed position to the open position and do this check:
1) Make sure the highest torque to turn the exterior handle is less than 595 in-lb (67 N·m). The maximum force one inch from the end of one side of the exterior handle is 92 lbf (409 N). The maximum force one inch from each end of the handle is 46 lbf (205 N).
- (o) Remove the 2 foot cord, STD-1248 and force gauge, COM-1557.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



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- (p) Close and latch the door.

SUBTASK 52-11-00-730-005

(6) Door Lift Test

- (a) Make sure the door is closed and latched.
- (b) Turn the interior handle from the closed position to the open position and do these checks for vertical lift at the increments that follow:
 - 1) When the interior handle is at 30 ± 3 degrees, make sure the vertical lift is less than 0.10 in. (2.5 mm).
 - 2) When the interior handle is at 70 ± 3 degrees, make sure the vertical lift is 0.15 in. (3.8 mm) - 0.30 in. (7.6 mm).
- (c) Turn the interior handle to the open position.
- (d) Make sure the latch rollers are clear of the latch tracks when turned.
- (e) Turn the interior handle from the closed position to the open position and back to the closed position three times.
- (f) Make sure the door moves smoothly with no binding.
- (g) Open the door.
- (h) Make sure there is no galling on the slider to splined shaft interface on the hinge arm.
- (i) Close and latch the door.

SUBTASK 52-11-00-730-006

(7) Hinge and Snubber Test

- (a) Make sure the door is closed and latched.
- (b) Turn the interior handle to the open position.
- (c) Push the door out of its cutout to the fully open position with a force of 15 lbf (67 N) - 25 lbf (111 N) on the interior handle grip and do these checks:
 - 1) Make sure the time to push the door to the fully open position is 3-7 seconds.
 - 2) Make sure the hold-open hook and catch have engaged.
- (d) Pull the door in the closed direction with a force of 60 lbf (267 N) - 90 lbf (400 N) at the interior handle grip and do this check:
 - 1) Make sure the hold-open catch does not let the door move.
- (e) Pull the hold-open handle to release the hook.
 - 1) Make sure the hold-open hook and catch release smoothly.
 - 2) Make sure the force to release the hold-open hook is 6 lbf (27 N) - 25 lbf (111 N) measured at the end of the hold-open handle.
- (f) Pull the door into its cutout with a force of 15 lbf (67 N) - 25 lbf (111 N) on the interior handle grip and do this check:
 - 1) Make sure the time to push the door into its cutout is 3-7 seconds.
- (g) Push the door out of its cutout to its fully open position with a force of 50 lbf (222 N) - 70 lbf (311 N) on the interior handle grip and do this check:
 - 1) Make sure the time to push the door to the fully open position is 3-7 seconds.
- (h) Pull the hold-open handle to release the hook.
- (i) Pull the door into its cutout with a force of 50 lbf (222 N) - 70 lbf (311 N) on the interior handle grip and do this check:

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- 1) Make sure the time to push the door into its cutout is 3-7 seconds.
- (j) Open the door to the fully open position.
- (k) Apply a 26 lbf (116 N) - 28 lbf (125 N) force to the inboard, forward part of the long chain ± 0.5 inch (± 12.7 mm) of the middle of the straight length of chain.
- (l) Make sure the average chain deflection is 0.14 in. (3.56 mm) - 0.18 in. (4.57 mm).
- (m) Close and latch the door.

SUBTASK 52-11-00-730-007

- (8) Vent Door Test
 - (a) Make sure the door is closed and latched.
 - (b) Turn the interior handle from the closed position to the open position and do this check:
 - 1) Make sure the angular position of the vent door relative to its closed position is 43-49 degrees.
 - (c) Turn the interior handle slowly from the open position to the closed position and do this check:
 - 1) Make sure the angular position of the interior handle when the vent door starts to close is 24-30 degrees.
 - (d) Close and latch the door.
 - (e) Put an outboard force of 22 lbf (98 N) - 26 lbf (116 N) at the top center of the vent door.
 - (f) Turn the interior handle from the closed position to the open position with a torque of 375 in-lb (42 N·m) - 525 in-lb (59 N·m) and do this check:
 - 1) Make sure the interlock roller engages when the interior handle turns 29-35 degrees.
 - (g) Close and latch the door.
 - (h) Apply an inboard force of 70 lbf (311 N) - 80 lbf (356 N) at the top center of the vent door and do this check:
 - 1) Make sure the vent door does not turn more than 3 degrees.
 - (i) Close and latch the door.

SUBTASK 52-11-00-410-002

- (9) Close access as follows:
 - (a) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.
 - (b) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.

G. Mechanical Systems Tests

SUBTASK 52-11-00-730-008

- (1) Mode Select Handle Test

NOTE: Two persons are necessary to do part of this procedure: one person on the internal side of the door and one person on the external side of the door.

- (a) Make sure the door is closed and latched.
 - (b) Make sure the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.
 - (c) Slowly move the mode select handle to the AUTOMATIC/ARM position and back to the MANUAL/DISARM position three times.

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- (d) Make sure the mode select handle is in the MANUAL/DISARM position.
- (e) Attach the force gauge, COM-1557 one inch from the end of the mode select handle.
- (f) Move the mode select handle to the AUTOMATIC/ARM position and do these checks:
 - 1) Make sure the highest torque to move the mode select handle is less than 35 in-lb (4 N·m) - 45 in-lb (5 N·m). The length of the mode select handle is 5.25 in. (133 mm). The maximum force one inch from the end of the handle is 8 lbf (36 N) - 11 lbf (49 N).
 - 2) Make sure the mode select handle turns 42-48 degrees.
- (g) Move the mode select handle to the MANUAL/DISARM position and do this check:
 - 1) Make sure the highest torque to move the mode select handle to the MANUAL/DISARM position is 35 in-lb (4 N·m) - 45 in-lb (5 N·m). The maximum force one inch from the end of the handle is 8 lbf (36 N) - 11 lbf (49 N).
- (h) Remove the force gauge, COM-1557.
- (i) Move the mode select handle to the AUTOMATIC/ARM position.



WARNING

DO NOT OPEN THE DOOR WITH THE DOOR INTERNAL HANDLE WHEN THE ESCAPE SYSTEM IS ARMED. IF YOU OPEN THE DOOR WITH THE INTERNAL HANDLE WHEN THE ESCAPE SYSTEM IS ARMED, THE ESCAPE SYSTEM WILL DEPLOY. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (j) Put one person on the exterior side of the door and one person on the interior side of the door to do these checks or use another door to get to the exterior side of the door when the escape system is armed.
- (k) Put a single loop of 2 foot cord, STD-1248 around each wing of the exterior handle.
- (l) Attach the force gauge, COM-1557 to the loop of 2 foot cord, STD-1248 aligned with the center of the exterior handle.
- (m) Pull the exterior handle slowly outboard and do these checks:
 - 1) Make sure the distance the exterior handle travels from the stowed position to when the mode select handle starts to turn toward the MANUAL/DISARM position is 0.25 in. (6.4 mm) - 0.35 in. (8.9 mm).
 - 2) Make sure the force to pull out the exterior handle is 27 lbf (120 N) - 50 lbf (222 N).
 - 3) Make sure the mode select handle moves to the MANUAL/DISARM position.
- (n) Turn the exterior handle to the open position and open the door.
- (o) Remove the 2 foot cord, STD-1248 and the force gauge, COM-1557.
- (p) Make sure the girt bar is lifted and held on the bottom of the door.
- (q) Close and latch the door.

SUBTASK 52-11-00-730-009

- (2) Girt Bar Mechanism Test
 - (a) Make sure the door is closed and latched.
 - (b) Make sure the EPAS battery safety switch is in the DISARM position.
NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.
 - (c) Install the Cylinder Safety Pin Assembly for the inflation cylinder of the escape slide pack.

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- (d) Open the door.
- (e) Install the Girt Safety Release Pin for the girt release of the escape slide pack.
- (f) Close and latch the door.
- (g) Make sure the girt bar is in the girt bar floor fittings.
- (h) Make sure the outboard end of the forward and aft girt bar floor fitting pawls are turned down sufficiently to allow the girt bar to be removed.
- (i) Turn the interior handle to the open position and do this check:
 - 1) Make sure the girt bar is lifted as the door is lifted.
- (j) Make sure the minimum clearance between the ends of the fixed hook and the moving hook is less than 0.40 in. (10 mm) measured perpendicular to the girt bar centerline on the forward and aft sides of the door.
- (k) Move the mode select handle toward the AUTOMATIC/ARM position and do this check:
 - 1) Make sure the girt bar does not drop and the mode select handle cannot be moved to the AUTOMATIC/ARM position.
- (l) Close and latch the door.
- (m) Move the mode select handle to the AUTOMATIC/ARM position.
- (n) Make sure the outboard end of the forward and aft girt bar floor fitting pawls are in position to hold the girt bar in the floor fittings.



WARNING

HOLD THE DOOR AND DO NOT LET THE DOOR MOVE FROM THE CUTOUT. IF YOU DO NOT DO ALL OF THE SAFETY STEPS ABOVE AND THE DOOR MOVES OUT OF THE CUTOUT, THE ESCAPE SYSTEM CAN DEPLOY. INJURIES TO THE PERSON OR DAMAGE TO THE AIRPLANE STRUCTURE CAN OCCUR.

- (o) Turn the interior handle to the open position, but do not let the door move out of the cutout. Do this check:
 - 1) Make sure the girt bar is held in the girt bar floor fittings as the door lifts.
- (p) Make sure the mode select handle cannot be moved to the MANUAL/DISARM position.
- (q) Turn the interior handle to the closed position.
- (r) Move the mode select handle to the MANUAL/DISARM position.
- (s) Do this task: Escape Slide Pack - Girt Material Stowage, TASK 25-66-01-820-801.

SUBTASK 52-11-00-730-010

- (3) Girt Bar and Mode Select Handle Indication Test
 - (a) Make sure the door is closed and latched.
 - (b) Move the mode select handle to the AUTOMATIC/ARM position.
 - (c) Make sure the minimum clearance between the upper liner and the handle finger grip is 0.75 in. (19 mm).
 - (d) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
 - (e) Move the mode select handle to the MANUAL/DISARM position.
 - (f) Make sure the minimum clearance between the upper liner and the handle finger grip is 0.75 in. (19 mm).
 - (g) Make sure the yellow flags do not show in the view ports at the bottom of the doorway lining.

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H. Electrical Systems Tests

EAD 001-007, 009, 201-210, 401-413; AIRPLANES WITH THE S283W203-6 OR S283W203-7 BATTERY

SUBTASK 52-11-00-760-002

- (1) Do this task: Emergency Power Assist System (EPAS) - System Test, TASK 52-11-20-700-801-002.

EAD 001-007, 009, 201-210, 401-413

SUBTASK 52-11-00-730-015

- (2) EPAS Battery Safety Switch Hinge Cover Interference Test
 - (a) Make sure the EPAS battery safety switch is in the DISARM position.
NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.
 - (b) Make sure the safety switch lever holds the hinge cover open a minimum of 0.60 in. (15 mm).
 - (c) Turn the interior handle to the open position.
 - (d) Push the door out of its cutout to the fully open position and do this check:
 - 1) Make sure the hinge cover operates smoothly and that there is no interference or binding.
 - (e) Pull the hold-open handle to release the hook and pull the door into its cutout.
 - (f) Turn the interior handle to the closed position and do this check:
 - 1) Make sure the hinge cover operates smoothly and there is no interference or binding.
 - (g) Turn the EPAS battery safety switch to the ARM position.
 - (h) Turn the interior handle to the open position.
 - (i) Push the door out of its cutout to the fully open position and do this check:
 - 1) Make sure the hinge cover operates smoothly and that there is no interference or binding.
 - (j) Pull the hold-open handle to release the hook and pull the door into its cutout.
 - (k) Turn the interior handle to the closed position and do this check:
 - 1) Make sure the hinge cover operates smoothly and there is no interference or binding.

———— END OF TASK ————

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TASK 52-11-00-720-801

5. Passenger Entry Door Mechanisms Functional Test

(Figure 513)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is a functional/operational test of the latch mechanism, hinge mechanism, handle mechanism, vent door mechanism, mode select mechanism, girt bar mechanism, hold-open mechanism, and snubber.

| |
|------------------------------------|
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B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|------------------|---|
| COM-1557 | Gauge - Force 777-200, -200ER, -200LR Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-010 Supplier: 92456 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1248 | Cord - 2 Foot, 50 lb Working Load |

C. Location Zones

| Zone | Area |
|-------------|---|
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

D. Prepare for the Test

SUBTASK 52-11-00-860-034

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is in the closed position.
 - (b) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (c) Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

E. Test

SUBTASK 52-11-00-710-004

- (1) Open the door as follows:
 - (a) Turn the interior handle to the open position.

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- (b) Make sure the vent door opens.
- (c) Make sure the highest force to turn the interior handle is less than 595 in-lb (67 N·m). The length of the interior handle is 17 in. (43 cm). The maximum force 1 in. (3 cm) from the end of the handle is 37 lbf (165 N).
- (d) Make sure the door unlatches and lifts smoothly.
- (e) Make sure the vertical lift of the door is 1.95 in. (4.95 cm) to 2.15 in. (5.46 cm).
- (f) Move the door open.
- (g) Make sure the latch rollers smoothly disengage from the latch tracks.
- (h) Make sure the guide rollers smoothly disengage from the guide tracks.
- (i) Push the door out of its cutout to its fully open position with a force of 60 ± 10 lbf (267 ± 45 N) on the interior handle.
- (j) Make sure the time to push the door to the fully open position is 3-7 seconds.
- (k) Make sure the door structure does not touch the cutout as it opens.
- (l) Make sure the hold-open engages and holds the door in the open position.

SUBTASK 52-11-00-710-005

(2) Close the door as follows:

- (a) Pull the hold-open handle to disengage the hold-open.
- (b) Pull the door into the cutout slowly.
- (c) Make sure the programming mechanism chain and EPAS Actuator operate smoothly and correctly with no binding or chattering.
- (d) Put a single loop of 2 foot cord, STD-1248 around each wing of the exterior handle.
- (e) Attach the force gauge, COM-1557 to the loop of 2 foot cord, STD-1248 aligned with the center of the exterior handle.
- (f) From the external side of the door, make sure the force to pull the exterior handle outboard is 15 lbf (67 N) to 35 lbf (156 N).
- (g) Release the exterior handle.
- (h) Remove the 2 foot cord, STD-1248 and the force gauge, COM-1557.
- (i) From the internal side of the door, turn the interior handle to the closed position.
- (j) Make sure the door structure does not touch the cutout as it lowers and latches.
- (k) Make sure the door lowers and latches smoothly.
- (l) Make sure the latch rollers smoothly engage the latch tracks.
- (m) Make sure the guide rollers smoothly engage the guide tracks.
- (n) Make sure the vent door closes.

SUBTASK 52-11-00-710-006

(3) Arm and disarm the escape system as follows:

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WARNING

DO NOT OPEN THE DOOR WITH THE INTERIOR HANDLE WHEN THE ESCAPE SYSTEM ARMED. IF THE DOOR IS OPENED WITH THE INTERIOR HANDLE WHEN THE ESCAPE SYSTEM ARMED, THE ESCAPE SYSTEM CAN DEPLOY AND INJURIES OR DAMAGE CAN OCCUR.

- (a) Put one person on the exterior side of the door and one person on the interior side of the door to do these checks or use another door to get to the exterior side of the door when the escape system is armed.
- (b) Make sure the door is in the closed position.
- (c) Move the mode select handle to the AUTOMATIC/ARM position.
- (d) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
NOTE: The flags show that the girt bar mechanism is engaged.
- (e) Pull the exterior handle from its recess to disarm the escape system.
- (f) Make sure the mode select handle moved to the MANUAL/DISARM position when you pulled the exterior handle from its recess.

———— END OF TASK ————

EAD 401-413

TASK 52-11-00-720-802

6. Entry Door Mechanisms Functional Test

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is a functional/operational test of the latch mechanism, hinge mechanism, handle mechanism, vent door mechanism, mode select mechanism, girt bar mechanism, hold-open mechanism, and snubber.

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

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| Reference | Description |
|-----------|--|
| COM-1557 | Gauge - Force |
| | 777-200F |
| | Part #: DG-200 Supplier: 92456 |
| | Part #: FDIX 100 Supplier: 0BFD9 |
| | Part #: FDIX 50 Supplier: 0BFD9 |
| | Part #: LG-010 Supplier: 92456 |
| | Part #: LG-050 Supplier: 92456 |
| | Part #: LG-100 Supplier: 92456 |
| | Opt Part #: DPP-500G Supplier: 92456 |
| | Opt Part #: DPPH-150 Supplier: 92456 |
| | Opt Part #: DPPH-200 Supplier: 92456 |
| | Opt Part #: DPPH-50 Supplier: 92456 |
| | Opt Part #: FDI 100 Supplier: 0BFD9 |
| | Opt Part #: FDI 50 Supplier: 0BFD9 |
| | Opt Part #: FDV 100 Supplier: 0BFD9 |
| | Opt Part #: FDV 50 Supplier: 0BFD9 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1248 | Cord - 2 Foot, 50 lb Working Load |

C. Location Zones

| Zone | Area |
|------|--------------------------|
| 831 | Crew Entry Door |
| 841 | Supernumerary Entry Door |

D. Prepare for the Test

SUBTASK 52-11-00-860-046

- (1) Make sure the door is safe as follows:
 - (a) Make sure the door is in the closed position.
 - (b) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (c) Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

E. Test

SUBTASK 52-11-00-710-015

- (1) Open the door as follows:
 - (a) Turn the interior handle to the open position.
 - (b) Make sure the vent door opens.
 - (c) Make sure the highest force to turn the interior handle is less than 595 in-lb (67 N·m). The length of the interior handle is 17.0 in. (432 mm). The maximum force 1.0 in. (25.4 mm) from the end of the handle is 37 lbf (165 N).
 - (d) Make sure the door unlatches and lifts smoothly.
 - (e) Make sure the vertical lift of the door is 1.95 in. (49.5 mm) - 2.15 in. (54.6 mm).
 - (f) Move the door open.
 - (g) Make sure the latch rollers smoothly disengage from the latch tracks.
 - (h) Make sure the guide rollers smoothly disengage from the guide tracks.

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- (i) Push the door out of its cutout to its fully open position with a force of 50 lbf (222 N) - 70 lbf (311 N) on the interior handle.
- (j) Make sure the time to push the door to the fully open position is 3-7 seconds.
- (k) Make sure the door structure does not touch the cutout as it opens.
- (l) Make sure the hold-open engages and holds the door in the open position.

SUBTASK 52-11-00-710-016

- (2) Close the door as follows:
 - (a) Pull the hold-open handle to disengage the hold-open.
 - (b) Pull the door into the cutout slowly.
 - (c) Make sure the programming mechanism chain and EPAS Actuator operate smoothly and correctly with no binding or chattering.
 - (d) Put a single loop of 2 foot cord, STD-1248 around each wing of the exterior handle.
 - (e) Attach the force gauge, COM-1557 to the loop of 2 foot cord, STD-1248 aligned with the center of the exterior handle.
 - (f) From the external side of the door, make sure the force to pull the exterior handle outboard is 15 lbf (67 N) - 35 lbf (156 N).
 - (g) Release the exterior handle.
 - (h) Remove the 2 foot cord, STD-1248 and the force gauge, COM-1557.
 - (i) From the internal side of the door, turn the interior handle to the closed position.
 - (j) Make sure the door structure does not touch the cutout as it lowers and latches.
 - (k) Make sure the door lowers and latches smoothly.
 - (l) Make sure the latch rollers smoothly engage the latch tracks.
 - (m) Make sure the guide rollers smoothly engage the guide tracks.
 - (n) Make sure the vent door closes.

SUBTASK 52-11-00-710-017

- (3) Arm and disarm the escape system as follows:



DO NOT OPEN THE DOOR WITH THE DOOR INTERNAL HANDLE WHEN THE ESCAPE SYSTEM IS ARMED. IF YOU OPEN THE DOOR WITH THE INTERNAL HANDLE WHEN THE ESCAPE SYSTEM IS ARMED, THE ESCAPE SYSTEM WILL DEPLOY. INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

- (a) Put one person on the exterior side of the door and one person on the interior side of the door to do these checks or use another door to get to the exterior side of the door when the escape system is armed.
- (b) Make sure the door is in the closed position.
- (c) Move the mode select handle to the AUTOMATIC/ARM position.
- (d) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.
NOTE: The flags show that the girt bar mechanism is engaged.
- (e) Pull the exterior handle from its recess to disarm the escape system.

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- (f) Make sure the mode select handle moved to the MANUAL/DISARM position when you pulled the exterior handle from its recess.

———— END OF TASK ————

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PASSENGER ENTRY DOOR - INSPECTION/CHECK

1. General

- A. This procedure has these tasks:
- (1) A fast check of the passenger entry door.
 - (2) An inspection of the passenger entry door.

TASK 52-11-00-200-801

2. Passenger Entry Door Fast Check

(Figure 601)

A. General

- (1) This procedure gives a fast check for the correct operation and rigging of the door systems. This procedure is not a full system test. For a full system test, do this task: Passenger Entry Door System Test, TASK 52-11-00-730-801.
- (2) If the door does not operate as specified or does not meet the conditions specified in this procedure, do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.

B. References

| Reference | Title |
|------------------|--|
| 24-22-00-860-805 | Supply Electrical Power (P/B 201) |
| 25-66-06-000-801 | Bustle Removal (P/B 401) |
| 25-66-06-400-801 | Bustle Installation (P/B 401) |
| 31-61-00-800-814 | Showing Alert Messages (P/B 201) |
| 31-61-00-800-816 | Showing a System Synoptic Page (P/B 201) |
| 52-11-00-730-801 | Passenger Entry Door System Test (P/B 501) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| COM-754 | Scale - Spring, 0-150 Pounds, With Hook and Pad Adapter Kit 777-200, -200ER, -200F, -200LR Part #: DG-200 Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 |

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| Reference | Description |
|-----------|--|
| COM-1557 | Gauge - Force 777-200, -200ER, -200F, -200LR Part #: DG-200 Supplier: 92456 Part #: FDIX 100 Supplier: 0BFD9 Part #: FDIX 50 Supplier: 0BFD9 Part #: LG-010 Supplier: 92456 Part #: LG-050 Supplier: 92456 Part #: LG-100 Supplier: 92456 Opt Part #: DPP-500G Supplier: 92456 Opt Part #: DPPH-150 Supplier: 92456 Opt Part #: DPPH-200 Supplier: 92456 Opt Part #: DPPH-50 Supplier: 92456 Opt Part #: FDI 100 Supplier: 0BFD9 Opt Part #: FDI 50 Supplier: 0BFD9 Opt Part #: FDV 100 Supplier: 0BFD9 Opt Part #: FDV 50 Supplier: 0BFD9 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1248 | Cord - 2 Foot, 50 lb Working Load |

D. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G00165 | Wire - Electrical, Fluoropolymer Insulated, Copper | MIL-W-22759 |
| G02020 | Clay, Modeling | |
| G02329 | Tape - Aluminum Foil, Pressure Sensitive - Vibration Damping Tape 434 | |

E. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

F. Prepare for the Fast Check

SUBTASK 52-11-00-860-036



CAUTION

DO NOT OPERATE THE DOOR IN WINDS MORE THAN 40 KNOTS. DO NOT LET THE DOOR STAY OPEN IN WINDS MORE THAN 65 KNOTS. STRONG WINDS CAN CAUSE DAMAGE TO THE STRUCTURE OF THE AIRPLANE.

- (1) Do this task: Supply Electrical Power, TASK 24-22-00-860-805.

SUBTASK 52-11-00-860-037

- (2) Make sure the door is safe as follows:

- Make sure the door is in the closed and latched position.
- Make sure the mode select handle is in the MANUAL/DISARM position.
- Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.

SUBTASK 52-11-00-010-004

- (3) Get access to the door mechanisms as follows:

- Do this task: Bustle Removal, TASK 25-66-06-000-801.
- Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.

G. Fast Check

SUBTASK 52-11-00-710-007

- (1) Door Open Operation Check

NOTE: This is a check of the normal door open operation.

- Turn the interior handle to the open position.
- Make sure the vent door opens.
- Make sure the door unlatches and lifts smoothly.
- Make sure the applicable EICAS alert message shows (Table 601). To show the message, do this task: Showing Alert Messages, TASK 31-61-00-800-814.

NOTE: If two or more doors of any kind are not closed, latched and locked, the EICAS alert message DOORS will show and the individual message for the door will not show.

Table 601/52-11-00-993-823 Passenger Entry Door EICAS Alert Messages

| PED | EICAS ALERT MESSAGE |
|-----|---------------------|
| 1L | DOOR ENTRY 1L |
| 1R | DOOR ENTRY 1R |

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EAD 001-007, 009, 201-210, 401-413

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Table 601/52-11-00-993-823 Passenger Entry Door EICAS Alert Messages (Continued)

| PED | EICAS ALERT MESSAGE |
|----------------------------------|---------------------|
| EAD 001-007, 009, 201-210 | |
| 2L | DOOR ENTRY 2L |
| 2R | DOOR ENTRY 2R |
| 3L | DOOR ENTRY 3L |
| 3R | DOOR ENTRY 3R |
| 4L | DOOR ENTRY 4L |
| 4R | DOOR ENTRY 4R |

EAD 001-007, 009, 201-210, 401-413

- (e) Make sure the door shows on the DOOR system synoptic page. To show the page, do this task: Showing a System Synoptic Page, TASK 31-61-00-800-816.
- (f) Move the door open.
- (g) Make sure the latch rollers smoothly disengage from the latch tracks.
- (h) Make sure the guide rollers smoothly disengage from the guide tracks.
- (i) Make sure the door structure does not touch the cutout as it opens.
- (j) Make sure there is not too much free play of the door (wobble) as it opens.
NOTE: This is a check of the programming mechanism chain pre-tension.
- (k) Make sure the hold-open engages and holds the door in the fully open position.

SUBTASK 52-11-00-710-008

(2) Door Close Operation Check

NOTE: This is a check of the normal door close operation.

- (a) Attach a force gauge, COM-1557 to the end of the hold-open handle.
- (b) Pull the hold-open handle to disengage the hold-open hook.
- (c) Make sure the force to release the hold-open hook is 6-25 pounds measured at the end of the hold-open handle.
- (d) Release the hold-open handle and remove the force gauge, COM-1557.
- (e) Apply clay, G02020 to the horizontal surfaces of the guide tracks and upper horizontal surface of the latch tracks.
- (f) Pull the door into the cutout.
- (g) Turn the interior handle to the closed position.
- (h) Make sure the door structure does not touch the cutout as it lowers and latches.
- (i) Make sure the door lowers and latches smoothly.
- (j) Make sure the latch rollers smoothly engage the latch tracks.
- (k) Make sure the guide rollers smoothly engage the guide tracks.
- (l) Make sure the vent door closes.
- (m) Make sure the interior handle stays in the closed position.
NOTE: This is a check of the gas spring. If the gas spring has failed, the interior handle will not stay in the closed position.
- (n) Make sure the applicable EICAS alert message does not show (Table 601).

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- (o) Make sure the door does not show on the DOOR system synoptic page.
- (p) Open the door with the exterior handle.
- (q) Examine the clay, G02020 on the guide tracks and latch tracks as follows:
 - 1) Make sure the guide rollers did not touch the horizontal surfaces of the guide tracks.
 - 2) Make sure the latch rollers did not touch the upper horizontal surfaces of the latch tracks.
- (r) Remove the clay, G02020.
- (s) Close and latch the door with the interior handle.
- (t) Make sure the exterior handle goes into its recess and is smooth against the door skin.

SUBTASK 52-11-00-710-009

(3) Door Arming Operation Check

NOTE: This is a check of the door arming operation. Two persons are recommended to do part of this procedure. It is easier to hold the door in the cutout when it is armed and lifted with two persons.

- (a) Make sure the door is closed and latched.
- (b) Install the safety pin for the inflation cylinder of the escape slide pack.
- (c) Open the door.
- (d) Install the safety pin for the pack release of the escape slide pack.
- (e) Close and latch the door.
- (f) Make sure the EPAS battery safety switch is in the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (g) Move the mode select handle to the AUTOMATIC/ARM position.
- (h) Make sure the yellow flags show in the view ports at the bottom of the doorway lining.



HOLD THE DOOR AND DO NOT LET THE DOOR MOVE FROM THE CUTOUT. IF YOU DO NOT DO ALL OF THE SAFETY STEPS ABOVE AND THE DOOR MOVES OUT OF THE CUTOUT, THE ESCAPE SYSTEM CAN DEPLOY. INJURIES TO THE PERSON OR DAMAGE TO THE AIRPLANE STRUCTURE CAN OCCUR.

- (i) Turn the interior handle to the open position, but do not let the door move out of the cutout. Do this check:
 - 1) Make sure the girt bar is held in the girt bar floor fittings as the door lifts.
- (j) Make sure the mode select handle cannot be moved to the MANUAL/DISARM position.
NOTE: This is a check of the girt bar mechanism interlock.
- (k) Turn the interior handle to the close position.
- (l) Move the mode select handle to the MANUAL/DISARM position.
- (m) Open the door.
- (n) Make sure the girt bar is lifted and held on the bottom of the door.
- (o) Make sure the mode select handle cannot be moved to the AUTOMATIC/ARM position.
- (p) Make sure the clearance between the end crank and interlock on each side of the girt bar mechanism is as shown, View F and C-C (Figure 601). Do these steps:

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- 1) Deflect the interlocks on each side of the girt bar mechanism and move the mode select handle to the AUTOMATIC/ARM position.
NOTE: This will release the girt bar from the escape slide pack.
 - 2) Use wire, G00165 to attach the girt bar to the inboard side of the escape slide pack so that it cannot engage the girt bar mechanism.
 - 3) Move the mode select handle to a position between the AUTOMATIC/ARM and MANUAL/DISARM position and install blocks to hold the handle in this position.
NOTE: You can use balls of tape as blocks to hold the handle in the position.
 - 4) Install a 0.06 inch spacer between the end crank and interlock on each side of the girt bar mechanism.
NOTE: Install the top edge of the spacer between the end crank and interlock so that the spacer is ready to fall.
 - 5) Close and latch the door.
 - 6) Make sure the spacer falls from between the end crank and interlock.
 - 7) Open the door.
 - 8) Install a 0.09 inch spacer between the end crank and interlock on each side of the girt bar mechanism.
 - 9) Close and latch the door.
 - 10) Make sure the spacer does not fall from between the end crank and interlock.
 - 11) Open the door.
 - 12) Remove the wire, G00165 from the girt bar and escape slide pack.
 - 13) Install the girt bar in the girt bar floor fittings.
 - 14) Close and latch the door.
- (q) Remove the safety pin from the pack release of the escape slide pack.
 - (r) Remove the safety pin from the inflation cylinder of the escape slide pack.
 - (s) Make sure the girt material does not hang below the door bottom seal.
NOTE: If the girt material is not stored correctly, it may interfere with the door bottom seal and cause noise when the airplane is in flight.
 - 1) If the escape slide pack has a girt storage tray, push the girt material back into the tray if it has pulled out.
 - 2) If the escape slide pack does not have a girt storage tray, make sure the hook-and-loop material holds the girt material correctly.

SUBTASK 52-11-00-720-001

(4) Handle Forces Check

NOTE: This is a check of the interior handle, exterior handle and mode select handle forces. Two persons are recommended to do part of this procedure: one person on the interior side of the door and one person on the exterior side of the door.

- (a) Make sure the door is closed and latched.
- (b) Attach the force gauge, COM-1557 one inch from the end of the interior handle.
- (c) Turn the interior handle slowly from the closed position to the open position and do this check:

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- 1) Make sure the highest torque to turn the interior handle is less than 595 pound-inches. The length of the interior handle is 17.0 inches. The maximum force one inch from the end of the handle is 37 pounds.
- (d) Remove the force gauge, COM-1557.
- (e) Close and latch the door.

WARNING

DO NOT OPEN THE DOOR FROM THE INTERIOR SIDE OF THE AIRPLANE WHEN THE ESCAPE SYSTEM IS ARMED. THE ESCAPE SYSTEM WILL DEPLOY AND INJURIES OR DAMAGE CAN OCCUR.

- (f) Put one person on the exterior side of the door and one person on the interior side of the door to do these checks or use another door to get to the exterior side of the door when the escape system is armed.
- (g) Move the mode select handle to the AUTOMATIC/ARM position.
- (h) Put a single loop of 2 foot cord, STD-1248 around each wing of the exterior handle.
- (i) Attach the force gauge, COM-1557 to the loop of 2 foot cord, STD-1248 aligned with the center of the exterior handle.
- (j) Pull the exterior handle slowly outboard and do these checks:
 - 1) Make sure the distance the exterior handle travels from the stowed position to when the mode select handle starts to turn toward the MANUAL/DISARM position is 0.25-0.35 inch.
 - 2) Make sure the force to pull out the exterior handle is 27-50 pounds.
 - 3) Make sure the mode select handle moves to the MANUAL/DISARM position.
- (k) Release exterior handle and let it retract.
- (l) Pull the exterior handle outboard and do this check:
 - 1) Make sure the force to pull the exterior handle fully outboard is 15-35 pounds.
- (m) Remove the 2 foot cord, STD-1248 and force gauge, COM-1557.
- (n) Attach the spring scale, COM-754 one inch from the end of the exterior handle.
- (o) Turn the exterior handle slowly from the closed position to the open position and do this check:
 - 1) Make sure the highest torque to turn the exterior handle is less than 595 pound-inches. The length of the exterior handle is 14.9 inches. The maximum force one inch from the end of one side of the exterior handle is 92 pounds. The maximum force one inch from each end of the handle is 46 pounds.
- (p) Remove the spring scale, COM-754.
- (q) Close and latch the door.
- (r) Attach the force gauge, COM-1557 one inch from the end of the mode select handle.
- (s) Move the mode select handle from the MANUAL/DISARM position to the AUTOMATIC/ARM position and back to the MANUAL/DISARM position and do this check:
 - 1) Make sure the highest torque to move the mode select handle is less than 45 pound-inches. The length of the mode select handle is 5.25 inches. The maximum force one inch from the end of the handle is 11 pounds.
- (t) Remove the force gauge, COM-1557.

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SUBTASK 52-11-00-720-002

(5) Flushness and Skin Clearance Check

NOTE: This is a check of the door flushness and skin clearance at the guide rollers.

(a) Open the door.

(b) Make spacers for the adjustments that follow, View A and A-A (Figure 601). Do these steps:

NOTE: The spacers push the door inboard when the door is closed and latched.

1) Use one 0.026-0.028 inch steel or aluminum strip for the outboard surface of each lower guide track.

2) Use one 0.012-0.014 inch steel or aluminum strip for the inboard and outboard surfaces of each upper guide track.

3) Apply 0.09-0.13 inch compression foam tape to the parts of the metal strips that touch the outboard surfaces of the guide tracks.

4) Bend the 0.026-0.028 inch metal strips to wrap around the outboard surface of each lower guide track.

5) Bend the 0.012-0.014 inch metal strips to wrap around the inboard and outboard surfaces of each upper guide track in a U-shape.

6) Make marks on the spacers to show at which guide track they are to be installed.

(c) Install the spacers.

(d) Close and latch the door.

(e) Make sure the flushness of the door measured at the guide rollers is as shown (Table 603 or Table 602).

NOTE: The door should be inboard of the fuselage.

(f) Make sure the skin clearance between the door skin and fuselage skin measured at the guide rollers is as shown (Table 603 or Table 602).

EAD 401-413

Table 602/52-11-00-993-827 Passenger Entry Door Flushness and Skin Clearances Measured at Guide Rollers

| GUIDE ROLLER | FLUSHNESS (inch) | SKIN CLEARANCES (inch) |
|--------------|------------------|------------------------|
| PED 1 | | |
| Forward | 0.03-0.09 | 0.11-0.21 |
| Aft | 0.03-0.09 | 0.12-0.22 |

EAD 001-007, 009, 201-210

Table 603/52-11-00-993-824 Passenger Entry Door Flushness and Skin Clearances Measured at Guide Rollers

| GUIDE ROLLER | FLUSHNESS (inch) | SKIN CLEARANCES (inch) | | | |
|--------------|------------------|------------------------|-----------|-----------|-----------|
| | | PED 1 | PED 2 | PED 3 | PED 4 |
| Forward | 0.03-0.09 | 0.11-0.21 | 0.13-0.23 | 0.13-0.23 | 0.16-0.27 |
| Aft | 0.03-0.09 | 0.12-0.22 | 0.14-0.24 | 0.14-0.24 | 0.23-0.34 |

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- (g) Make sure the clearance between the forward and aft bottom edge of the door skin and the scuff plate (measured within 1.0 inch of the lower tangent point of the corner radius) is 0.06-0.15 inch.
- (h) Open the door.
- (i) Remove the spacers.

SUBTASK 52-11-00-720-003

(6) Programming Mechanism Chain Pre-Tension Check

NOTE: This is a check of the programming mechanism chain which controls door free play (wobble).

- (a) Get access to the upper door hinge bolt nut.

- (b) Make sure the nut is torqued to 270 ± 10 pound inches.

NOTE: A loose hinge bolt will allow too much free play, causing the door to contact the guide and latch tracks on the fuselage door frame.

- (c) Open and close the door to even out the programming mechanism chain pre-tension.

NOTE: The programming mechanism chain has two chains: one short chain (approximately one foot long) and one long chain (approximately three feet long).

- (d) Apply a 26-28 pound load to the inboard, forward part of the long chain ± 0.5 inch of the middle of the straight length of chain as shown, View A-A (Figure 601) with the force gauge, COM-1557.

- (e) Measure the chain deflection at the top and bottom of the chain.

- (f) Make sure the average chain deflection is as shown, View A-A (Figure 601).

SUBTASK 52-11-00-720-004

(7) Programming System Check

NOTE: This is a check of the position of the forward and aft edges of the door inboard and outboard.

- (a) Pull and push the door in the open and close directions outside of the cutout.

NOTE: This evens out the loads in the programming mechanism chain.

- (b) Push the door near to the cutout and stop when the door skin is within one inch of the fuselage skin.

- (c) Make sure the distances from the forward and aft door skin to the fuselage skin measured at the latch tracks are as shown (Table 604).

Table 604/52-11-00-993-825 Programming System Adjustment Forward and Aft Door Skin to Fuselage Skin Allowed Distance Differences

| PED | DISTANCE TO FUSELAGE SKIN FROM FORWARD EDGE OF DOOR COMPARED TO AFT EDGE | |
|----------------------------------|--|----------------|
| | OUTBOARD (inch) | INBOARD (inch) |
| 1 | +0.21 | -0.09 |
| EAD 001-007, 009, 201-210 | | |
| 2 | +0.30 | -0.30 |
| 3 | +0.30 | -0.30 |

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EAD 001-007, 009, 201-210 (Continued)

Table 604/52-11-00-993-825 Programming System Adjustment Forward and Aft Door Skin to Fuselage Skin Allowed Distance Differences (Continued)

| PED | DISTANCE TO FUSELAGE SKIN FROM FORWARD EDGE OF DOOR COMPARED TO AFT EDGE | |
|-----|--|----------------|
| | OUTBOARD (inch) | INBOARD (inch) |
| 4 | +0.05 | -0.25 |

EAD 001-007, 009, 201-210, 401-413

SUBTASK 52-11-00-710-010

(8) Vent Door and Flight Lock Mechanism Interlock Check

NOTE: This is a check of the vent door and flight lock mechanism interlock. Two persons are recommended to do part of this procedure: one person on the interior side of the door and one person on the exterior side of the door.

- (a) Make sure the door is closed and latched.
- (b) On the exterior side of the door, apply Vibration Damping Tape 434 tape, G02329 to the perimeter of the vent door to keep it closed.
- (c) On the interior side of the door, try to move the interior handle to the open position and do this check:
 - 1) Make sure the vent door does not open.
- (d) Remove the Vibration Damping Tape 434 tape, G02329.
- (e) Open the door.
- (f) Push the inboard end of the flight lock lever down and release. Do this check:
 - 1) Make sure the flight lock lever moves back to its initial position, View D (Figure 601).

SUBTASK 52-11-00-710-011

(9) Lift Mechanism Check

NOTE: This is a check of the lift mechanism.

- (a) Open the door.
- (b) Make sure the slider and lift shaft are in good condition, View B (Figure 601).
- (c) Hold the door on the forward and aft edges and try to turn the door up and down. Do these checks:
 - 1) Make sure there is not too much free play (wobble) of the door.
 - 2) Make sure there is not too much movement between the slider and the lift shaft splines.
- (d) Close and latch the door.
- (e) Make sure the secondary lift roller turns freely.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

SUBTASK 52-11-00-710-012

(10) Latch Mechanism/Latch Interlock Check

NOTE: Do these steps only for airplanes with latch interlocks.

- (a) Open the door.

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EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS (Continued)

- (b) Try to turn the latch shaft and do this check, View C (Figure 601):
 - 1) Make sure the latch shaft does not turn more than 3 degrees.
 - 2) Make sure the latch crank does not move more than 0.070 inch.
NOTE: One degree turn of the latch shaft equals 0.035 inch latch crank movement.
- (c) Deflect the latch interlock and turn the interior handle to the closed position to lower the door outside of the cutout.
- (d) Manually turn the latch crank and do this check:
 - 1) Make sure the latch crank does not move more than ± 0.075 inch (± 2 degrees).
- (e) Turn the interior handle to the open position to lift the door.

EAD 001-007, 009, 201-210, 401-413

SUBTASK 52-11-00-710-013

(11) Roller and Door Stop Check

NOTE: This is a check of the guide rollers and latch rollers and door stop pins.

- (a) Make sure the door is open.
- (b) Make sure you can turn each guide roller by hand.
- (c) Make sure you can turn the centering roller on the lower aft guide roller fitting by hand.
- (d) Make sure you can turn each latch roller by hand.
- (e) Make sure that mating surfaces between each stop pin and stop pad are in good condition.
- (f) Make sure the lock wire is installed in each stop pin.

SUBTASK 52-11-00-710-014

(12) Door Seals and Skin Check

NOTE: This is a check of the door cutout seal and bottom seal and door skin.

- (a) Open and close the door and do these checks:
 - 1) Make sure the door cutout seal and bottom seal are clear of the edge of all surrounding structure when the door opens and closes.
 - 2) Make sure the seals are in their correct position when the door closes.
 - 3) Make sure there are no wrinkles, cuts, delamination, or damage to the seals.
 - 4) Make sure there is no damage to the seal retainers.
- (b) Make sure there is no damage to the door skin especially on the lower part of the door.

SUBTASK 52-11-00-010-005

(13) Close access to the door mechanisms as follows:

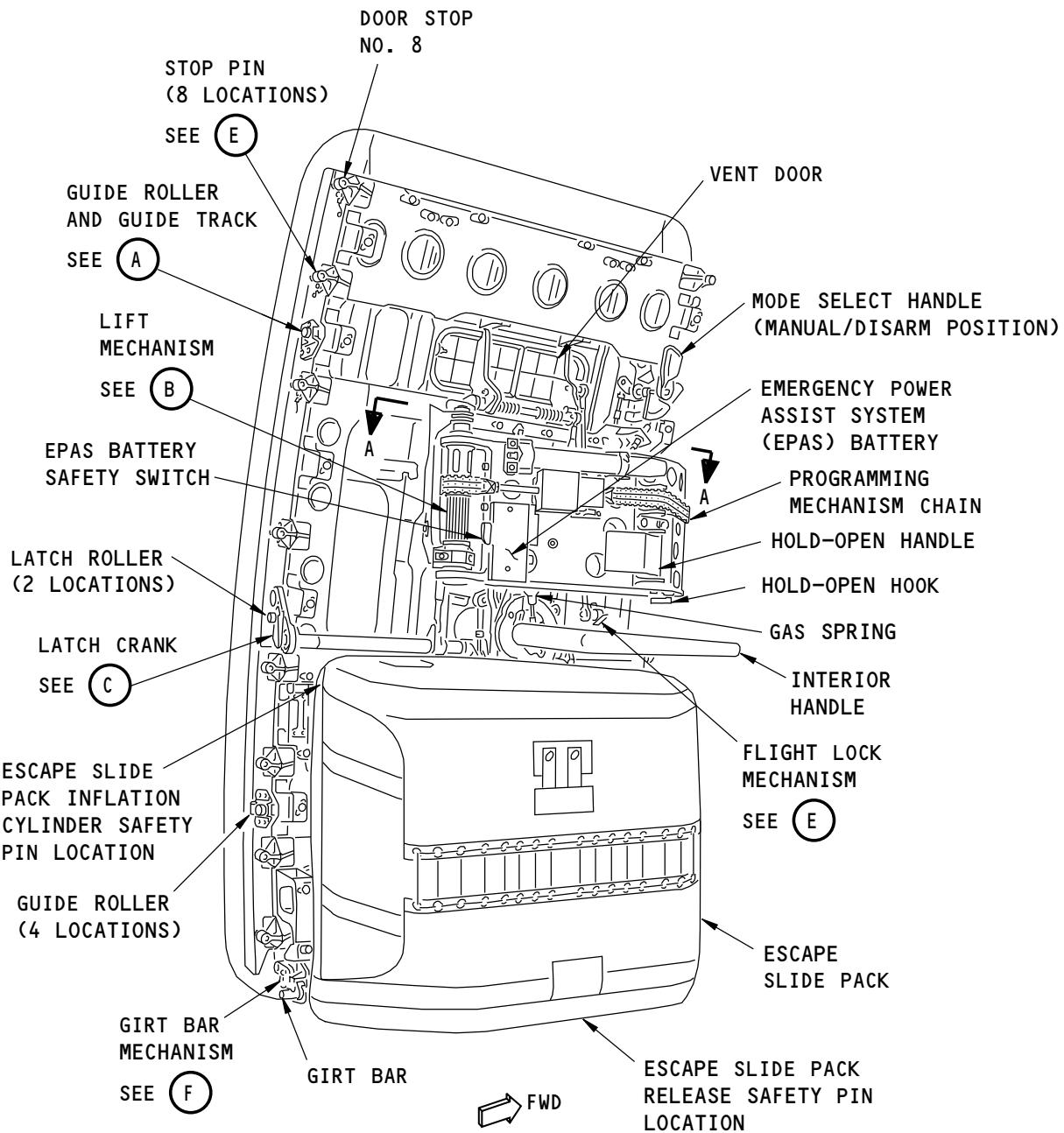
- (a) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.
- (b) Do this task: Bustle Installation, TASK 25-66-06-400-801.

———— END OF TASK ————

EFFECTIVITY
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**PASSENGER ENTRY DOOR
(DOOR LINING REMOVED)**

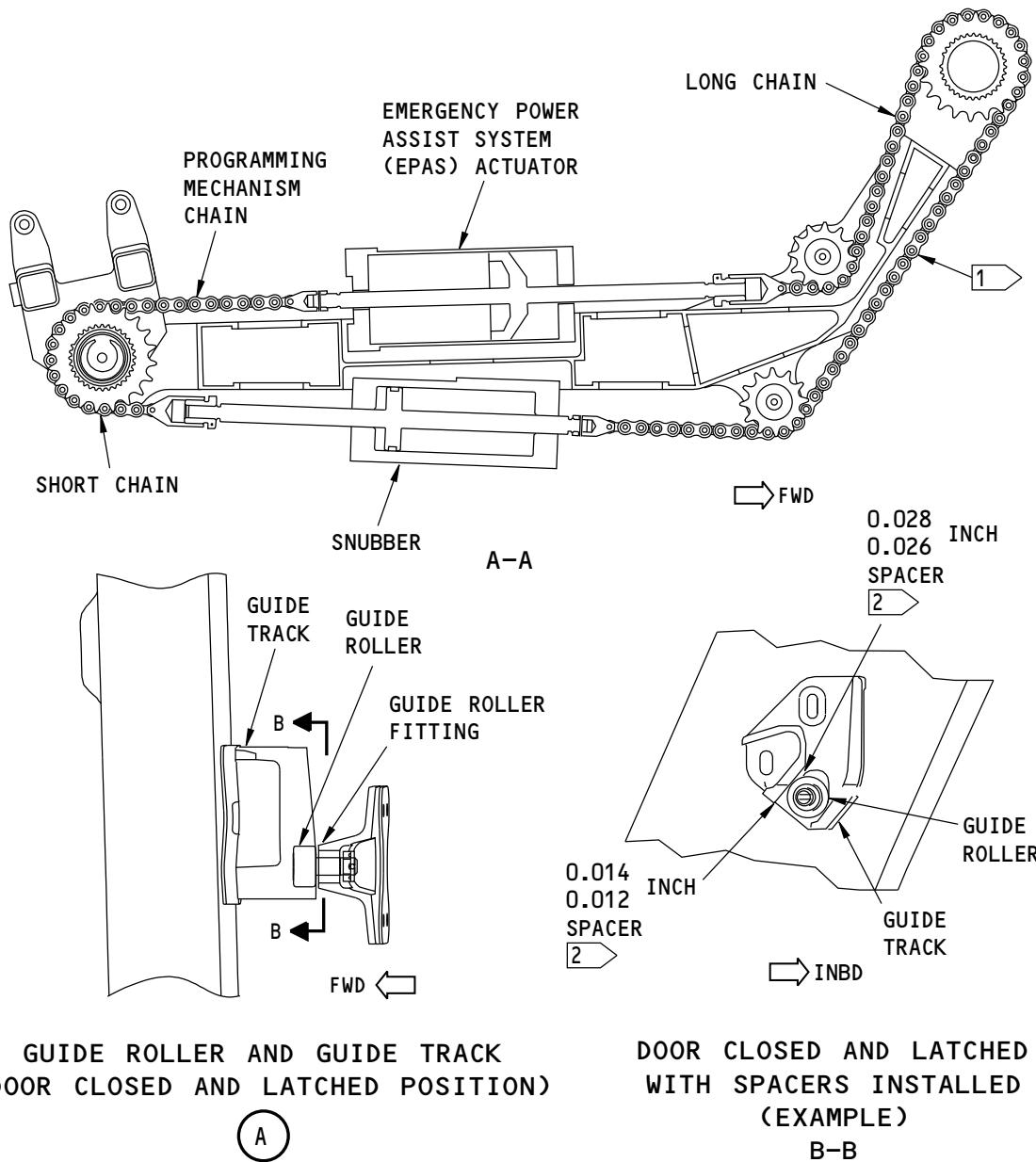
F23247 S0006424716_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 1 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- [1] APPLY 26-28 POUND FORCE HERE IN THE CENTER OF THE CHAIN AND MAKE SURE THE AVERAGE DEFLECTION AT THE TOP AND BOTTOM OF THE CHAIN IS 0.14-0.18 INCH.
- [2] SPACERS PUSH THE DOOR INBOARD. 0.012-0.014 INCH SPACER BETWEEN UPPER GUIDE ROLLER AND INBOARD AND OUTBOARD SURFACES OF GUIDE TRACK. 0.026-0.028 INCH SPACER BETWEEN LOWER GUIDE ROLLER AND OUTBOARD SURFACE OF GUIDE TRACK.

F28170 S0006424717_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 2 of 6)

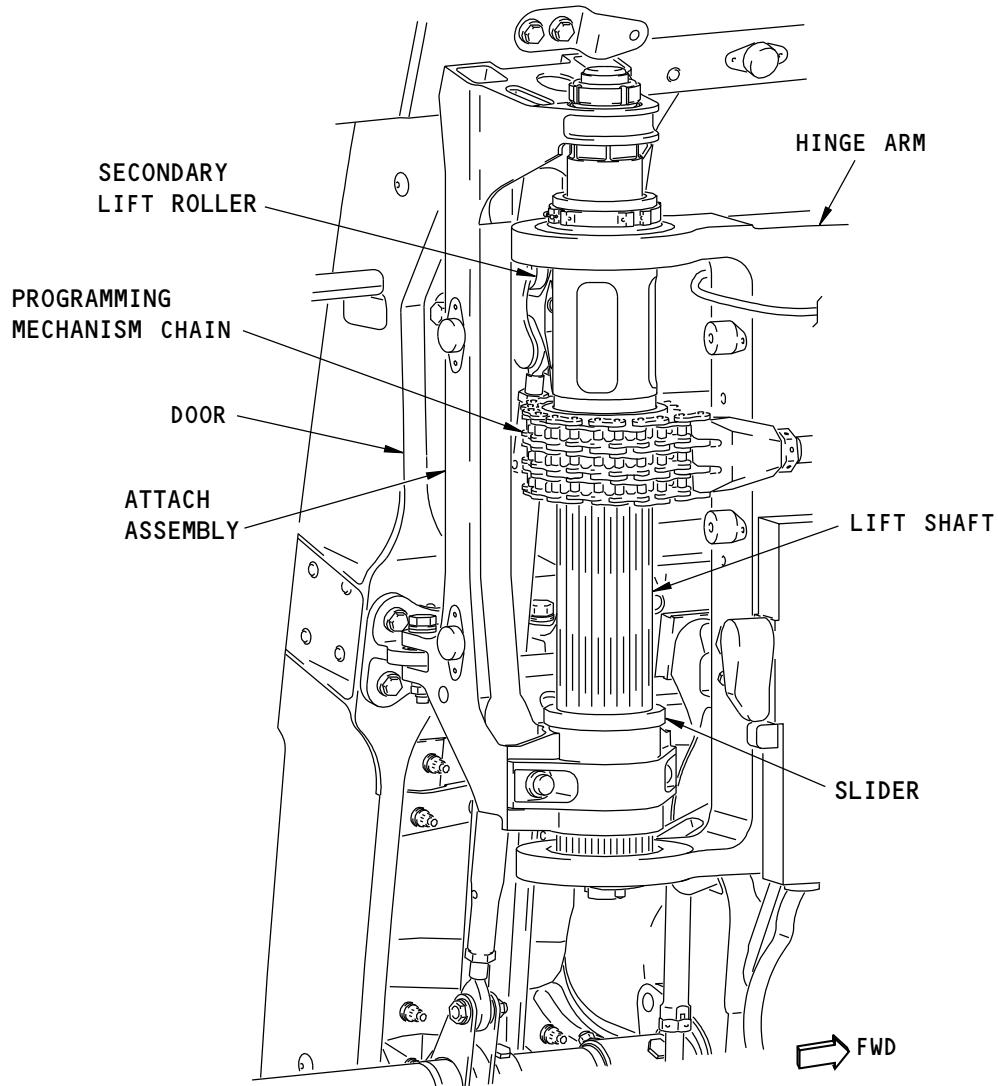
EFFECTIVITY
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LIFT MECHANISM

B

F28185 S0006424718_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 3 of 6)

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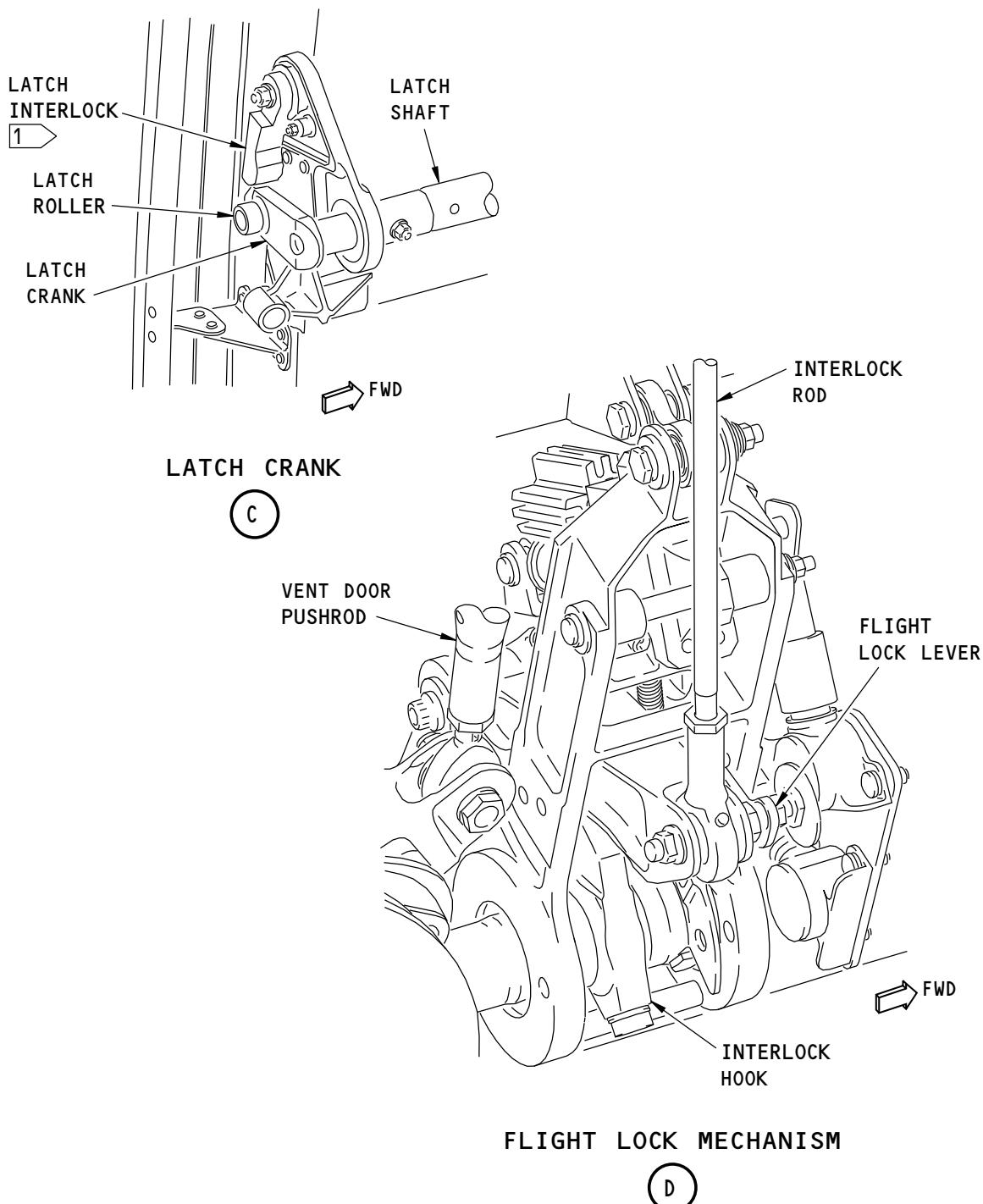
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1 AIRPLANES WITH LATCH INTERLOCKS

F28192 S0006424719_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 4 of 6)

EFFECTIVITY
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POST SB 777-52-0031

52-11-00

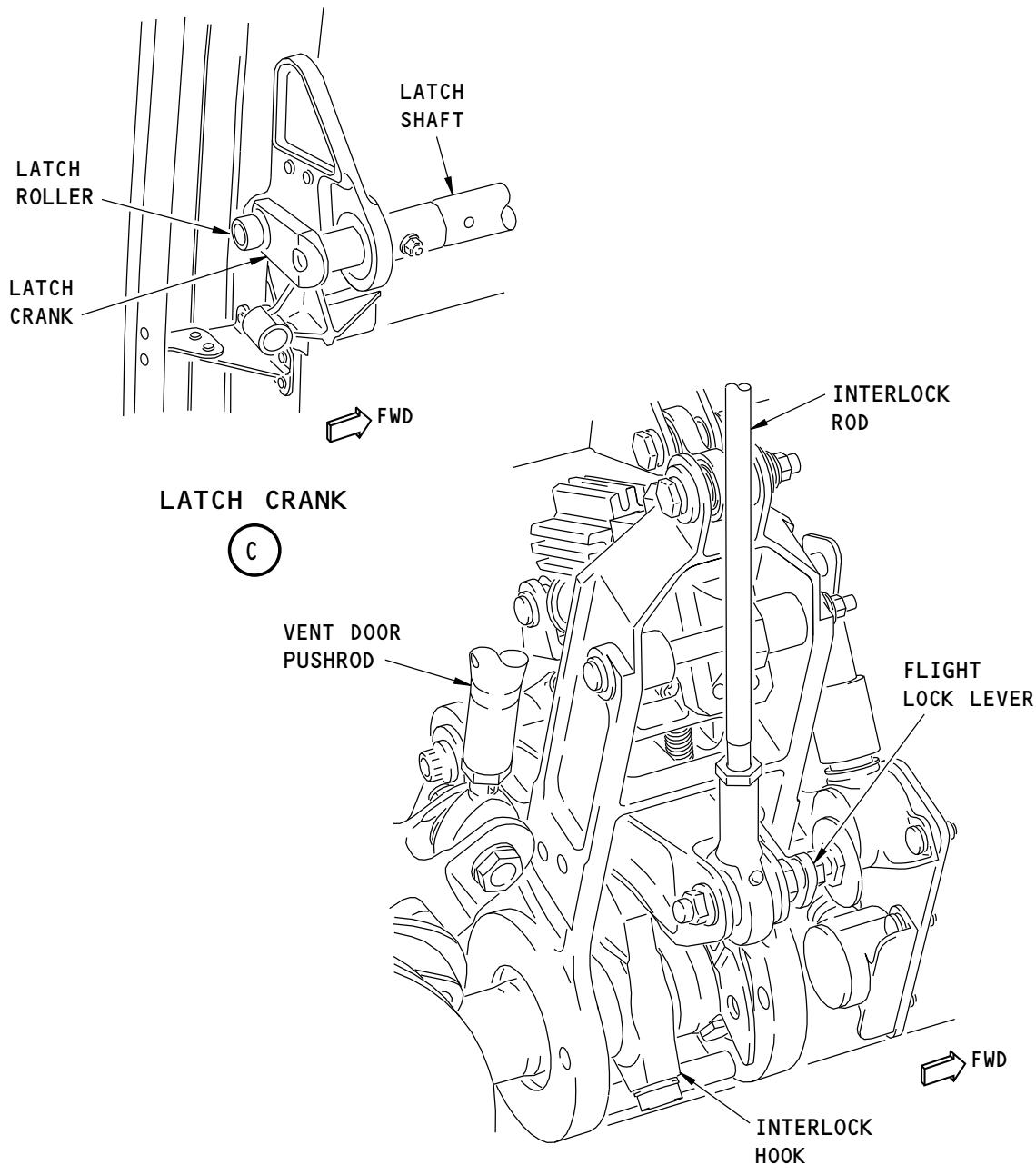
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AIRCRAFT MAINTENANCE MANUAL



FLIGHT LOCK MECHANISM

(D)

H83543 S0006424720_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 5 of 6)

EFFECTIVITY
EAD 005-007, 009 PRE SB 777-52-0031

52-11-00

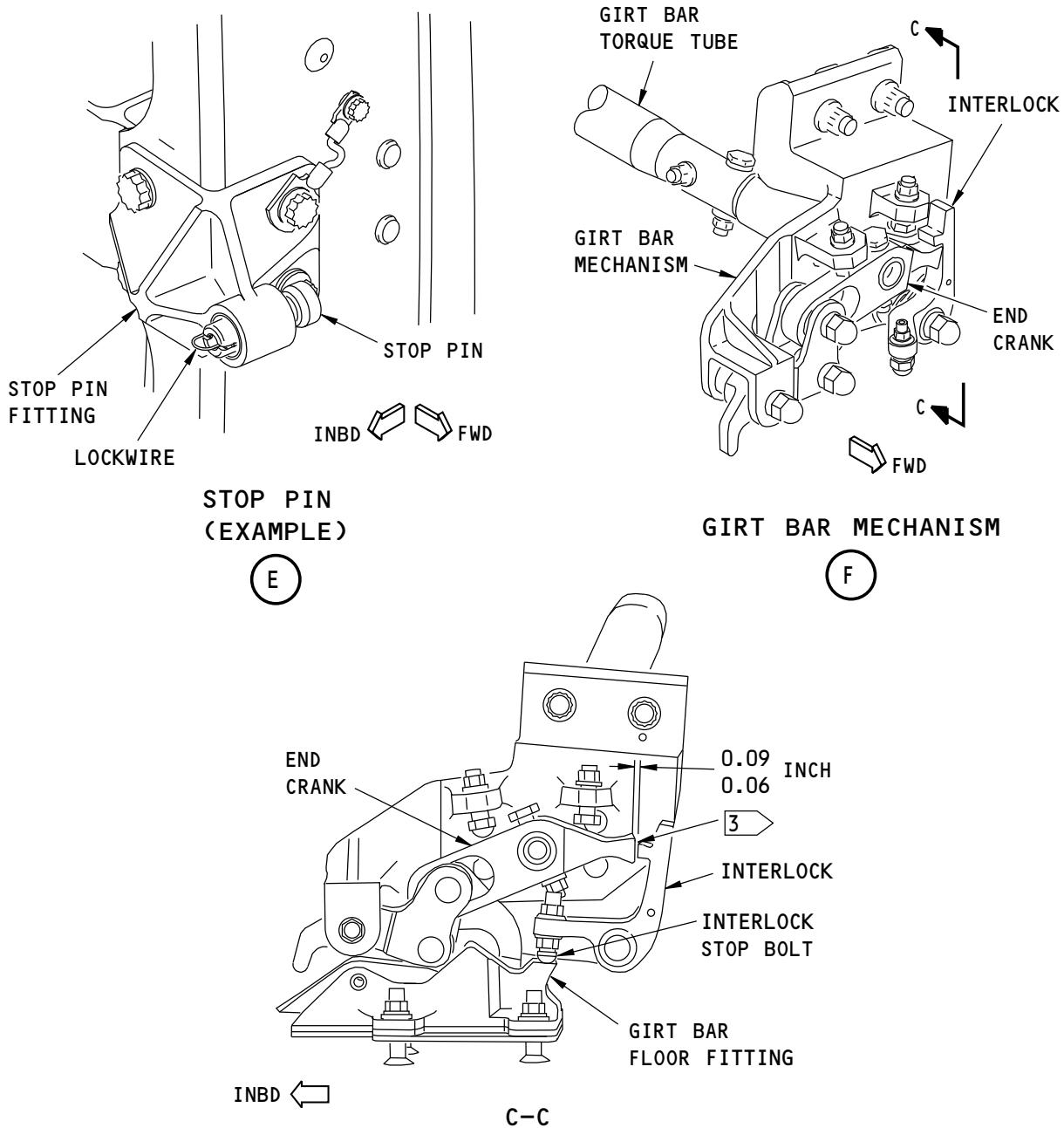
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777-200/300
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3 → INSTALL SPACER HERE TO DO A CHECK ON THE CLEARANCE
BETWEEN THE END CRANK AND INTERLOCK.

F28238 S0006424721_V1

Passenger Entry Door Fast Check
Figure 601/52-11-00-990-822 (Sheet 6 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

D633W101-EAD

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777-200/300
AIRCRAFT MAINTENANCE MANUAL

TASK 52-11-00-220-801

3. Passenger Entry Door Inspection

A. General

- (1) This procedure has the wear limits for the passenger entry door.

B. References

| Reference | Title |
|------------------|--|
| 52-11-00-860-803 | Open the Door Internally with the Interior Handle (P/B 201) |
| 52-11-00-860-804 | Close the Door Internally with the Interior Handle (P/B 201) |

C. Tools/Equipment

| Reference | Description |
|------------------|--------------------|
| STD-1162 | Gauge - Depth |

D. Location Zones

| Zone | Area |
|-------------|-------------|
|-------------|-------------|

EAD 401-413

- 831 Crew Entry Door

EAD 001-007, 009, 201-210

- 831 Left No. 1 Passenger Entry Door - Section 41

- 832 Left No. 2 Passenger Entry Door - Section 43

- 834 Left No. 3 Passenger Entry Door - Section 46

- 835 Left No. 4 Passenger Entry Door - Section 47

- 841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

- 841 Supernumerary Entry Door

EAD 001-007, 009, 201-210

- 842 Right No. 2 Passenger Entry Door - Section 43

- 844 Right No. 3 Passenger Entry Door - Section 46

- 845 Right No. 4 Passenger Entry Door - Section 47

EAD 001-007, 009, 201-210, 401-413

E. Dimensions Examination

SUBTASK 52-11-00-860-044

- (1) Open the door as follows:

- (a) Do this task: (Open the Door Internally with the Interior Handle, TASK 52-11-00-860-803).

SUBTASK 52-11-00-010-006

- (2) If necessary, remove the door lining.

SUBTASK 52-11-00-220-001

- (3) Examine the parts in (Table 605) that follows:

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

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Table 605/52-11-00-993-826 Passenger Entry Door Wear Limits

| INDEX NO. | PART NAME | DIM. | DESIGN LIMITS | | | | WEAR LIMITS | | ACTION | |
|-----------|-----------------------------|------|---------------|--------|-----------|--------|-------------|--------|----------|--|
| | | | DIMENSION | | CLEARANCE | | DIMENSION | | | |
| | | | MIN | MAX | MIN | MAX | MIN | MAX | | |
| 1 | GuideTrack (Except LWR AFT) | ID | 0.9050 | 0.9150 | 0.0290 | 0.0415 | | 0.9200 | *[1]*[2] | |
| | | OD | 0.8735 | 0.8760 | | | ----- | | *[1] | |
| 2 | LWR AFT Guide Track | ID | 0.9050 | 0.9150 | 0.0290 | 0.0415 | | 0.9200 | *[1]*[3] | |
| | | OD | 0.8735 | 0.8760 | | | ----- | | *[1] | |
| 3 | Latch Track | ID | 0.8800 | 0.8900 | 0.0040 | 0.0165 | | 0.8950 | *[1]*[4] | |
| | | OD | 0.8735 | 0.8760 | | | ----- | | *[1] | |

*[1] REPLACE WHEN WORN

*[2] EXCEPT FOR THE DIMENSION NOTED IN THE TABLE, GOUGES AND NICKS LESS THAN 0.03 INCHES DEEP ARE ALLOWED

*[3] GOUGES AND NICKS LESS THAN 0.01 INCH DEEP ARE ALLOWED ON THE FLAT SURFACE INDICATED BY THE CROSS HATCHED AREA IN DETAIL A. OTHERWISE, EXCEPT FOR THE DIMENSION NOTED IN THE TABLE, GOUGES AND NICKS LESS THAN 0.03 INCHES DEEP ARE ALLOWED.

*[4] MINIMUM ALLOWABLE WALL THICKNESS AT THE AREA INDICATED BY DIM A IN DETAIL B IS 0.097 INCHES. OTHERWISE, EXCEPT FOR THE DIMENSION NOTED IN THE TABLE, GOUGES AND NICKS LESS THAN 0.03 INCHES DEEP ARE ALLOWED.

- (4) Measure the latch track width in the Detail B.

NOTE: This is the cross hatched area indicated in the Detail B.

- (5) Measure the depth of the gouges and nicks with a depth gauge, STD-1162 or equivalent.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-00-410-003

- (1) Install the door lining.

SUBTASK 52-11-00-860-045

- (2) Close the door as follows:

- (a) Do this task: (Close the Door Internally with the Interior Handle, TASK 52-11-00-860-804).

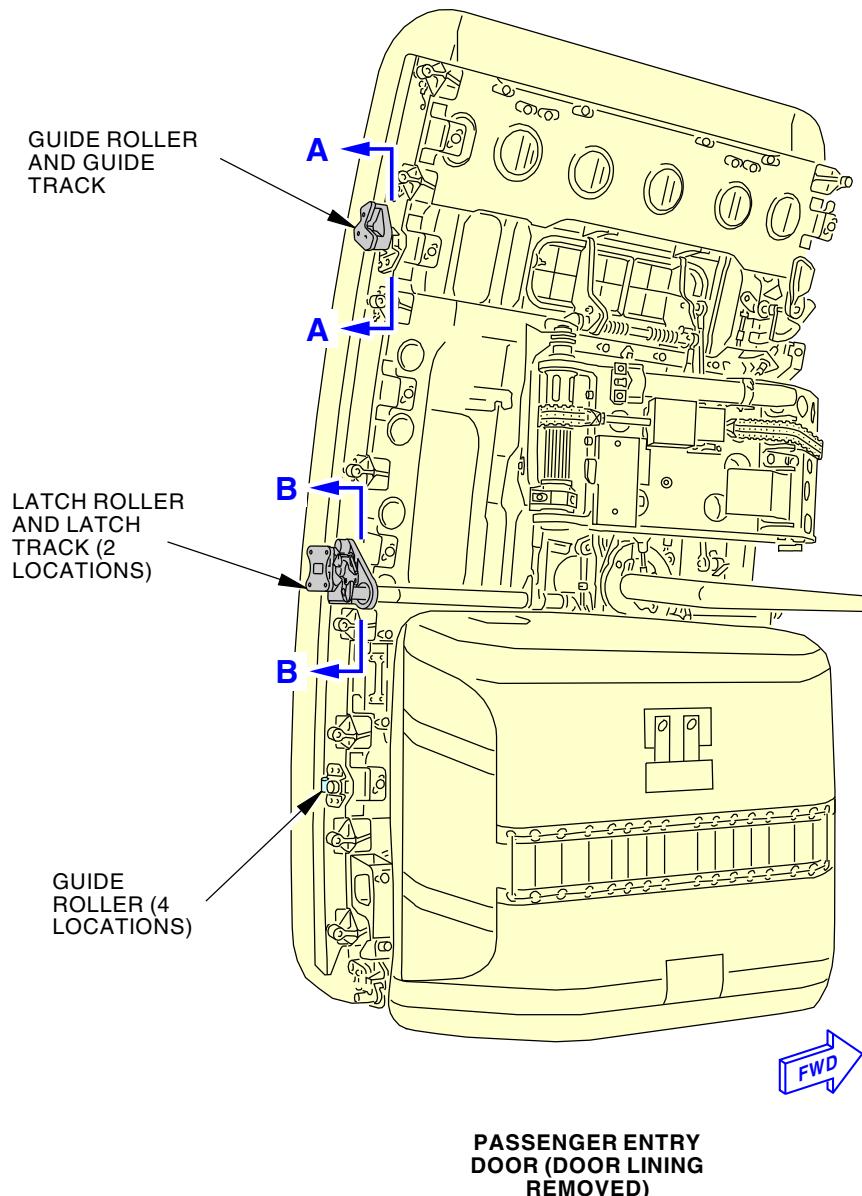
———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00



777-200/300
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1700936 S0000310484_V2

Passenger Entry Door Wear Limits
Figure 602/52-11-00-990-835 (Sheet 1 of 3)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

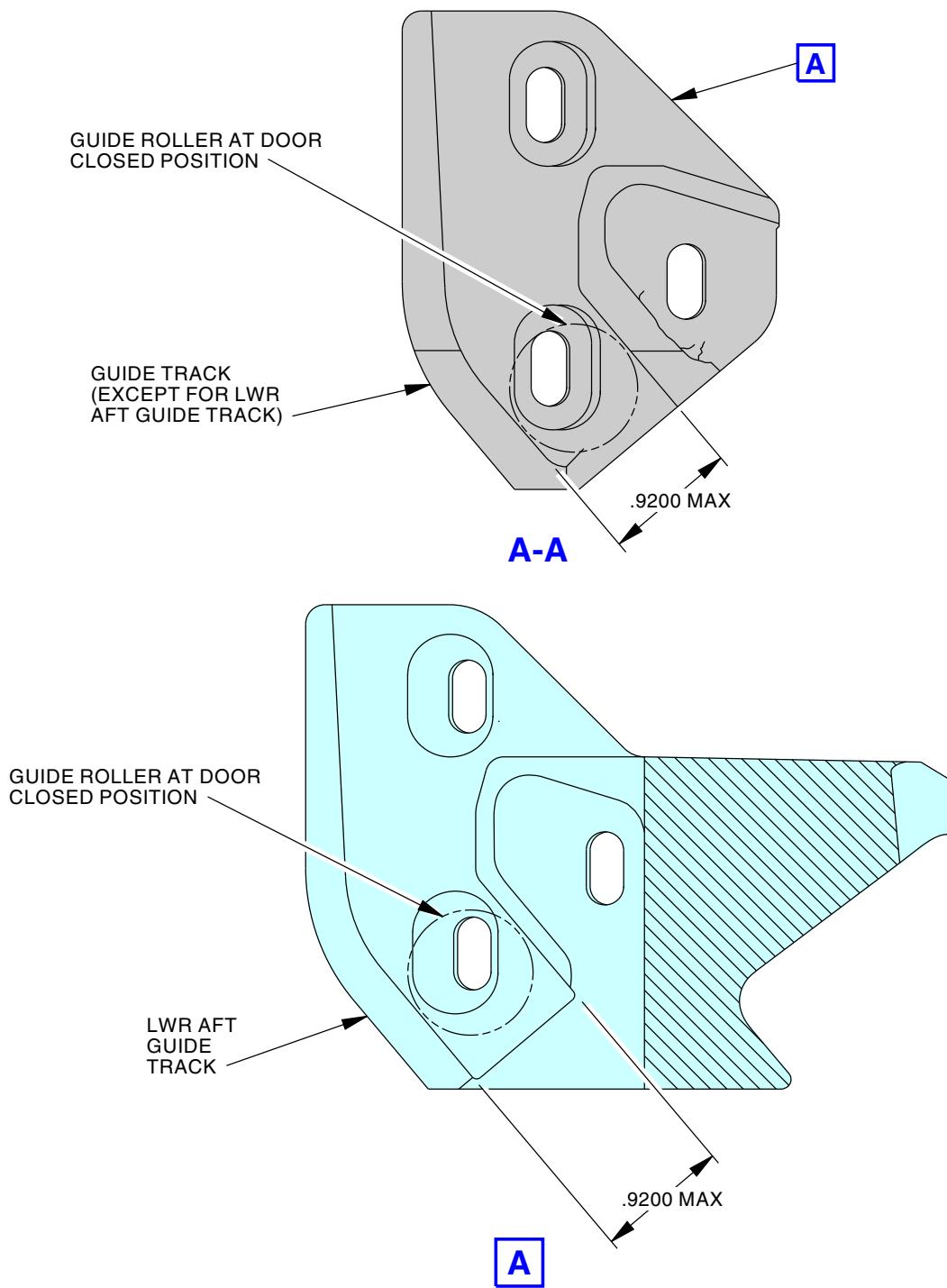
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AIRCRAFT MAINTENANCE MANUAL



1701358 S0000310485_V2

Passenger Entry Door Wear Limits
Figure 602/52-11-00-990-835 (Sheet 2 of 3)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

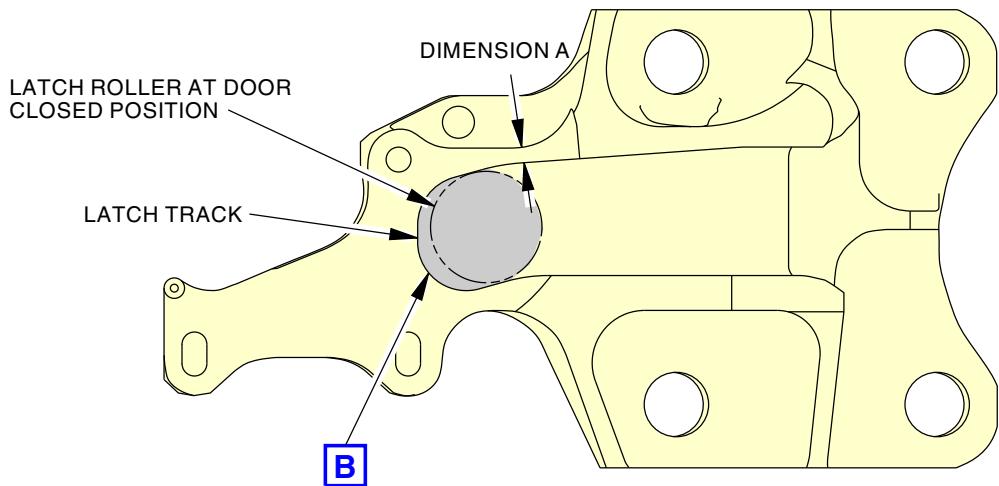
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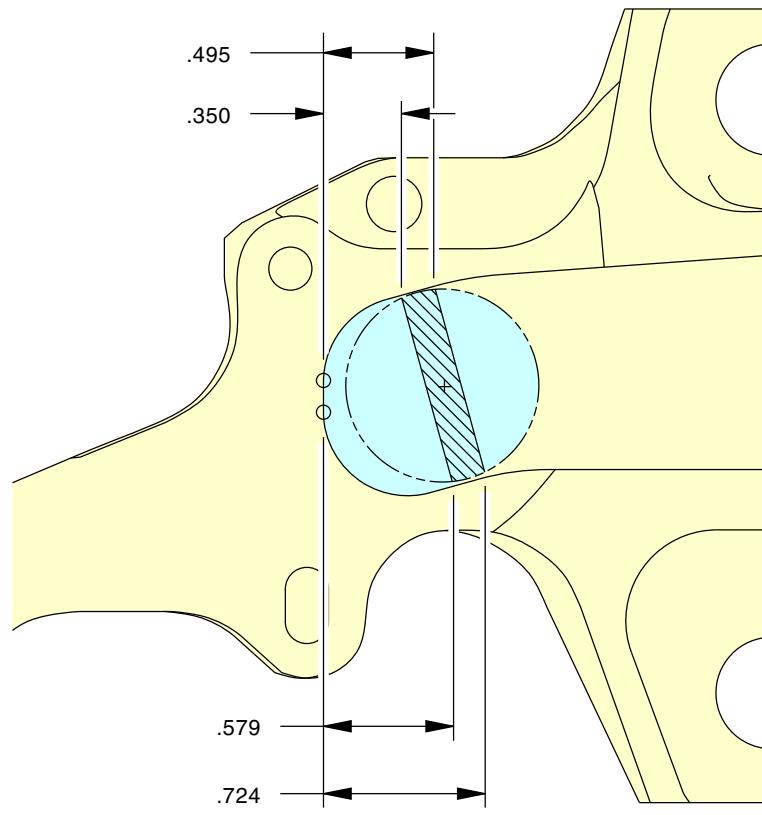
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B-B



1701365 S0000310486_V2

Passenger Entry Door Wear Limits
Figure 602/52-11-00-990-835 (Sheet 3 of 3)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-00

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AIRCRAFT MAINTENANCE MANUAL

PASSENGER ENTRY DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the passenger entry door.
 - (2) An installation of the passenger entry door.

TASK 52-11-01-000-801

2. Passenger Entry Door Removal

(Figure 401)

A. References

| Reference | Title |
|----------------------|---|
| 25-21-02-000-801 | Doorway Lining Removal (P/B 401) |
| 25-66-01-000-801 | Door-Mounted Escape Slide Pack Removal (P/B 401) |
| 52-11-20-000-805-002 | Emergency Power Assist System (EPAS) Battery Pack Removal (P/B 401) |
| 52-11-22-000-801 | Emergency Power Assist System (EPAS) Reservoir Removal (P/B 401) |
| 52-11-22-000-802 | Emergency Power Assist System (EPAS) Reservoir Removal (P/B 401) |
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1983 | Assembly - Sling, Passenger Entry/Service Door 777-200, -200ER, -200F, -200LR Part #: A52004-83 Supplier: 81205 Opt Part #: A52004-44 Supplier: 81205 |
| SPL-1989 | Screw Equipment - Safety, Passenger Door Counter-Balance Spring 777-200, -200ER, -200F, -200LR Part #: J52021-1 Supplier: 81205 |
| SPL-1991 | Equipment - Fitting, Passenger Entry/Service Door 777-200, -200ER, -200F, -200LR Part #: A52004-95 Supplier: 81205 Opt Part #: A52004-46 Supplier: 81205 |
| SPL-2005 | Personnel Barrier - Passenger and Galley Door 777-200, -200ER, -200F, -200LR Part #: J52009-149 Supplier: 81205 |
| STD-1146 | Pad - Protective, Ensolite or Equivalent 1/2 Inch by 72 Inches by 96 Inches |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-01

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C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |
| G50136 | Compound - Corrosion Inhibiting, Non-drying Paste | BMS3-38 |

D. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

E. Prepare for the Removal

SUBTASK 52-11-01-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.
NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-01-010-001

- (2) Get access to the hinge mechanism as follows:
 - (a) Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.
 - (b) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (c) Do this task: Doorway Lining Removal, TASK 25-21-02-000-801.
 - 1) Only do the steps to remove the applicable lining on the forward side of the doorway.
 - (d) Do this task: Door-Mounted Escape Slide Pack Removal, TASK 25-66-01-000-801.
 - (e) Do this task: Emergency Power Assist System (EPAS) Battery Pack Removal, TASK 52-11-20-000-805-002.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 401-413

- (f) Do this task: Emergency Power Assist System (EPAS) Reservoir Removal, TASK 52-11-22-000-802.

EAD 001-007, 009, 201-210

- (g) Do this task: Emergency Power Assist System (EPAS) Reservoir Removal, TASK 52-11-22-000-801.

EAD 001-007, 009, 201-210, 401-413

F. Removal

SUBTASK 52-11-01-480-003

- (1) For a counterbalance with a one-piece spring lock and base assembly, safety the counterbalance spring [8] as follows:
 - (a) Remove the plug [6].
 - (b) Apply the grease, D00015, to the counterbalance spring safety screw and washer [7].
 - 1) It is necessary to use the screw equipment, SPL-1989.
 - (c) Install the safety screw equipment, SPL-1989.
 - (d) Turn the counterbalance spring safety screw and washer [7] (screw equipment, SPL-1989) until you feel an increase in torque and then turn the screw equipment, SPL-1989, two turns more.

SUBTASK 52-11-01-420-001

- (2) Install the passenger entry/service door sling assembly, SPL-1983, as follows:
 - (a) Remove the bolts [1] on the door [5] for the sling attach fitting [3].
 - 1) The sling attach fitting [3] is the passenger entry/service door fitting equipment, SPL-1991.
 - (b) Install the passenger entry/service door fitting equipment, SPL-1991, on the door [5].
 - (c) Attach the passenger entry/service door sling assembly, SPL-1983, to the passenger entry/service door fitting equipment, SPL-1991.
 - (d) Attach the passenger entry/service door sling assembly, SPL-1983, to a crane to hold the weight of the door [5].

SUBTASK 52-11-01-020-001

- (3) Disconnect the hinge mechanism from the fuselage [11] as follows:
 - (a) Open the door.
 - (b) Disconnect the electrical connector [13] between the hinge arm [4] and fuselage [11].

EAD 001-007, 009, 201-210

- (c) For PED 1-3, do these steps:
 - 1) Loosen the nut [21] and nut [18] on the adjuster bolt [30] for the adjuster arm [12].
 - 2) Remove the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [21], adjuster [20], washer [19], and nut [18].
- (d) For PED 4, do these steps:
 - 1) Loosen the nut [44] and nut [43] on the adjuster bolt [30] for the adjuster arm [12].
 - 2) Remove the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [43], nut [44], convex washer [45], spacer ring [46], washer [47], and adjuster [20].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 401-413

- (e) Loosen the nut [21] and nut [18] on the adjuster bolt [30] for the adjuster arm [12].
- (f) Remove the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [21], adjuster [20], washer [19], and nut [18].

EAD 001-007, 009, 201-210, 401-413

- (g) Remove the bolt [31], washer [36], and nut [35] that attach the adjuster arm [12].
- (h) Remove the bolt [23], washer [24], bushing [25], bushing [26], washer [28], and nut [27] that attach the lower part of the hinge arm [4] to the fuselage [11].
- (i) Remove the bolt [16], bushing [17], bushing [15], washer [14], spacer ring [32], and nut [33] that attach the upper part of the hinge arm [4] to the fuselage [11].
 - 1) Remove the nut [33] and spacer ring [32] from below and through the anchor shaft [37].
- (j) Remove the adjuster arm [12] and spacer ring [34].

SUBTASK 52-11-01-020-002

- (4) Remove the door [5] from the cutout.

SUBTASK 52-11-01-480-004



YOU MUST INSTALL A SAFETY BARRIER IN THE CUTOUT IF YOU REMOVE THE DOOR. IF YOU DO NOT OBEY THIS INSTRUCTION, INJURY TO PERSONS CAN OCCUR.

- (5) Install the safety personnel barrier, SPL-2005, or equivalent in the door cutout.

NOTE: The barrier installs in the guide tracks and in the girt bar floor fittings.

SUBTASK 52-11-01-420-002

- (6) Remove the passenger entry/service door sling assembly, SPL-1983, from the door [5] as follows:
 - (a) Lower the door onto a protective pad, STD-1146.
 - (b) Disconnect the passenger entry/service door sling assembly, SPL-1983, from the crane.
 - (c) Disconnect the passenger entry/service door sling assembly, SPL-1983, from the sling attach fitting [3].
 - 1) The sling attach fitting [3] is the passenger entry/service door fitting equipment, SPL-1991.
 - (d) Remove the passenger entry/service door fitting equipment, SPL-1991, from the door [5].
 - (e) Apply the corrosion inhibiting material, G50136, to the bolts [1].
 - (f) Install the bolts [1] on the door [5].

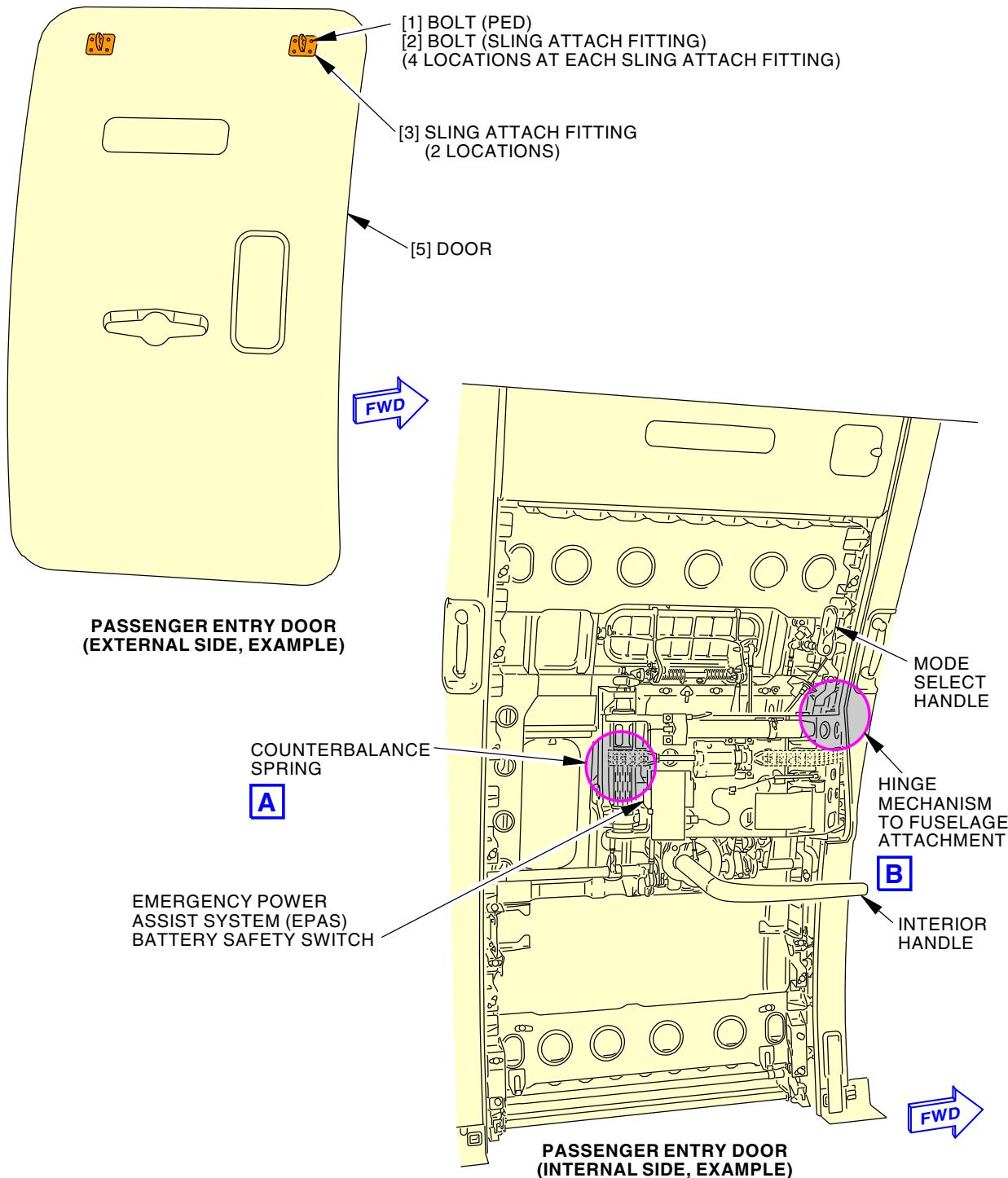
———— END OF TASK ————

———— EFFECTIVITY ————
EAD 001-007, 009, 201-210, 401-413

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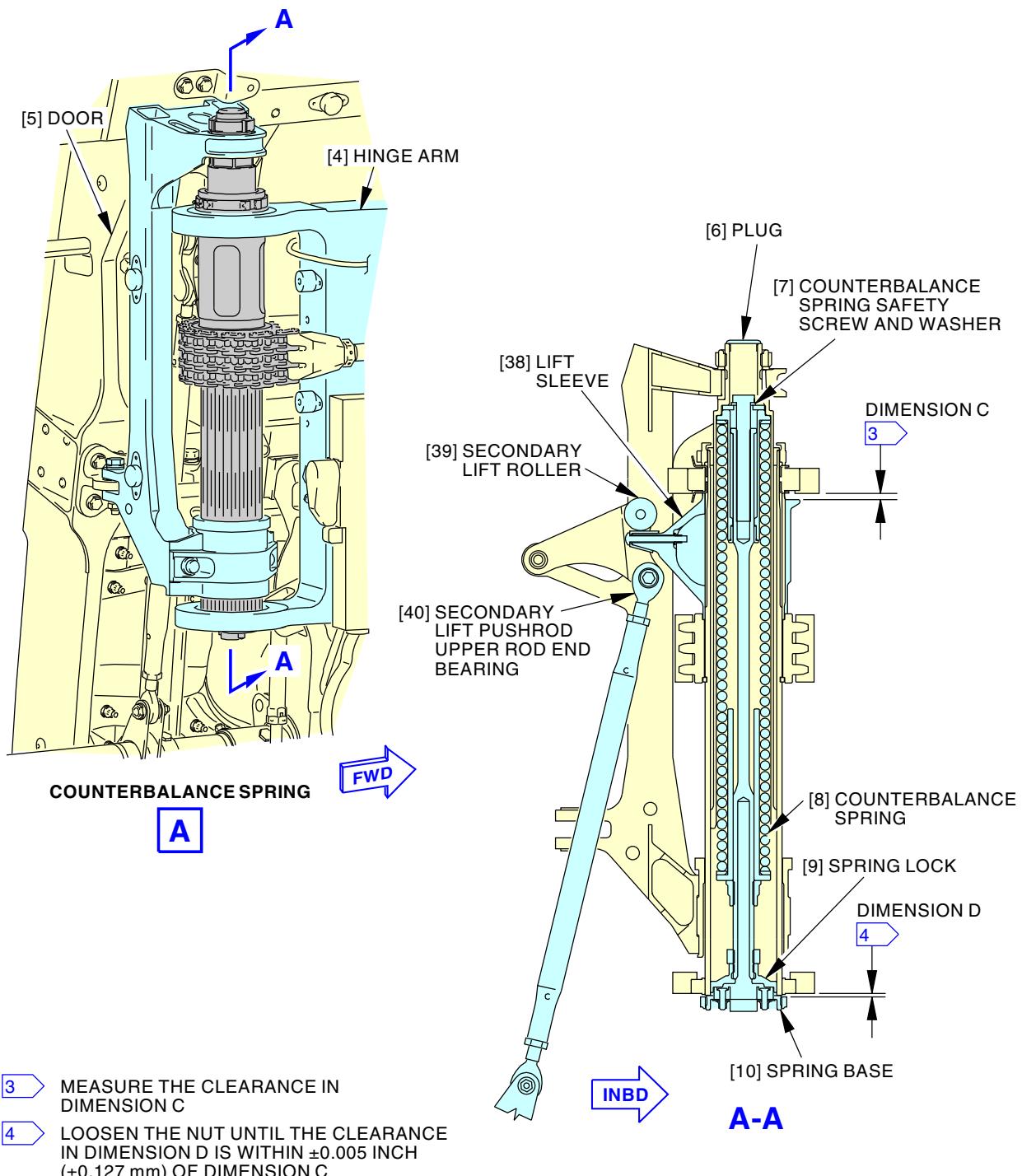
Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 1 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-01

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E56651 S0006424727_V3

Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 2 of 6)

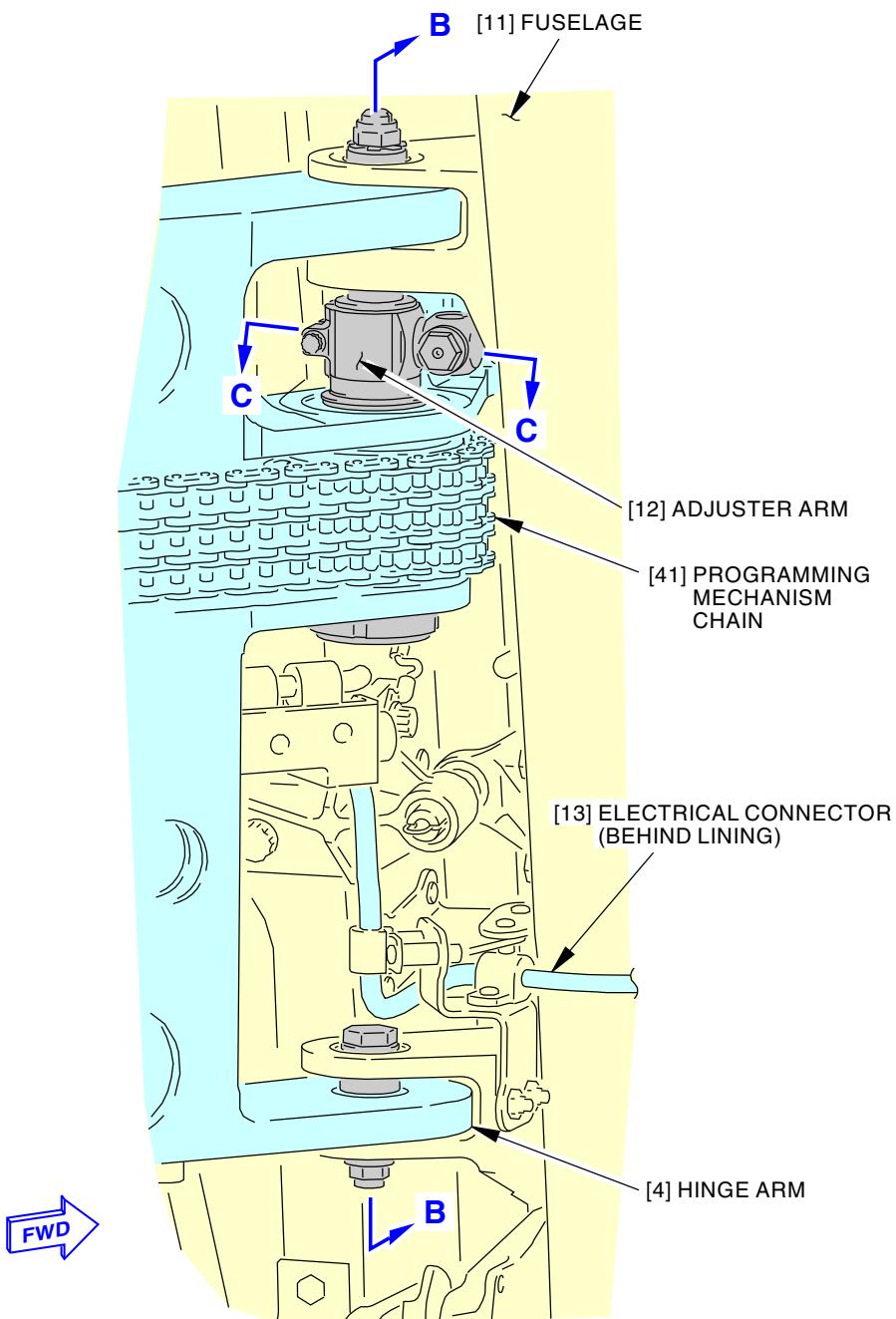
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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HINGE MECHANISM TO FUSELAGE ATTACHMENT

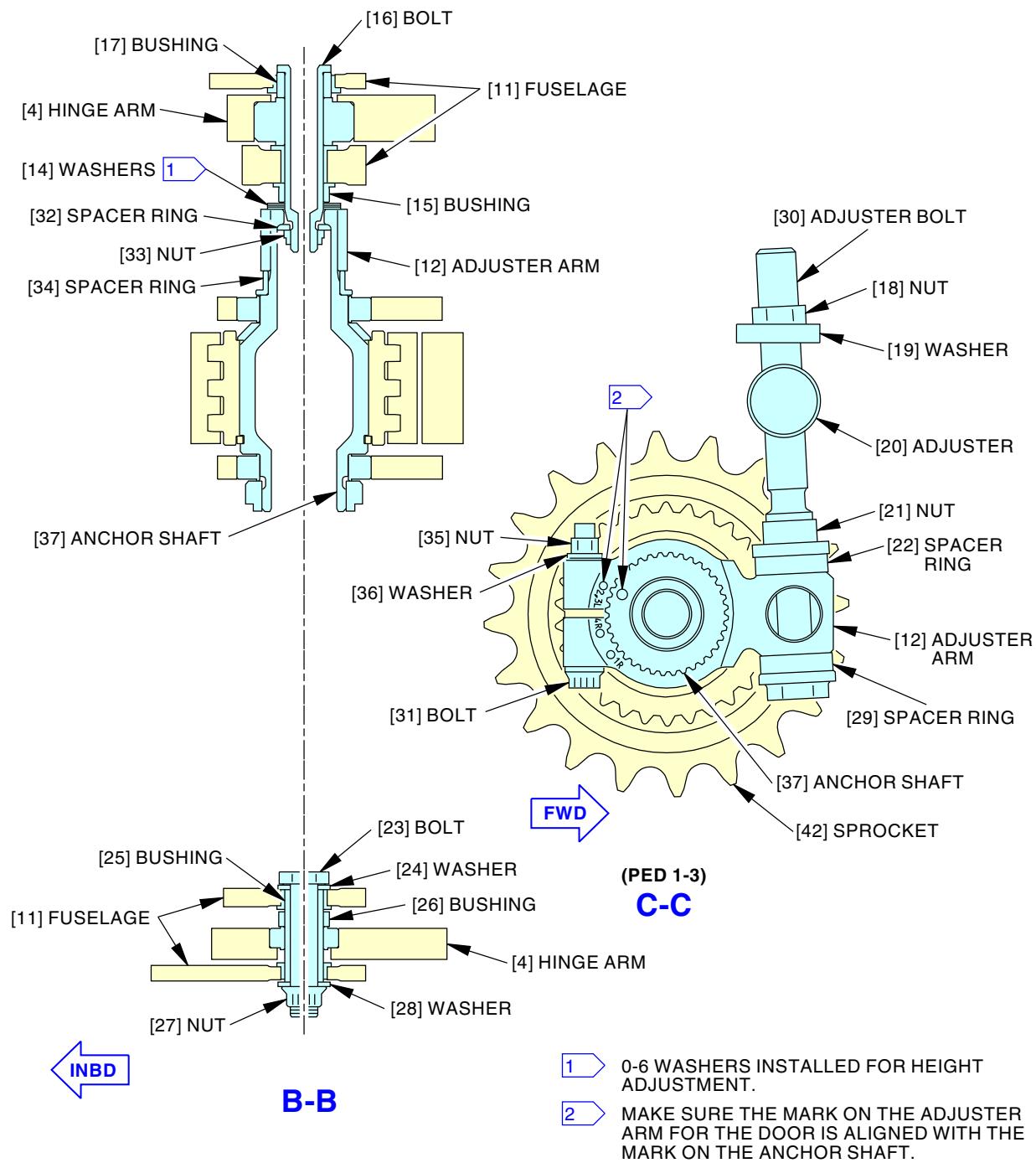
B

E56660 S0006424728_V2

Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 3 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-01



F07363 S0006424729_V2

Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 4 of 6)

EFFECTIVITY
EAD 001-007, 009, 201-210

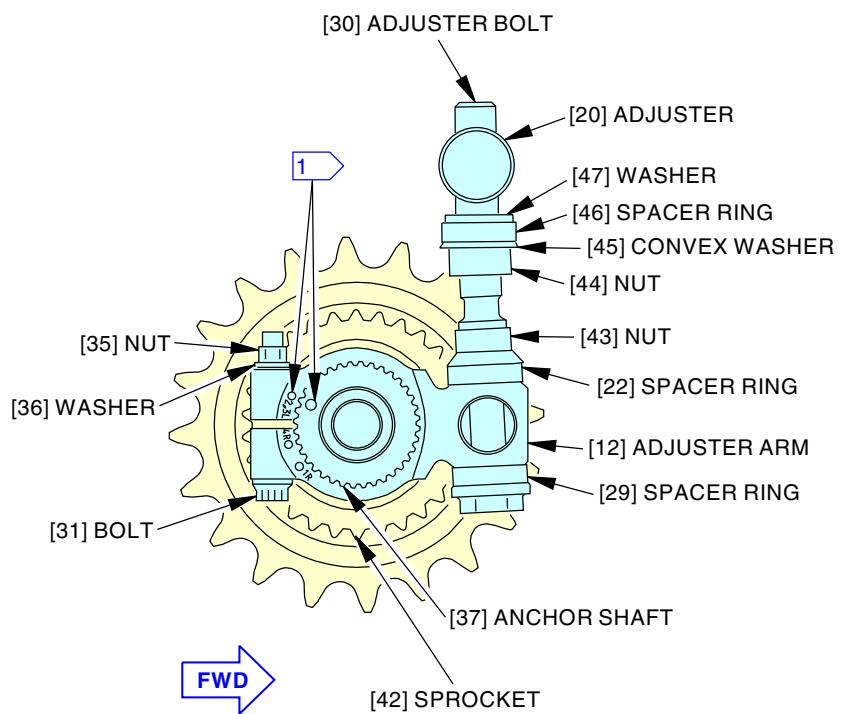
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(PED 4)
C-C

F07372 S0006424730_V2

Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 5 of 6)

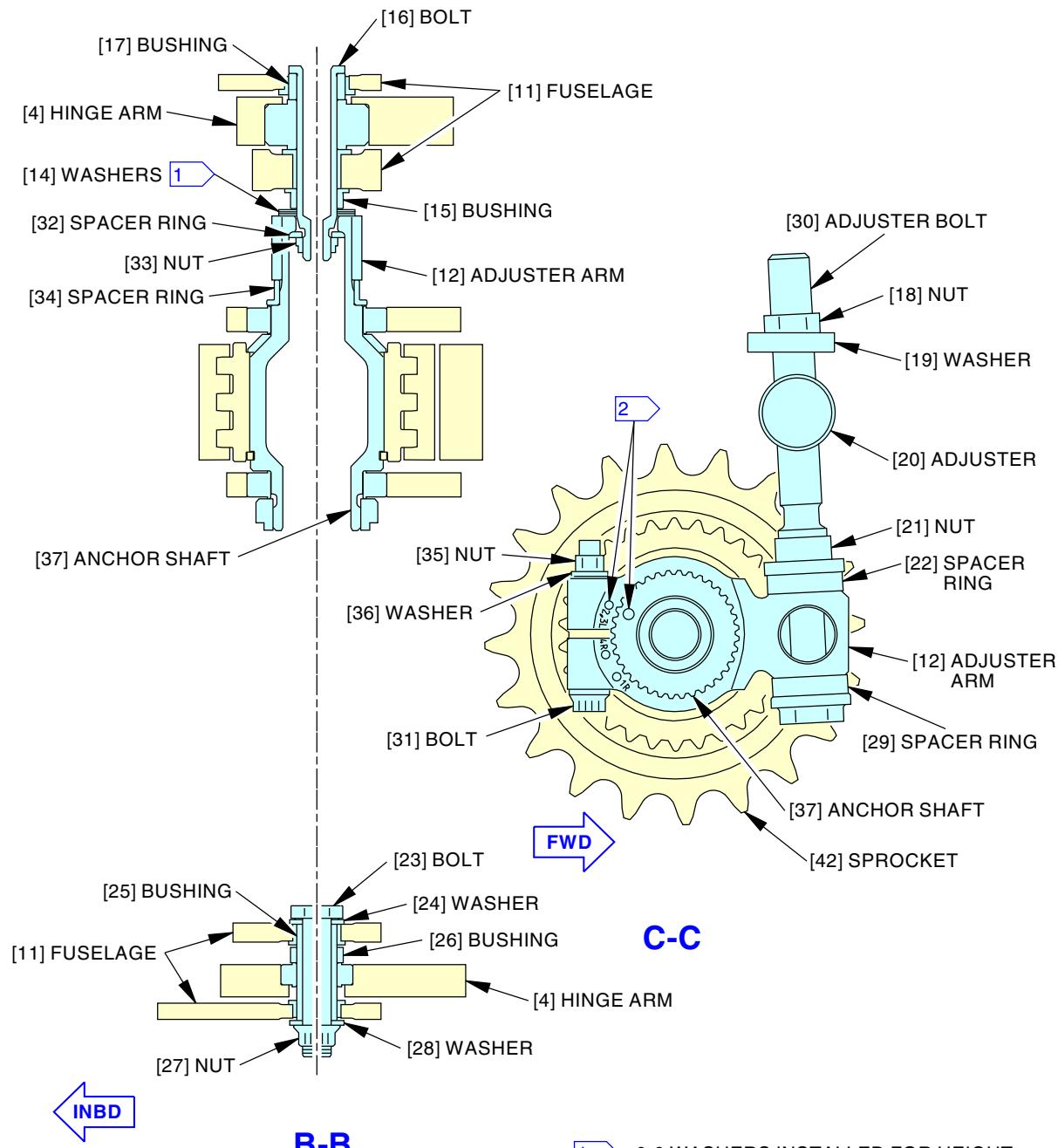
EFFECTIVITY
EAD 001-007, 009, 201-210

52-11-01

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2130558 S0000460251_V2

Passenger Entry Door Installation
Figure 401/52-11-01-990-802 (Sheet 6 of 6)

EFFECTIVITY
EAD 401-413

52-11-01

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TASK 52-11-01-400-801

3. Passenger Entry Door Installation

(Figure 401)

A. References

| Reference | Title |
|----------------------|--|
| 25-21-02-400-801 | Doorway Lining Installation (P/B 401) |
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |
| 52-11-00-730-801 | Passenger Entry Door System Test (P/B 501) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-20-400-805-002 | Emergency Power Assist System (EPAS) Battery Pack Installation (P/B 401) |
| 52-11-22-400-801 | Emergency Power Assist System (EPAS) Reservoir Installation (P/B 401) |
| 52-11-22-400-802 | Emergency Power Assist System (EPAS) Reservoir Installation (P/B 401) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1983 | Assembly - Sling, Passenger Entry/Service Door 777-200, -200ER, -200F, -200LR Part #: A52004-83 Supplier: 81205 Opt Part #: A52004-44 Supplier: 81205 |
| SPL-1989 | Screw Equipment - Safety, Passenger Door Counter-Balance Spring 777-200, -200ER, -200F, -200LR Part #: J52021-1 Supplier: 81205 |
| SPL-1991 | Equipment - Fitting, Passenger Entry/Service Door 777-200, -200ER, -200F, -200LR Part #: A52004-95 Supplier: 81205 Opt Part #: A52004-46 Supplier: 81205 |
| SPL-2005 | Personnel Barrier - Passenger and Galley Door 777-200, -200ER, -200F, -200LR Part #: J52009-149 Supplier: 81205 |
| STD-1146 | Pad - Protective, Ensolite or Equivalent 1/2 Inch by 72 Inches by 96 Inches |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G50136 | Compound - Corrosion Inhibiting, Non-drying Paste | BMS3-38 |

D. Location Zones

Zone Area

EAD 401-413

831 Crew Entry Door

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 401-413 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210

- 831 Left No. 1 Passenger Entry Door - Section 41
- 832 Left No. 2 Passenger Entry Door - Section 43
- 834 Left No. 3 Passenger Entry Door - Section 46
- 835 Left No. 4 Passenger Entry Door - Section 47
- 841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

- 841 Supernumerary Entry Door

EAD 001-007, 009, 201-210

- 842 Right No. 2 Passenger Entry Door - Section 43
- 844 Right No. 3 Passenger Entry Door - Section 46
- 845 Right No. 4 Passenger Entry Door - Section 47

EAD 001-007, 009, 201-210, 401-413

E. Installation

SUBTASK 52-11-01-080-004

- (1) Remove the safety personnel barrier, SPL-2005, from the door cutout.

SUBTASK 52-11-01-420-003

- (2) Move the door to the correct position as follows:

- (a) Remove the bolts [1] on the door [5] for the sling attach fitting [3].
 - 1) The sling attach fitting [3] is the passenger entry/service door fitting equipment, SPL-1991.
- (b) Install the passenger entry/service door fitting equipment, SPL-1991, on the door [5].
- (c) Attach the passenger entry/service door sling assembly, SPL-1983, to the passenger entry/service door fitting equipment, SPL-1991.
- (d) Attach the passenger entry/service door sling assembly, SPL-1983, to a crane to hold the weight of the door [5].
- (e) Move the door [5] to a vertical position parallel to the door opening.

SUBTASK 52-11-01-860-002

- (3) Make sure the counterbalance spring safety screw and washer [7] is installed.

- (a) It is necessary to use the screw equipment, SPL-1989.

SUBTASK 52-11-01-860-003

- (4) Make sure the escape slide pack is not installed.

SUBTASK 52-11-01-420-004

- (5) Connect the hinge mechanism to the fuselage [11] as follows:

- (a) Install the spacer ring [34] and adjuster arm [12] on the hinge arm [4].
- (b) Make sure the mark on the adjuster arm [12] for the door [5] is aligned with the mark on the anchor shaft [37].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-01



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**DO NOT LET THE HINGE ARM FALL OR MOVE FREELY DURING THE
INSTALLATION. DAMAGE TO THE DOOR CAN OCCUR.**

- (c) Hold the hinge arm [4] approximately perpendicular to the door [5].
- (d) Make sure the handle is in the open position.
- (e) Make sure the lift sleeve [38] is between the secondary lift roller [39] and the secondary lift pushrod upper rod end bearing [40].
- (f) Align the hinge arm [4] with the fuselage [11].
- (g) Install the bolt [16], bushing [17], bushing [15], washer [14], spacer ring [32], and nut [33] that attach the upper part of the hinge arm [4] to the fuselage [11].
 - 1) Install the nut [33] and spacer ring [32] from below and through the anchor shaft [37].
 - 2) Torque nut [33] to 270 ± 10 in-lb (31 ± 1 N·m).
- (h) Install the bolt [23], washer [24], bushing [25], bushing [26], washer [28], and nut [27] that attach the lower part of the hinge arm [4] to the fuselage [11].
 - 1) Move the hinge arm and door [5] as necessary to install the bolt [23].
 - 2) Torque nut [27] to 350 ± 10 in-lb (40 ± 1 N·m)
- (i) Measure the forward and aft distances from the bottom of the programming mechanism chain [41] to the bottom of the hinge arm [4].
- (j) Make sure the forward and aft distances are equal within ± 0.02 in. (0.51 mm).
 - 1) If necessary, adjust as follows:
 - a) Add or remove the washers [14] between the adjuster arm [12] and bushing [15].
 - b) Lightly hit the top or bottom of the anchor shaft [37] to adjust the height of the sprocket [42] and remove free play in the assembly.
- (k) Tighten the nut [27].
- (l) Tighten the nut [33].
- (m) Install the bolt [31], washer [36], and nut [35] on the adjuster arm [12].
- (n) Release the weight of the door [5] from the crane.
- (o) Put the protective pad, STD-1146, under the door [5] to protect it when you lower it.

**EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH
LATCH INTERLOCKS**

- (p) Disengage the latch interlock.

EAD 001-007, 009, 201-210, 401-413

- (q) Lower the door [5].
- (r) Move the door [5] until the door skin is as close to the door cutout as possible.

EAD 001-007, 009, 201-210

- (s) For PED 1-3, install the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [21], adjuster [20], washer [19], and nut [18].
- (t) For PED 4, install the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [43], nut [44], convex washer [45], spacer ring [46], washer [47], and adjuster [20].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 401-413

- (u) Install the adjuster bolt [30], spacer ring [29], spacer ring [22], nut [21], adjuster [20], washer [19], and nut [18].

EAD 001-007, 009, 201-210, 401-413

- (v) Connect the electrical connector [13] between the hinge arm [4] and fuselage [11].

SUBTASK 52-11-01-420-006

- (6) Remove the passenger entry/service door sling assembly, SPL-1983, from the door [5] as follows:
 - (a) Disconnect the passenger entry/service door sling assembly, SPL-1983, from the crane.
 - (b) Disconnect the passenger entry/service door sling assembly, SPL-1983, from the passenger entry/service door fitting equipment, SPL-1991.
 - 1) The passenger entry/service door fitting equipment, SPL-1991, is the sling attach fitting [3].
 - (c) Remove the passenger entry/service door fitting equipment, SPL-1991, from the door [5].
 - (d) Apply the corrosion inhibiting material, G50136, to the bolts [1].
 - (e) Install the bolts [1] on the door [5].

SUBTASK 52-11-01-080-001

EAD 001-007, 009, 201-210, 401-413; AIRPLANES WITH HEX KEY ON THE SPRING LOCK

- (7) For a counterbalance with a one-piece spring lock and base assembly, remove the counterbalance spring safety screw and washer [7] (screw equipment, SPL-1989) as follows:
 - (a) Open the door.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (b) Disengage the latch interlock.

EAD 001-007, 009, 201-210, 401-413; AIRPLANES WITH HEX KEY ON THE SPRING LOCK

- (c) Turn the interior handle to the closed position to lower the door outside of the cutout.
- (d) Remove the safety screw equipment, SPL-1989.
- (e) Install the plug [6].

EAD 001-007, 009, 201-210, 401-413

SUBTASK 52-11-01-820-001

- (8) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - (a) Only do the steps for Installation Rigging.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-01-410-001

- (1) Close access to the hinge mechanism as follows:

EAD 001-007, 009, 201-210

- (a) Do this task: Emergency Power Assist System (EPAS) Reservoir Installation, TASK 52-11-22-400-801.

EAD 401-413

Do this task: Emergency Power Assist System (EPAS) Reservoir Installation, TASK 52-11-22-400-802.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210, 401-413

- (b) Do this task: Emergency Power Assist System (EPAS) Battery Pack Installation, TASK 52-11-20-400-805-002.
- (c) Do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.
- (d) Do this task: Doorway Lining Installation, TASK 25-21-02-400-801.
 - 1) Only do the steps to install the lining on the forward side of the doorway.
- (e) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.
- (f) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.
- (g) Turn the EPAS battery safety switch to the ARM position.

G. Installation Test

SUBTASK 52-11-01-730-001

- (1) Do this task: Passenger Entry Door System Test, TASK 52-11-00-730-801.

———— END OF TASK ————

— EFFECTIVITY —
EAD 001-007, 009, 201-210, 401-413

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EXTERIOR HANDLE MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the exterior handle mechanism.
 - (2) An installation of the exterior handle mechanism.
- B. The interior handle mechanism is part of the latch mechanism. Refer to 52-11-03/401 Latch Mechanism for the removal/installation of the interior handle mechanism.

TASK 52-11-02-000-801

2. Exterior Handle Mechanism Removal

(Figure 401)

A. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1166 | Block - Wood, 1 to 3 Inch Thick, More Than 6 Inch Length |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|------------------------------|----------------------|
| G00291 | Tape - Aluminum Foil, 3M 425 | AMS-T-23397 / L-T-80 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Prepare for the Removal

SUBTASK 52-11-02-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (c) Install a DO-NOT-OPERATE tag on the interior handle.
- (d) Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.

E. Removal

SUBTASK 52-11-02-020-001

- (1) Disconnect the pull cable [2] from the exterior handle mechanism [5] as follows:
 - (a) Open the door to get access to the handle mechanism behind the hinge arm.
 - (b) Remove the 3M 425 Aluminum Foil Tape, G00291, to get access to the retainer [3A] on the disarm collar [1].
 - (c) Remove the pull cable [2] from the disarm collar [1].
 - (d) Close and latch the door.

SUBTASK 52-11-02-020-002

- (2) Remove the handle [9] from the exterior handle shaft [6] as follows:
 - (a) Remove the bolts [10] that attach the handle [9] to the exterior handle shaft [6].
 - (b) Remove the handle [9] and shim [8].

SUBTASK 52-11-02-020-003

- (3) Disconnect the exterior handle mechanism [5] from the handle box [4] as follows:
 - (a) Remove the nut [7], o-ring [11], outboard clutch [13], and seal [12] from the exterior handle shaft [6].
 - (b) Pull the exterior handle shaft [6] outboard and install a wood block, STD-1166, to hold the exterior handle shaft [6] away from the bolts [14] on the cover plate [15].

NOTE: The spring [16] will compress and hold the exterior handle mechanism [5] tight against the cover plate [15].
 - (c) Remove the bolts [14] that attach the cover plate [15] to the exterior handle mechanism [5] and handle box [4].

SUBTASK 52-11-02-020-004

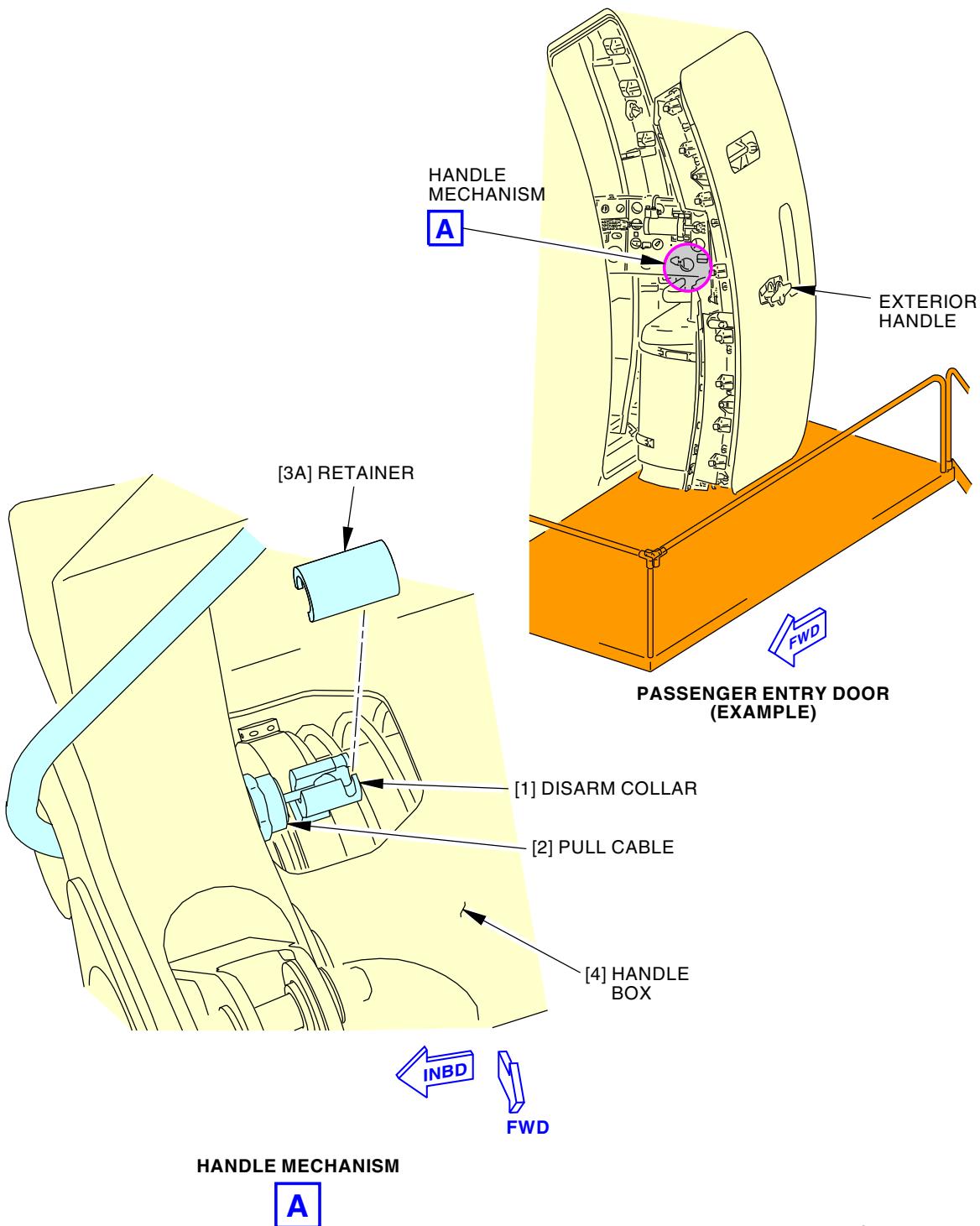
- (4) Remove the exterior handle mechanism [5] from the door as follows:
 - (a) Pull on the cover plate [15] to loosen the exterior handle mechanism [5] from the handle box [4].
 - (b) Remove the exterior handle mechanism [5] from the handle box [4].
 - (c) If the split ring [17] is installed on the handle shaft [18] or is loose when you pull the exterior handle mechanism [5] out, remove the split rings [17].

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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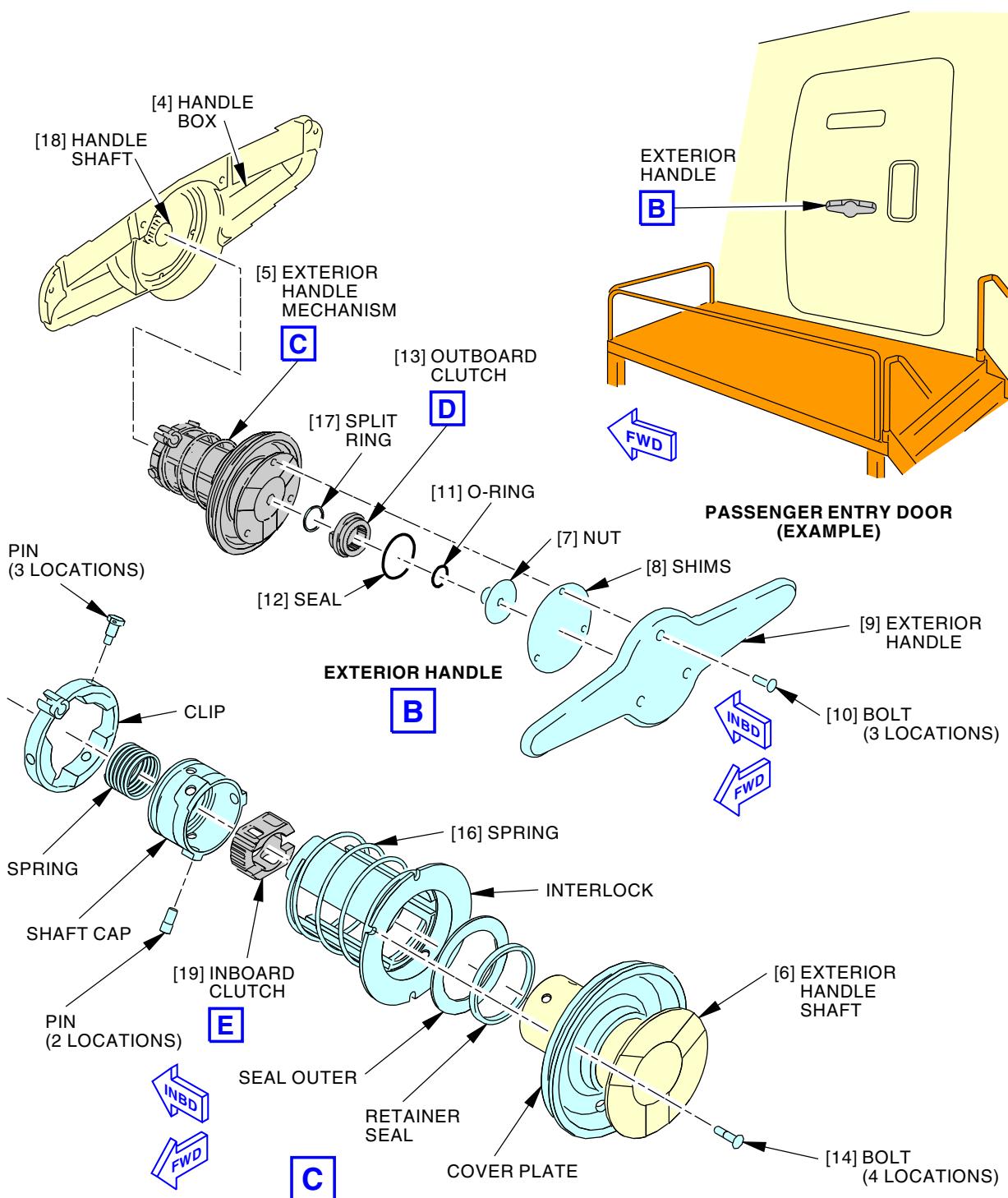
H12458 S0006424736_V2

Exterior Handle Mechanism Installation
Figure 401/52-11-02-990-802 (Sheet 1 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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H16479 S0006424738_V3

Exterior Handle Mechanism Installation
Figure 401/52-11-02-990-802 (Sheet 2 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

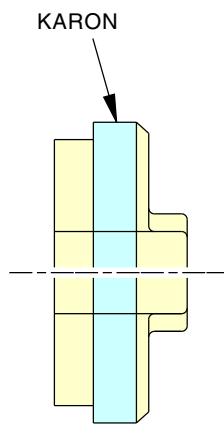
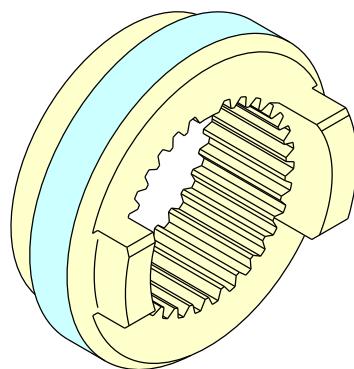
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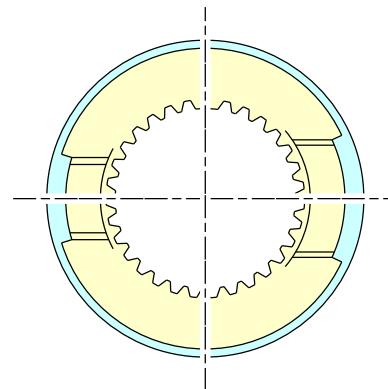
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(SIDE VIEW)



(FRONT VIEW)

OUTBOARD CLUTCH

D

SURFACES HAVE KARON COATING

2480764 S0000582312_V2

Exterior Handle Mechanism Installation
Figure 401/52-11-02-990-802 (Sheet 3 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-02

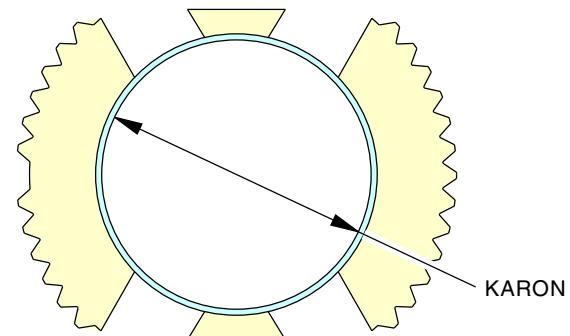
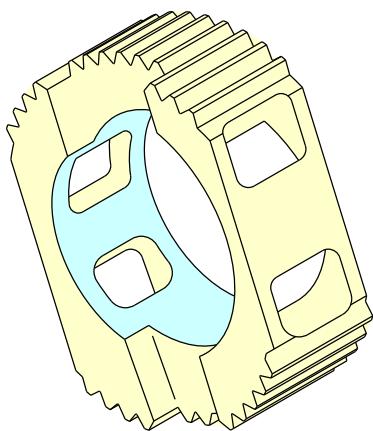
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(FRONT VIEW)

INBOARD CLUTCH

E

SURFACES HAVE KARON COATING

2480831 S0000582313_V2

Exterior Handle Mechanism Installation
Figure 401/52-11-02-990-802 (Sheet 4 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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TASK 52-11-02-400-801

3. Exterior Handle Mechanism Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 12-21-20-640-805 | Passenger Entry Door Servicing (P/B 301) |
| 52-11-00-730-801 | Passenger Entry Door System Test (P/B 501) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1166 | Block - Wood, 1 to 3 Inch Thick, More Than 6 Inch Length |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|----------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| G00291 | Tape - Aluminum Foil, 3M 425 | AMS-T-23397 / L-T-80 |

D. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-----------------|------------------|---------------------------|
| 9 | Handle | 52-11-00-01D-225 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-01E-225 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-01F-225 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-01G-215 | EAD 401-413 |
| 11 | O-ring | 52-11-00-04-370 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-355 | EAD 401-413 |
| 12 | Seal | 52-11-00-04-365 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-350 | EAD 401-413 |
| 13 | Outboard clutch | 52-11-00-04-355 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-340 | EAD 401-413 |
| 15 | Cover plate | 52-11-00-09-100 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-09A-100 | EAD 401-413 |
| 17 | Split ring | 52-11-00-04-360 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-345 | EAD 401-413 |
| 19 | Inboard clutch | 52-11-00-04-350 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-335 | EAD 401-413 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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E. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

F. Installation

NOTE: The inner exterior handle shaft [6], inboard spring [16], outboard clutch [13], and inboard clutch [19] shown on the Figure 401, have dry film lubrication, and they do not use additional lubricant. If grease is applied to these parts or to the exterior handle shaft, it can decrease movement (Passenger Entry Door Servicing, TASK 12-21-20-640-805).

SUBTASK 52-11-02-420-001

- (1) Install the exterior handle mechanism [5] on the door as follows:
 - (a) If the split ring [17] is not installed on the handle shaft [18] or is loose, do these steps:
 - 1) Apply a bead of the sealant, A00247, between the split rings [17] and handle shaft [18].
 - 2) Put the split rings [17] on the handle shaft [18].
 - 3) Apply a force to the split rings [17] to push out the excess sealant, A00247, and remove the unwanted sealant, A00247.
 - (b) Push the exterior handle mechanism [5] into its correct position in the handle box [4] on the door.

NOTE: The exterior handle mechanism fits tightly in the handle box [4].

SUBTASK 52-11-02-420-002

- (2) Connect the exterior handle mechanism [5] to the handle box [4] as follows:
 - (a) Pull the exterior handle shaft [6] outboard and install a wood block, STD-1166, to hold the exterior handle shaft [6] away from the bolts [14] on the cover plate [15].
NOTE: The spring [16] will compress and hold the exterior handle mechanism [5] tight against the cover plate [15].
 - (b) Hold the cover plate [15] in its correct position and install the bolts [14] to attach the cover plate [15] to the exterior handle mechanism [5] and handle box [4].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (c) Install the nut [7], o-ring [11], outboard clutch [13], and seal [12] on the exterior handle shaft [6].

NOTE: Ensure split ring [17] does not fall out and is properly in place when the outboard clutch [13] is installed.

- 1) Torque the nut [7] to 15 in-lb (2 N·m) to 30 in-lb (3 N·m) above run-on torque.

SUBTASK 52-11-02-420-003

- (3) Install the handle [9] on the exterior handle shaft [6] as follows:

- (a) Put the handle [9] and shim [8] in their correct position.
(b) Install the bolts [10] to attach the handle [9] to the exterior handle shaft [6].

SUBTASK 52-11-02-420-004

- (4) Connect the pull cable [2] to the exterior handle mechanism [5] as follows:

- (a) Open the door to get access to the handle mechanism behind the hinge arm.
(b) Install the pull cable [2] in the disarm collar [1].

EAD 001-007, 009, 201-210, 401-413; AIRPLANES WITH RETAINER ON THE DISARM CABLE END

- (c) Install the retainer [3A] on the disarm collar [1].

EAD 001-007, 009, 201-210, 401-413

- (d) Install the 3M 425 Aluminum Foil Tape, G00291, a minimum of 0.5 in. (12.7 mm) over the edge of the cutout in the handle box [4].
(e) Close and latch the door.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-02-860-002

- (1) Turn the EPAS battery safety switch to the ARM position.

SUBTASK 52-11-02-080-001

- (2) Remove the DO-NOT-OPERATE tag on the interior handle.

H. Installation Test

SUBTASK 52-11-02-710-002

- (1) Do an adjustment of the pull cable [2] (TASK 52-11-00-820-801).

SUBTASK 52-11-02-710-001

- (2) Do a test on the exterior handle mechanism [5] as follows:

- (a) Do this task: Passenger Entry Door System Test, TASK 52-11-00-730-801.
1) Only do the Exterior Handle Mechanism Test.

— END OF TASK —

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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LATCH MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the latch mechanism.
 - (2) An installation of the latch mechanism.

TASK 52-11-03-000-801

2. Latch Mechanism Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-02-000-801 | Exterior Handle Mechanism Removal (P/B 401) |
| 52-11-16-000-805 | Push/Pull Cable Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1146 | Pad - Protective, Ensolite or Equivalent 1/2 Inch by 72 Inches by 96 Inches |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Prepare for the Removal

SUBTASK 52-11-03-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

- (c) Open these circuit breakers and install safety tags:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|---------------|
| N | 15 | C52611 | L FLT LOCK DR |

Right Power Management Panel, P210

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|---------------|
| N | 8 | C52610 | R FLT LOCK DR |

SUBTASK 52-11-03-010-001

- (2) Get access to the latch mechanism [1] as follows:
- Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.
 - Open the door until the hinge is perpendicular to the door.

E. Removal

SUBTASK 52-11-03-000-001

- (1) Do this task: Exterior Handle Mechanism Removal, TASK 52-11-02-000-801.

SUBTASK 52-11-03-020-001

- (2) Disconnect the latch mechanism [1] from the door as follows:

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (a) Disengage the latch interlock [2].

EAD 001-007, 009, 201-210, 401-413

- Turn the interior handle [26] to lower the door onto a protective pad, STD-1146, to make sure the door weight is not on the secondary lift pushrod [3] at the latch shaft [15].
- Remove the bolt [10], washer [11], bushing [12], washer [13], and nut [14] to disconnect the secondary lift pushrod [3] at the latch shaft [15].

- You can turn the interior handle [26] toward the open position to make it easier to remove the bolt [10].
 - Do not let the gas spring [20] snap the handle cam [27] to the fully open or close position.

- Remove the bolt [21], washer [22], bushing [23], washer [24], and nut [25] to disconnect the drive rod [6] at the handle box [4].
- Remove the bolts [29], washers [30], washers [31], and nuts [32] that attach the crank assemblies [8] to the latch shaft [15].
- Remove the crank assemblies [8], washers [28], and washers [48] between the crank assemblies [8] and latch shaft [15].

- Keep the crank assemblies [8] for the subsequent installation.

NOTE: The latch mechanism is a matched drilled assembly.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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SUBTASK 52-11-03-020-002

- (3) Disconnect the flight lock mechanism [9] from the door structure as follows:
 - (a) Disconnect the electrical connector [39] and electrical connector [47] from the flight lock actuator [33] and flight lock engaged and disengaged proximity sensors [40].
 - (b) Remove the bolt [42], washer [43], bushing [44], washer [45], and nut [46] that attach the interlock rod [7] to the interlock roller arm [41].
 - (c) Remove the bolt [34], washer [35], bushing [36], washer [37], and nut [38] that attach the flight lock mechanism [9] to the door structure.

SUBTASK 52-11-03-020-003

- (4) Do this task: Push/Pull Cable Removal, TASK 52-11-16-000-805.
 - (a) Only do the steps to remove the pull cable from the handle mechanism.

SUBTASK 52-11-03-000-002

- (5) Remove the latch mechanism [1] from the door structure as follows:
 - (a) Hold the latch mechanism [1] and remove the bolts [16], washers [17], and shims [18] that attach the handle box [4] to the door structure.
 - (b) Remove the latch mechanism [1].

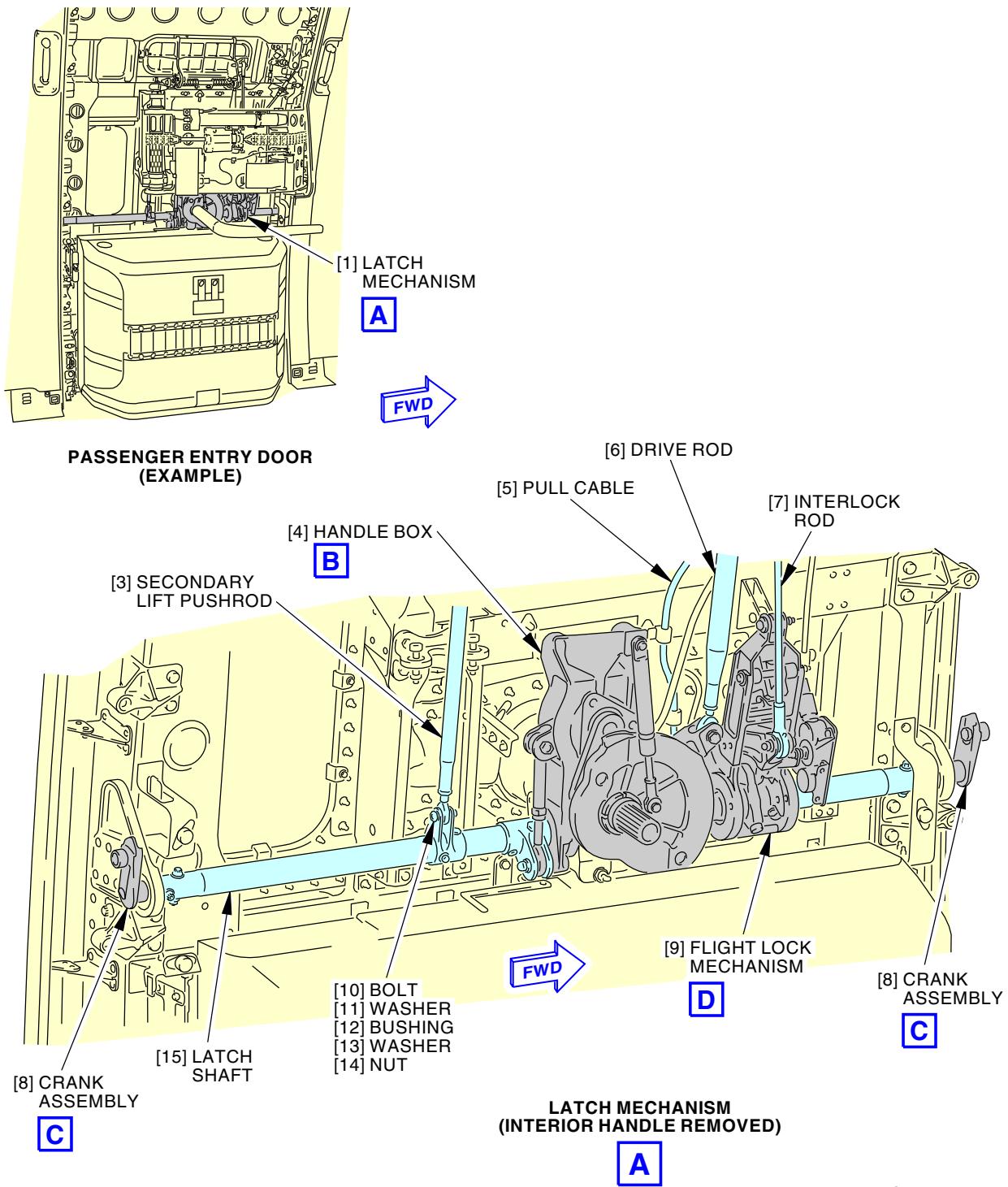
———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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H83550 S0006424745_V2

Latch Mechanism Installation
Figure 401/52-11-03-990-802 (Sheet 1 of 5)

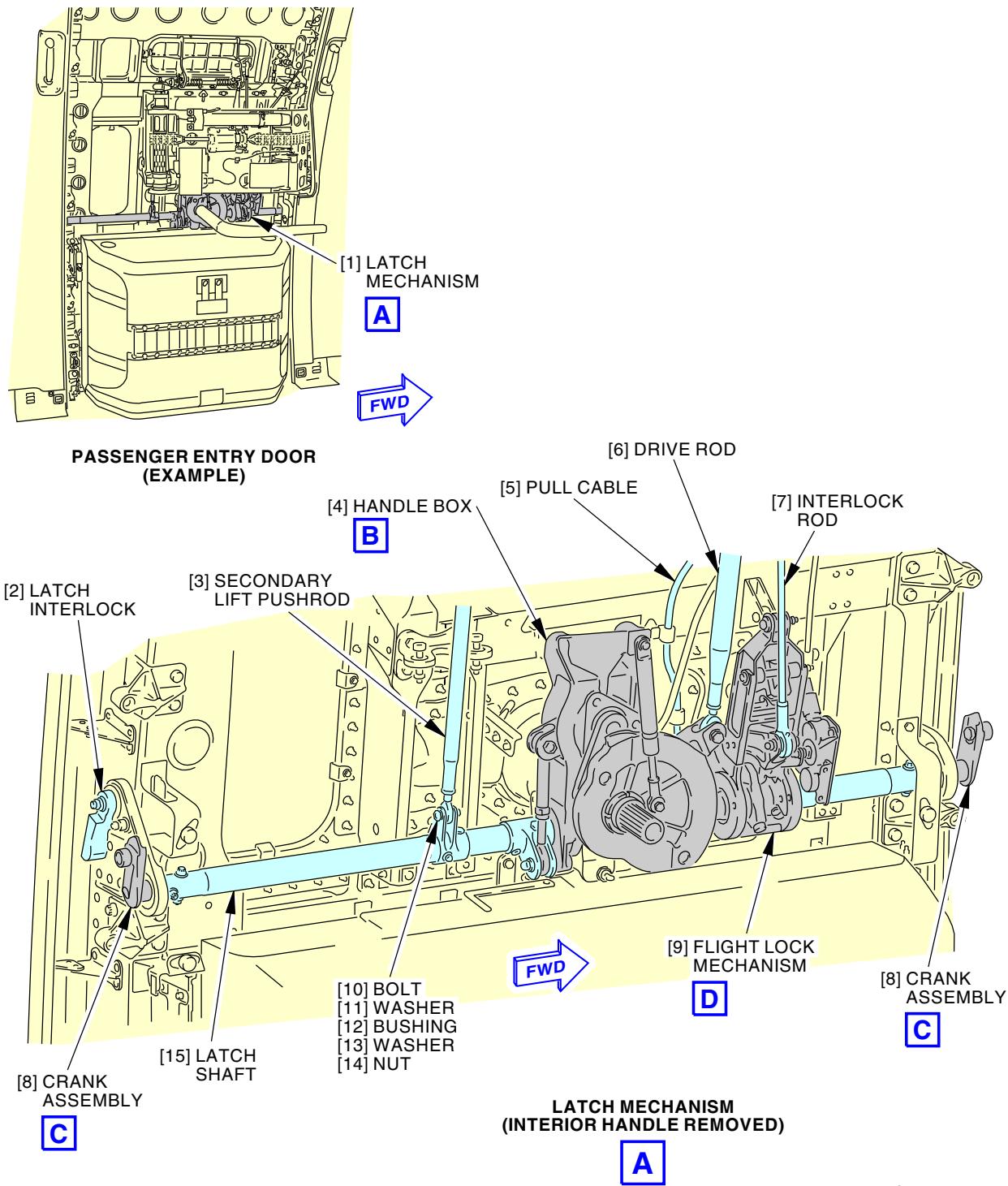
EFFECTIVITY
EAD 005-007, 009 PRE SB 777-52-0031

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N38087 S0006424746_V2

Latch Mechanism Installation
Figure 401/52-11-03-990-802 (Sheet 2 of 5)

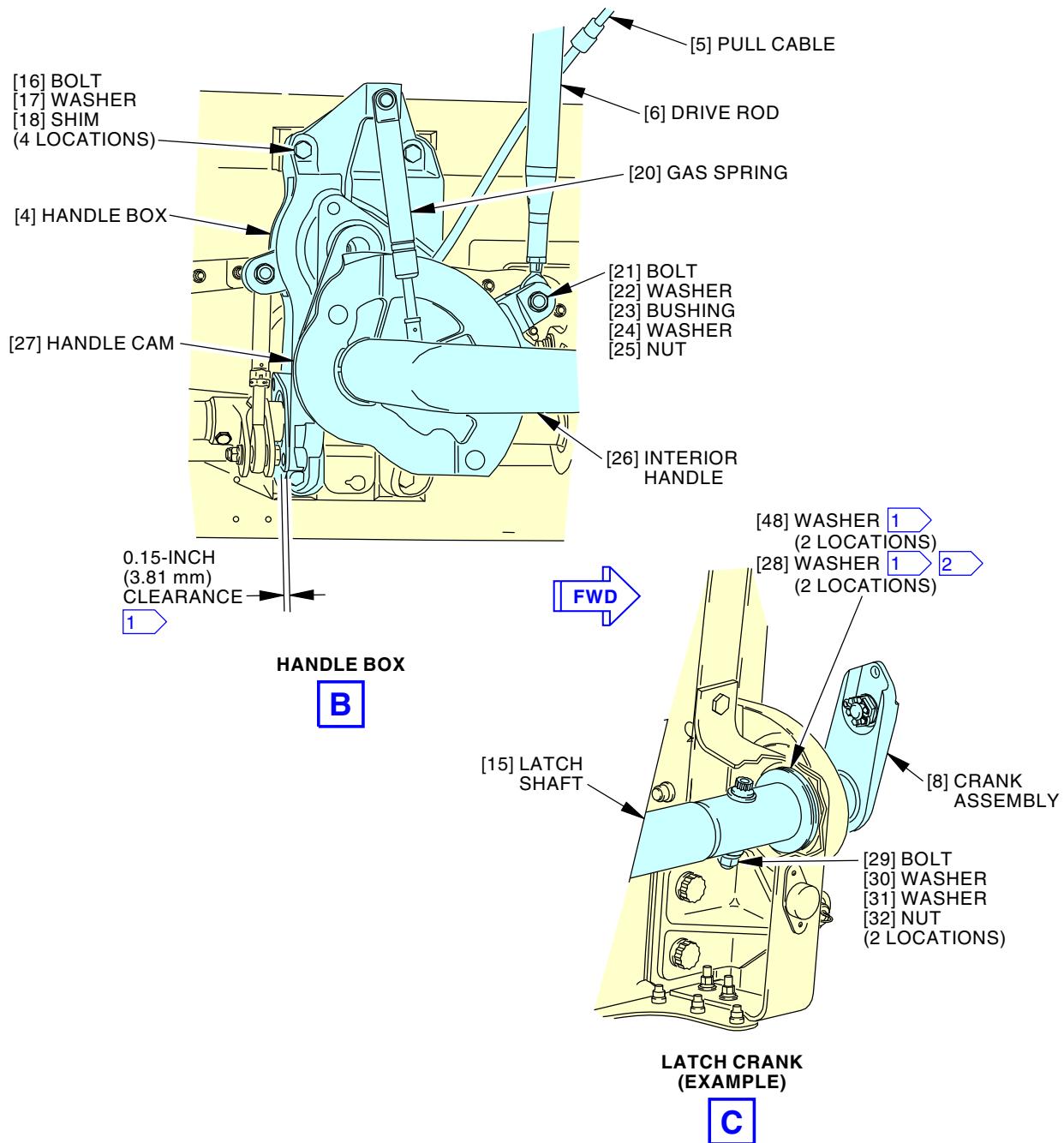
EFFECTIVITY
**EAD 001-004, 201-210, 401-413; EAD 005-007, 009
 POST SB 777-52-0031; AIRPLANES WITH LATCH
 INTERLOCKS**

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- [1] ADD OR REMOVE WASHERS BETWEEN LATCH SHAFT AND DOOR STRUCTURE TO GET THIS CLEARANCE.
- [2] MAKE SURE THE CLEARANCE BETWEEN THE WASHER AND THE BEARING IN THE DOOR STRUCTURE IS 0.01-0.02 INCH (0.25-0.51 mm) AT EACH SIDE OF THE DOOR.

E65341 S0006424747_V2

Latch Mechanism Installation
Figure 401/52-11-03-990-802 (Sheet 3 of 5)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

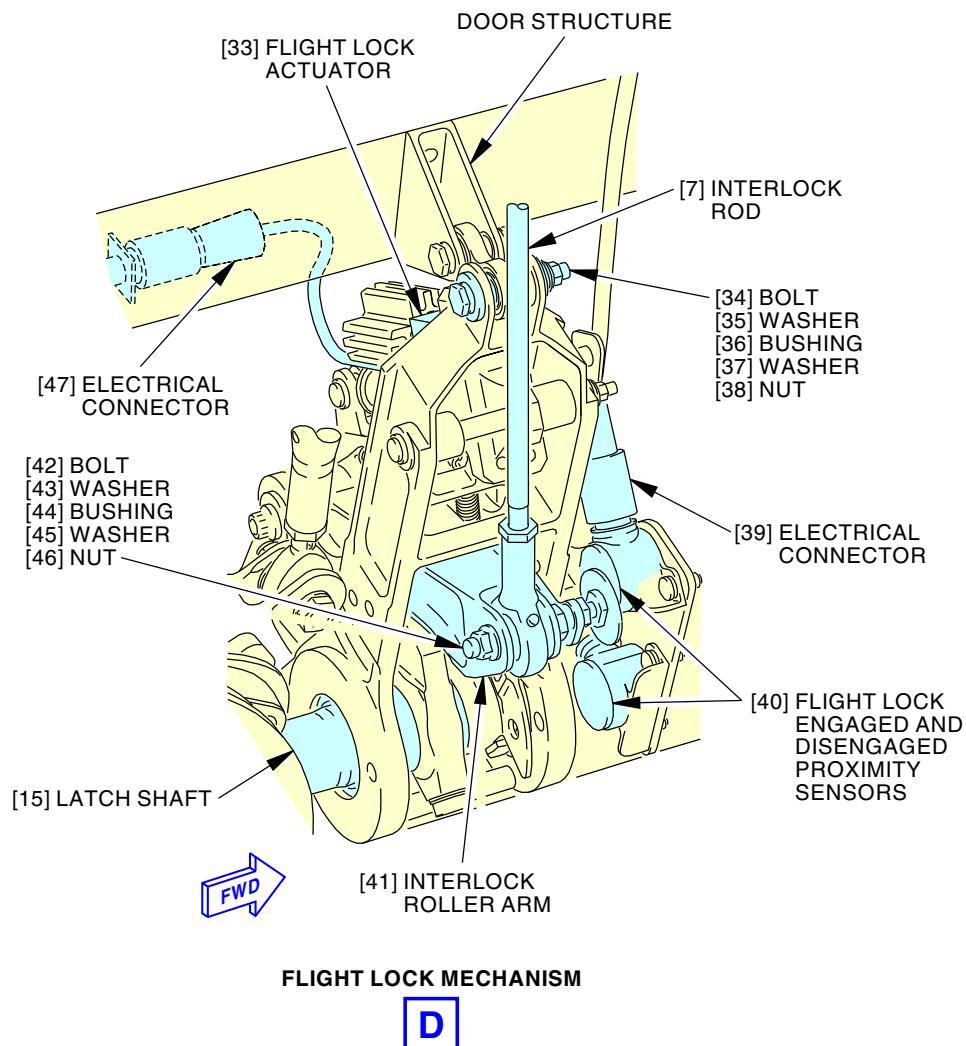
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E64981 S0006424748_V2

Latch Mechanism Installation
Figure 401/52-11-03-990-802 (Sheet 4 of 5)

EFFECTIVITY
EAD 001-007, 009

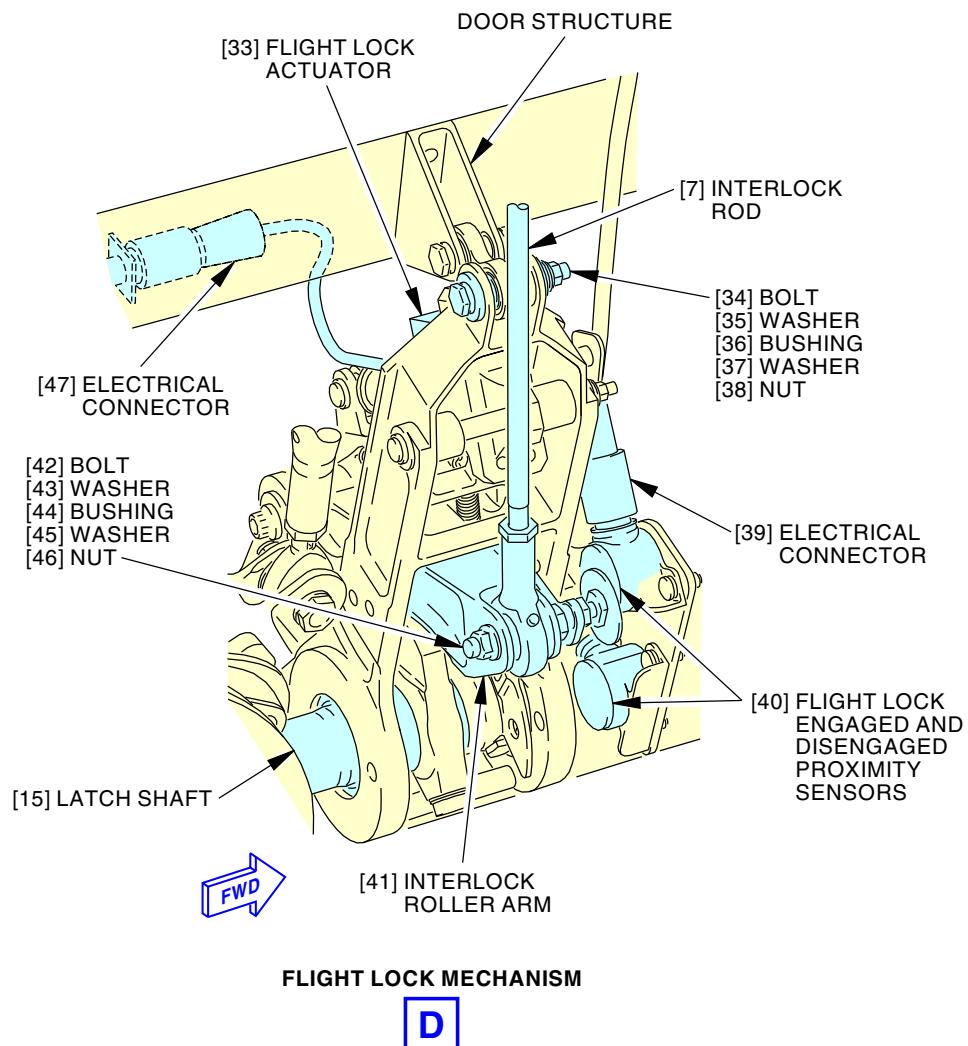
52-11-03

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J21852 S0000170681_V3

Latch Mechanism Installation
Figure 401/52-11-03-990-802 (Sheet 5 of 5)

EFFECTIVITY
EAD 201-210, 401-413

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TASK 52-11-03-400-801

3. Latch Mechanism Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-11-00-730-801 | Passenger Entry Door System Test (P/B 501) |
| 52-11-02-400-801 | Exterior Handle Mechanism Installation (P/B 401) |
| 52-11-16-400-804 | Pull Cable Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|----------------|------------------|------------------------------|
| 8 | Crank assembly | 52-11-03-04-051 | EAD 001, 002 |
| | | 52-11-03-04-053 | EAD 001-007, 009, 201-210 |
| | | 52-11-03-04A-100 | EAD 401-413 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Installation

SUBTASK 52-11-03-400-001

- (1) Install the latch mechanism [1] on the door structure as follows:
 - (a) Hold the latch mechanism [1] in its correct position and install the bolts [16], washers [17], and shims [18] to attach the latch mechanism [1] to the door structure.

SUBTASK 52-11-03-420-001

- (2) Do this task: Pull Cable Installation, TASK 52-11-16-400-804.
 - (a) Only do the steps to install the pull cable in the handle mechanism.

SUBTASK 52-11-03-400-002

- (3) Connect the flight lock mechanism [9] to the door structure as follows:

| |
|------------------------------------|
| EFFECTIVITY |
| EAD 001-007, 009, 201-210, 401-413 |

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- (a) Install the bolt [34], washer [35], bushing [36], washer [37], and nut [38] to attach the flight lock mechanism [9] to the door structure.
- (b) Install the bolt [42], washer [43], bushing [44], washer [45], and nut [46] to attach the interlock rod [7] to the interlock roller arm [41].
- (c) Connect the electrical connector [39] and electrical connector [47] to the flight lock actuator [33] and flight lock engaged and disengaged proximity sensors [40].

SUBTASK 52-11-03-400-003

- (4) Connect the latch mechanism [1] to the door as follows:
 - (a) Install the crank assemblies [8] with the washers [28] and washers [48] between the crank assemblies [8] and latch shaft [15].
 - 1) Use the crank assemblies [8] from the previous removal.
 - NOTE: The latch mechanism is a matched drilled assembly.
 - (b) Make sure the clearance to the handle box [4] is within the limits (View B and View C, Figure 401).
 - (c) Install the bolts [29], washers [30], washers [31], and nuts [32] to attach the crank assemblies [8] to the latch shaft [15].
 - (d) Install the bolt [21], washer [22], bushing [23], washer [24], and nut [25] to connect the drive rod [6] at the handle box [4].
 - (e) Install the bolt [10], washer [11], bushing [12], washer [13], and nut [14] to connect the secondary lift pushrod [3] at the latch shaft [15].
 - 1) You can turn the interior handle [26] toward the open position to make it easier to install the bolt.
 - a) Do not let the gas spring [20] snap the handle cam [27] to the fully open or close position.

SUBTASK 52-11-03-420-002

- (5) Do this task: Exterior Handle Mechanism Installation, TASK 52-11-02-400-801.

SUBTASK 52-11-03-010-002

- (6) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

E. Installation Test

SUBTASK 52-11-03-720-001

- (1) Do this task: Passenger Entry Door System Test, TASK 52-11-00-730-801.
 - (a) Only do the Normal Operation Interior Handle Mechanism Test.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-03-860-002

- (1) Remove the safety tags and close these circuit breakers:

Left Power Management Panel, P110

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|---------------|
| N | 15 | C52611 | L FLT LOCK DR |

Right Power Management Panel, P210

| <u>Row</u> | <u>Col</u> | <u>Number</u> | <u>Name</u> |
|------------|------------|---------------|---------------|
| N | 8 | C52610 | R FLT LOCK DR |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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SUBTASK 52-11-03-860-003

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ——

— EFFECTIVITY —
EAD 001-007, 009, 201-210, 401-413

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VENT DOOR - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the vent door.
 - (2) An installation of the vent door.
- B. In this procedure the vent door is referred to as the vent assembly [1] and aft fitting as the fitting assembly [40].

TASK 52-11-04-000-801

2. Vent Door Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|-------------------------------|
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door |
| | 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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AIRCRAFT MAINTENANCE MANUAL

EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

D. Prepare for the Removal

SUBTASK 52-11-04-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.
NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-04-010-001

- (2) Get access to the vent assembly [1] as follows:
 - (a) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (b) Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.
 - (c) Open the door until the hinge is perpendicular to the door.
 - (d) Install the passenger entry door hold-open, SPL-1985.

E. Removal

SUBTASK 52-11-04-020-001



HOLD THE VENT DOOR WHEN YOU DISCONNECT THE DRIVE ROD AND INTERLOCK ROD FROM THE VENT DOOR. WHEN YOU DISCONNECT THE RODS, THE VENT DOOR WILL FULLY OPEN FROM THE FORCE OF ITS SPRINGS.

- (1) Disconnect the drive rod [4] and interlock rod [3] as follows:
 - (a) Remove the bolt [22], washer [23], bushing [24], washers [25], and nut [26] to disconnect the drive rod [4] from the crank assembly [27].
 - (b) Remove the bolt [13], washer [14], filler [15], washer [16], and nut [17] that attach the crank assembly [27] to the shaft [2].
 - (c) Remove the bolt [18], washer [19], washers [20], and nut [21] to disconnect the interlock rod [3] from the vent assembly [1].

SUBTASK 52-11-04-020-002

- (2) Disengage the springs [7] from the shaft [2] as follows:
 - (a) Remove the bolts [8], washers [9], bushings [10], washers [11], and nuts [12] that hold the springs [7] to the structure.
 - (b) Loosen the bolt [28], washer [51], bushing [52], washers [53], bushing [54], and nut [55] that hold the other end of the spring [7] and disengage the springs [7].
 - (c) Loosen the bolt [32], washer [56], washer [57], bushing [58], washer [59], and nut [60] that hold the other end of the spring [7] and disengage the springs [7].

SUBTASK 52-11-04-020-005

- (3) Remove the vent assembly [1] from the door as follows:

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (a) Remove the bolts [41], washers [42], washers [43], and nuts [44] that attach the fitting assembly [40] to the structure.
- (b) Loosen the fitting assembly [40] from the structure and remove from the shaft [2].
- (c) Pull the vent assembly [1] aft from the forward fitting [45].

SUBTASK 52-11-04-020-003

- (4) Remove the vent assembly [1] from the shaft [2] as follows:
 - (a) Remove the bolt [30], washers [31], and nut [33] that attach the crank [6] and go through the shaft [2].
 - (b) Loosen the bolt [29], washer [46], washer [47], bushing [48], washer [49], and nut [50] that hold the other end of the spring [5] and disengage the springs [5].
 - (c) Remove the washers [39] on the aft end of the shaft [2].
 - (d) Remove the crank [6] from the shaft [2].
 - (e) Remove the springs [5] from the shaft [2].
 - (f) Remove the washers [38] between vent assembly [1] and crank [6].
 - (g) Pull the shaft [2] forward through the first hole in the vent assembly [1].
 - (h) Remove the springs [7] from the shaft [2].
 - (i) Remove the crank assembly [27] from the shaft [2].
 - (j) Remove the washers [37] at the vent door bushing [34].
 - (k) Continue to pull the shaft [2] forward through the second hole in the vent assembly [1].
 - (l) Remove the washer [36] on the shaft [2].
 - (m) Remove the washer [35] on the forward end of the shaft [2].

SUBTASK 52-11-04-020-004

- (5) Remove the vent assembly [1].

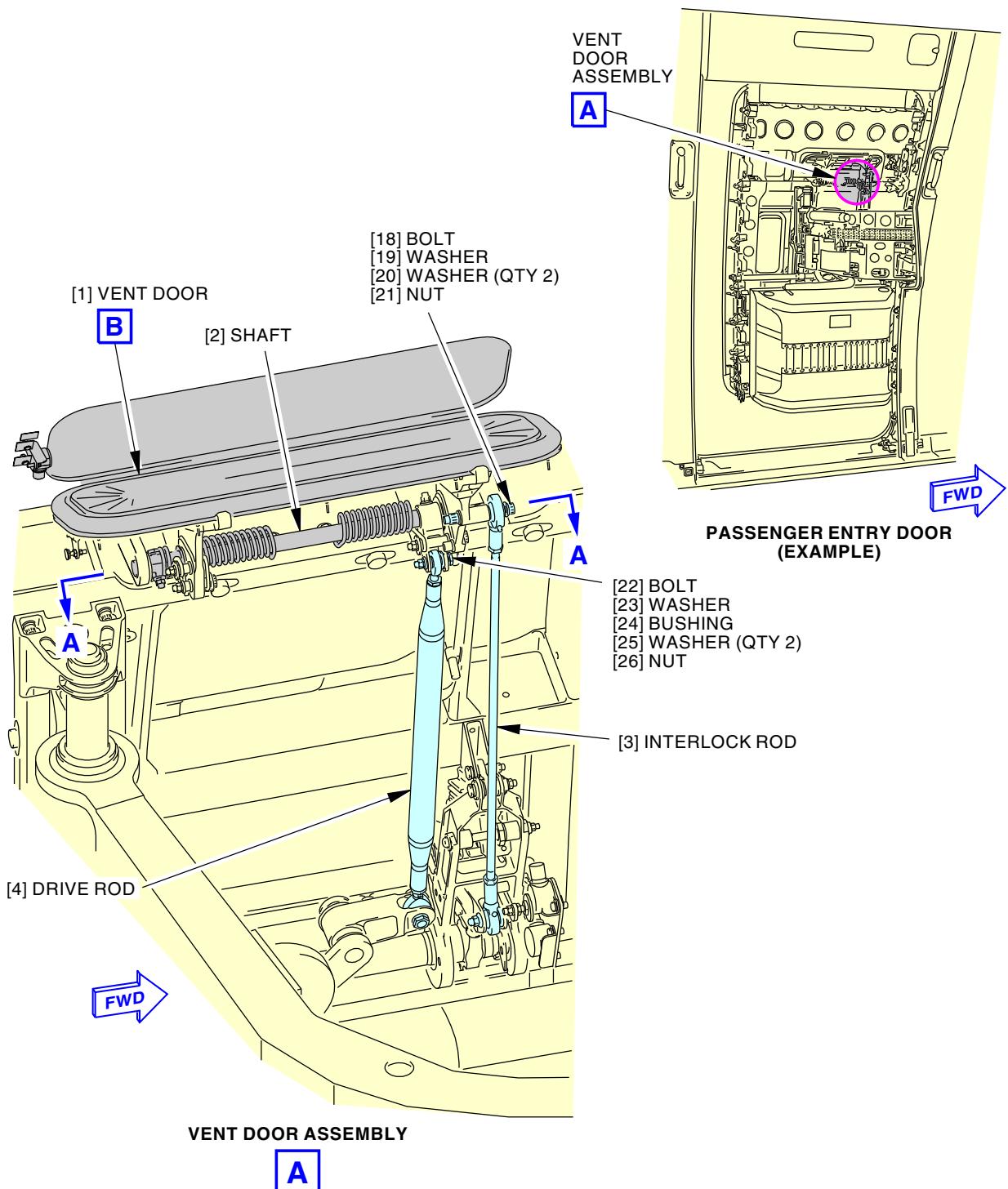
———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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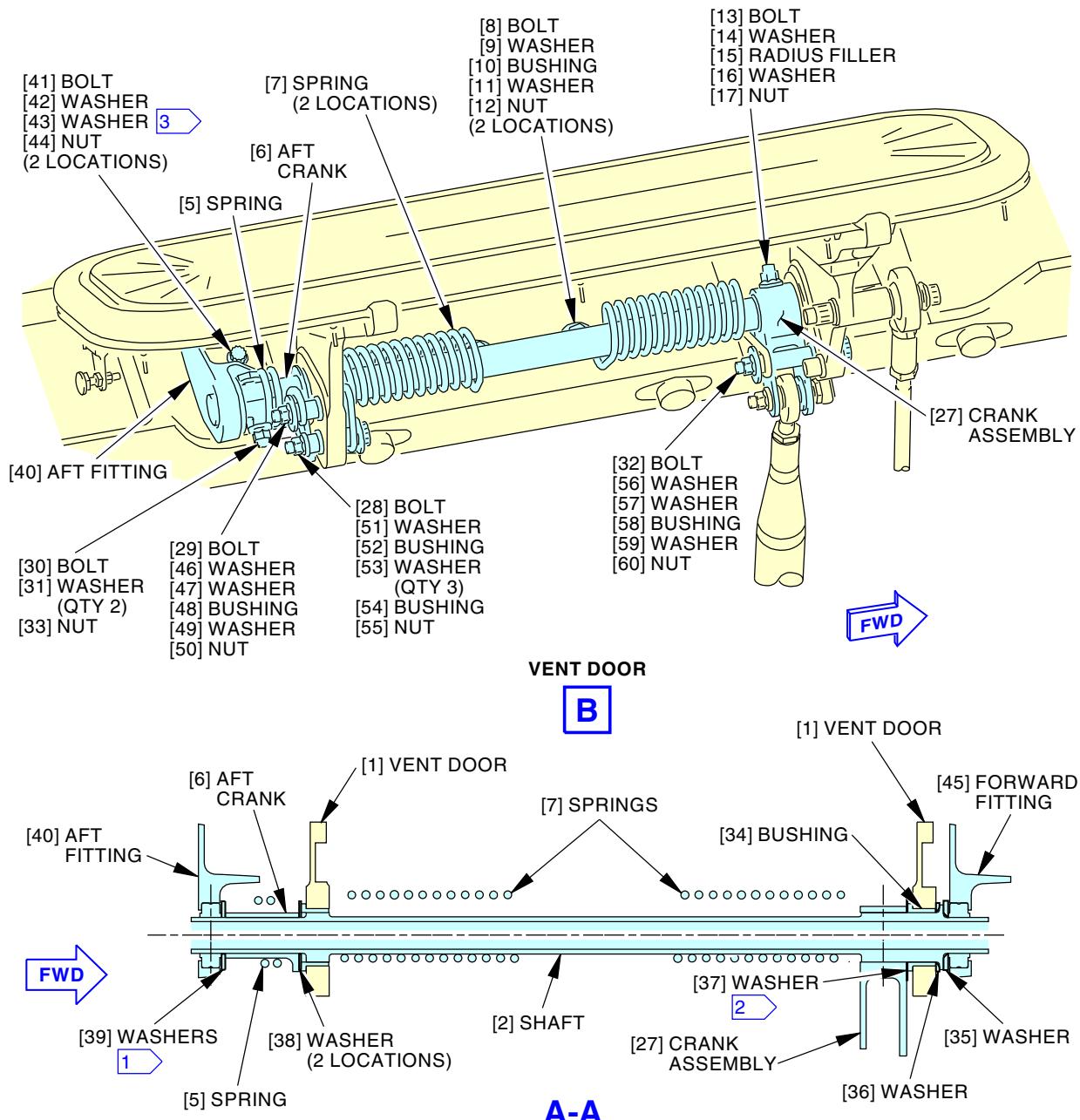
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Vent Door Installation
Figure 401/52-11-04-990-802 (Sheet 1 of 2)

 EFFECTIVITY
 EAD 001-007, 009, 201-210, 401-413

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- 1** WASHERS INSTALLED TO FILL THE CLEARANCE
- 2** 0.005-0.010 INCH (0.127-0.254 mm) CLEARANCE BETWEEN WASHER AND BUSHING
- 3** TWO WASHERS ARE INSTALLED AT OUTBOARD LOCATION

C76797 S0006424754_V2

Vent Door Installation
Figure 401/52-11-04-990-802 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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TASK 52-11-04-400-801

3. Vent Door Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |
| 52-71-01-730-801 | Passenger Entry Door Indication Functional Test (P/B 201) |
| 52-71-01-900-801 | Vent Door Locked Proximity Sensor Removal, Installation, and Adjustment (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |

D. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|------------------|------------------|----------------------------|
| 1 | Vent assembly | 52-11-04-01-205 | EAD 001-007, 009, 201-210 |
| | | 52-11-04-01-320 | EAD 001-007, 009, 201-210 |
| | | 52-11-04-01-325 | EAD 001-007, 009, 201-210 |
| | | 52-11-04-01A-260 | EAD 401-413 |
| | | 52-11-04-01A-265 | EAD 401-413 |
| 27 | Crank assembly | 52-11-04-01-410 | EAD 001-007, 009, 201-210 |
| | | 52-11-04-01-425 | EAD 001-007, 009, 201-210 |
| | | 52-11-04-01A-355 | EAD 401-413 |
| 40 | Fitting assembly | 52-11-01-04-145 | EAD 001-005 |
| | | 52-11-01-04-150 | EAD 001-005 |
| | | 52-11-01-04A-145 | EAD 006, 007, 009, 201-210 |
| | | 52-11-01-04A-150 | EAD 006, 007, 009, 201-210 |
| | | 52-11-01-04F-087 | EAD 401-413 |
| | | 52-11-01-04F-090 | EAD 401-413 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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(Continued)

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|------------------------------|
| 40 (cont.) | | 52-11-01-05-140 | EAD 001-003 |
| | | 52-11-01-05-143 | EAD 001-003 |
| | | 52-11-01-05A-140 | EAD 001-007, 009, 201-210 |
| | | 52-11-01-05A-143 | EAD 001-007, 009, 201-210 |
| | | 52-11-01-06-155 | EAD 001-006 |
| | | 52-11-01-06-160 | EAD 001-006 |
| | | 52-11-01-06A-155 | EAD 007, 009, 201-210 |
| | | 52-11-01-06A-160 | EAD 007, 009, 201-210 |

E. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

F. Installation

SUBTASK 52-11-04-420-001

- (1) Hold the vent assembly [1] in its correct position.

SUBTASK 52-11-04-420-002

- (2) Install the shaft [2] through the vent assembly [1] as follows:
 - (a) Install the washer [35] on the shaft [2].
 - (b) Install the washer [36] on the shaft [2].
 - (c) Hold the shaft [2] at the forward end and push the shaft [2] aft through the first hole in the vent assembly [1].
 - (d) Install the washer [37] at the vent door bushing [34].
 - 1) Make sure the clearance between the washer [37] and bushing [34] is within the limits (View A-A, Figure 401).
 - (e) Install the crank assembly [27] and springs [7] on the shaft [2].
 - (f) Continue to push the shaft [2] aft through the second hole in the vent assembly [1].

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EAD 001-007, 009, 201-210, 401-413

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- (g) Install the washers [38] at the vent assembly [1].
- (h) Install the crank [6] on the shaft [2].
- (i) Install the spring [5] on the shaft [2].
- (j) Install the washers [39] at the crank [6].
- (k) Install the fitting assembly [40] on the shaft [2].
 - 1) Make sure the clearance between the fitting assembly [40] and crank [6] is within the limits (View A-A, Figure 401).
- (l) Install the bolt [30], washers [31], and nut [33] to attach the crank [6] and go through the shaft [2].
 - 1) Do not tighten the nut [33].

SUBTASK 52-11-04-420-005

- (3) Install the vent assembly [1] as follows:
 - (a) Push the vent assembly [1] through the forward fitting [45].
 - (b) Make sure the shaft [2] is aligned correctly and the hole in the forward end of the shaft [2] is up.
 - (c) Apply the sealant, A00247, to the fitting assembly [40] and the mating structure to make a surface seal between the fitting assembly [40] and structure.
 - (d) Put the fitting assembly [40] in its correct position on the structure.
 - (e) Apply the sealant, A00247, to the mating surfaces of the bolts [41], washers [42], washers [43], nuts [44], and brush seal after installation.
 - (f) Install the bolts [41], washers [42], washers [43], and nuts [44] to attach the fitting assembly [40] to the structure.

SUBTASK 52-11-04-420-003

- (4) Engage the spring [5] and springs [7] as follows:
 - (a) Engage the spring [5] with the bolt [30], washers [31], and nut [33].
 - (b) Engage the springs [5] with the bolt [29], washer [46], washer [47], bushing [48], washer [49], and nut [50].
 - (c) Tighten the nut [33] and nut [50] that hold the spring [5].
 - (d) Apply the sealant, A00247, to the mating surfaces of the bolts [8], washers [9], bushings [10], washers [11], nuts [12], and brush seal after installation.
 - (e) Install the bolts [8], washers [9], bushings [10], washers [11], and nuts [12] that hold the springs [7] on the structure.
 - (f) Engage the spring [7] with the bolt [28], washer [51], bushing [52], washers [53], bushing [54], and nut [55].
 - (g) Engage the spring [7] with the bolt [32], washer [56], washer [57], bushing [58], washer [59], and nut [60].
 - (h) Tighten the nut [55] and nut [60] that hold the springs [7].

SUBTASK 52-11-04-420-004

- (5) Connect the drive rod [4] and interlock rod [3] as follows:
 - (a) Apply the sealant, A00247, between the filler [15] and crank assembly [27].
 - (b) Apply the sealant, A00247, to the mating surfaces of the bolt [13], washer [14], filler [15], washer [16], nut [17], and brush seal after installation.

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- (c) Install the bolt [13], washer [14], filler [15], washer [16], and nut [17] for the crank assembly [27] that go through the shaft [2].
- (d) Install the bolt [22], washer [23], bushing [24], washers [25], and nut [26] to connect the drive rod [4] to the crank assembly [27].
- (e) Install the bolt [18], washer [19], washers [20], and nut [21] to connect the interlock rod [3] to the vent assembly [1].

SUBTASK 52-11-04-820-001

- (6) Do this task: Vent Door Locked Proximity Sensor Removal, Installation, and Adjustment, TASK 52-71-01-900-801.
 - (a) Only do the Adjustment procedure.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-04-410-001

- (1) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

SUBTASK 52-11-04-080-001

- (2) Remove the passenger entry door hold-open, SPL-1985.

SUBTASK 52-11-04-860-002

- (3) Turn the EPAS battery safety switch to the ARM position.

H. Installation Test

SUBTASK 52-11-04-710-001

- (1) Do a test on the vent assembly [1] as follows:
 - (a) Open and close the door.
 - (b) Make sure the vent assembly [1] operates correctly.
 - (c) Make sure the vent assembly [1] does not touch the upper liner.
 - (d) Do this task: Passenger Entry Door Indication Functional Test, TASK 52-71-01-730-801.
 - 1) Only do the test on the locked proximity sensor.

———— END OF TASK ————

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SPRING - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) A removal of the gas spring.
 - (2) An installation of the gas spring.
- B. In this procedure the gas spring is referred to as the spring assembly [4].

TASK 52-11-05-000-801

2. Gas Spring Removal

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

B. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Prepare for the Removal

SUBTASK 52-11-05-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARMED position.

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- (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-05-010-001

- (2) Get access to the spring assembly [4] as follows:

- (a) Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.
- (b) Open the door until the hinge is perpendicular to the door.
- (c) Install the passenger entry door hold-open, SPL-1985.

D. Removal

SUBTASK 52-11-05-020-001



WARNING

DO NOT TRY TO COMPRESS THE GAS SPRING MANUALLY. IT IS NOT POSSIBLE TO COMPRESS THE SPRING MANUALLY. INJURY CAN OCCUR IF THE SPRING SUDDENLY MOVES AND TRAPS THE HAND BETWEEN THE SPRING AND THE STRUCTURE. USE AN INTERIM TOOL TO COMPRESS THE SPRING.

- (1) Disconnect the top end of the spring assembly [4] from the handle box [1] as follows:
- (a) Push down on the spring assembly [4] to compress it.
 - (b) Remove the bolt [5], washer [6], bushing [7], washer [9], and nut [8] that attach the spring assembly [4] to the handle box [1].

SUBTASK 52-11-05-020-002

- (2) Disconnect the bottom end of the spring assembly [4] from the handle cam [3] as follows:
- (a) Remove the bolt [13], washer [12], washer [14], washer [10], and nut [11] that attach the spring assembly [4] to the handle cam [3].

SUBTASK 52-11-05-020-003

- (3) Remove the spring assembly [4].

———— END OF TASK ————

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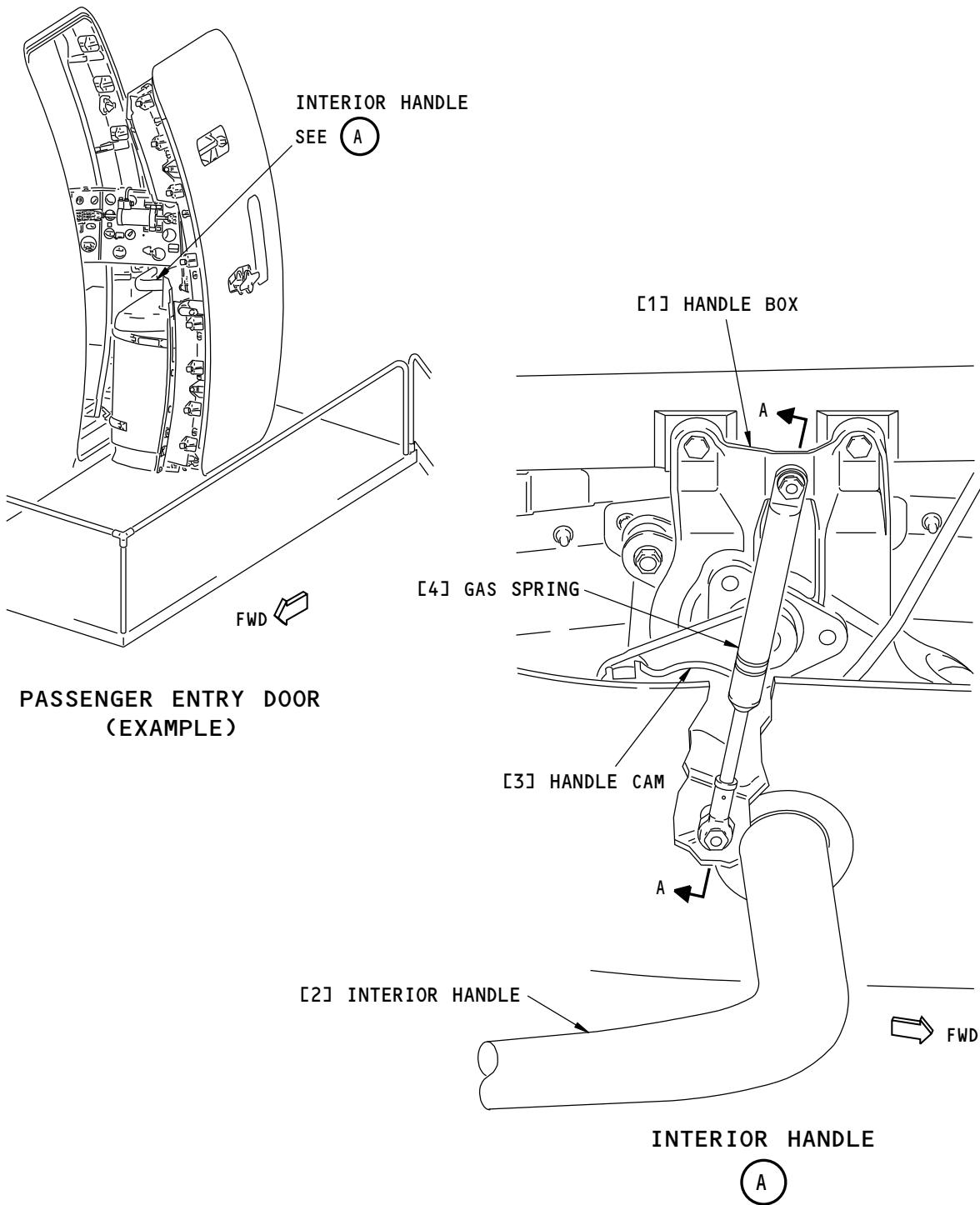
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Gas Spring Installation
Figure 201/52-11-05-990-802 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

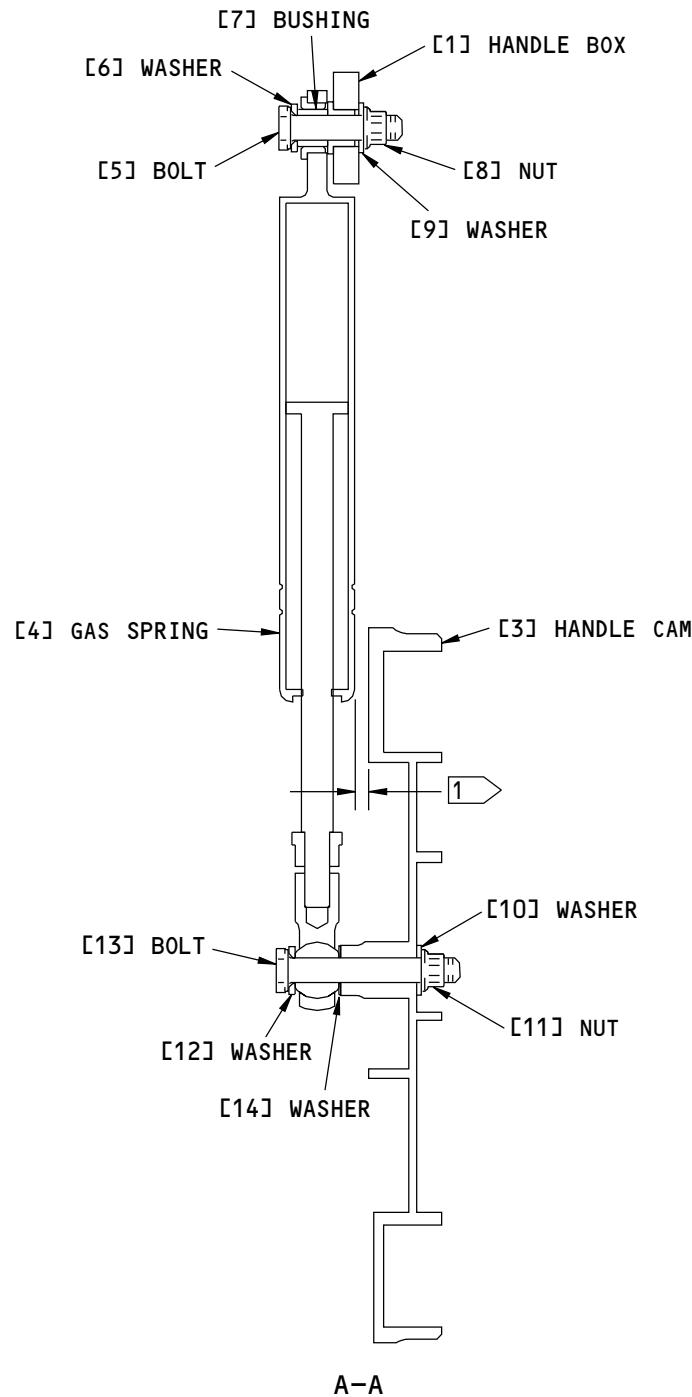
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1 MAKE SURE THERE IS CLEARANCE BETWEEN
THE GAS SPRING AND THE HANDLE CAM.

C94782 S0006424760_V1

Gas Spring Installation
Figure 201/52-11-05-990-802 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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TASK 52-11-05-400-801

3. Gas Spring Installation

(Figure 201)

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |

B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-----------------|------------------|------------------------------|
| 4 | Spring assembly | 52-11-00-04-090 | EAD 001-007, 009, 201-210 |
| | | 52-11-00-04A-090 | EAD 401-413 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Installation

SUBTASK 52-11-05-420-001

- (1) Connect the bottom end of the spring assembly [4] to the handle cam [3] as follows:
 - (a) Hold the spring assembly [4] in its correct position and install the bolt [13], washer [12], washer [14], washer [10], and nut [11] to attach the spring assembly [4] to the handle cam [3].
 - (b) Make sure there is clearance between the spring assembly [4] and handle cam [3] (View A-A, Figure 201).
 - 1) If it is necessary, adjust as follows:
 - a) Add or remove the washer [14] between the spring assembly [4] rod end bearing and handle cam [3] to get the clearance.

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SUBTASK 52-11-05-420-002



WARNING

DO NOT TRY TO COMPRESS THE GAS SPRING MANUALLY. IT IS NOT POSSIBLE TO COMPRESS THE SPRING MANUALLY. INJURY CAN OCCUR IF THE SPRING SUDDENLY MOVES AND TRAPS THE HAND BETWEEN THE SPRING AND THE STRUCTURE. USE AN INTERIM TOOL TO COMPRESS THE SPRING.

- (2) Connect the top end of the spring assembly [4] to the handle box [1] as follows:
 - (a) Push down on the spring assembly [4] to compress it a minimum of 0.05 in. (1.27 mm).
 - (b) Install the bolt [5], washer [6], bushing [7], washer [9], and nut [8] to attach the spring assembly [4] to the handle box [1].
 - (c) Keep the clearance between the spring assembly [4] and handle cam [3].

E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-05-080-001

- (1) Remove the passenger entry door hold-open, SPL-1985.

SUBTASK 52-11-05-860-002

- (2) Turn the EPAS battery safety switch to the ARM position.

F. Installation Test

SUBTASK 52-11-05-710-001

- (1) Do a test on the spring assembly [4] as follows:
 - (a) Turn the interior handle to its open and closed positions.
 - (b) Make sure the spring assembly [4] does not bottom out in any position.
 - (c) Make sure the spring assembly [4] does not touch the handle cam [3].

— END OF TASK —

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HINGE MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the hinge mechanism.
 - (2) An installation of the hinge mechanism.
- B. The hinge mechanism has these parts:
 - (1) Hinge arm and all of the parts on the hinge arm.

TASK 52-11-06-000-801

2. Hinge Mechanism Removal

(Figure 401, Figure 402)

A. References

| Reference | Title |
|------------------|----------------------------------|
| 25-21-02-000-801 | Doorway Lining Removal (P/B 401) |
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1989 | Screw Equipment - Safety, Passenger Door Counter-Balance Spring 777-200, -200ER, -200F, -200LR Part #: J52021-1 Supplier: 81205 |
| SPL-3988 | Pin - Rig, J20003-11 (included in J20003 Set) 777-200, -200ER, -200F, -200LR Part #: J20003-34 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------------------------|
| D00015 | Grease - Aircraft Bearing (Use BMS 3-24 until existing stocks are depleted, BMS 3-33 supersedes BMS 3-24) | BMS3-24 (Superseded by BMS3-33) |

D. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |

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EAD 001-007, 009, 201-210, 401-413

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EAD 401-413 (Continued)

(Continued)

Zone Area

841 Supernumerary Entry Door

EAD 001-007, 009, 201-210

842 Right No. 2 Passenger Entry Door - Section 43

844 Right No. 3 Passenger Entry Door - Section 46

845 Right No. 4 Passenger Entry Door - Section 47

EAD 001-007, 009, 201-210, 401-413

E. Prepare for the Removal

SUBTASK 52-11-06-860-001

- (1) Make sure the door is safe as follows:

- Make sure the mode select handle is in the MANUAL/DISARM position.
- Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-06-010-001

- (2) Get access to the hinge mechanism as follows:

- Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.
- Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
- Do this task: Doorway Lining Removal, TASK 25-21-02-000-801.
 - Only do the steps to remove the applicable lining on the forward side of the doorway.

F. Removal

SUBTASK 52-11-06-480-005

- (1) Safety the counterbalance spring [6] as follows:

- Remove the plug [4].
- Apply the grease, D00015, to the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989).
- Install the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989).
- Turn the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989) until you feel an increase in torque and then turn the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989) two turns more.

SUBTASK 52-11-06-020-001

- (2) Disconnect the hinge mechanism from the door [3] as follows:

- Install the rig pin, J20003-11, SPL-3988, through the holes in the flight lock mechanism and vent door interlock hook to safety the door.
- Disconnect the electrical connector [9] between the hinge arm [1] and door [3].
- Remove the bolt [18], washer [14], washer [17], bushing [16], and nut [15] that attach the secondary lift pushrod [12] to the bellcrank [10] on the latch shaft [11].
- Remove the bolts [19], washers [20], washers [22], radius filler [24], shims [21], and nuts [23] that attach the top of the attach assembly [2] to the door [3].

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- 1) Make a record of the location of the shims [21] for the subsequent installation.
- (e) Remove the bolts [25], washers [26], washers [27], and nuts [28] that attach the attach assembly [2] to the bracket [13] on the door [3].
- (f) Hold the hinge arm [1] to support it after the attach assembly [2] is disconnected from the door [3].

SUBTASK 52-11-06-020-002

- (3) Disconnect the hinge mechanism from the fuselage [41] as follows:
 - (a) Disconnect the electrical connector [43] between the hinge arm [1] and fuselage [41].

EAD 001-007, 009, 201-210

- (b) For PED 1-3, do these steps:
 - 1) Loosen the nut [61] and nut [58] on the adjuster bolt [57] for the adjuster arm [42].
 - 2) Remove the adjuster bolt [57], spacer ring [62], spacer ring [63], nut [61], adjuster [60], washer [59], and nut [58].
- (c) For PED 4, do these steps:
 - 1) Loosen the nut [70] and nut [71] on the adjuster bolt [57] for the adjuster arm [42].
 - 2) Remove the adjuster bolt [57], spacer ring [68], spacer ring [69], spacer ring [73], nut [70], nut [71], washer [74], convex washer [72], and adjuster [60].

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- (d) Loosen the nut [61] and nut [58] on the adjuster bolt [57] for the adjuster arm [42].
- (e) Remove the adjuster bolt [57], spacer ring [62], spacer ring [63], nut [61], adjuster [60], washer [59], and nut [58].

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- (f) Remove the bolt [65], washer [66], and nut [67] that attach the adjuster arm [42].
- (g) Remove the bolt [47], washer [48], washer [49], bushing [51], bushing [64], and nut [50] that attach the lower part of the hinge arm [1] to the fuselage [41].
- (h) Remove the bolt [45], spacer ring [55], bushing [44], bushing [46], washers [56] and nut [54] that attach the upper part of the hinge arm [1] to the fuselage [41].
 - 1) Remove the nut and spacer from below and through the anchor shaft [52].
- (i) Remove the adjuster arm [42] and spacer ring [53].

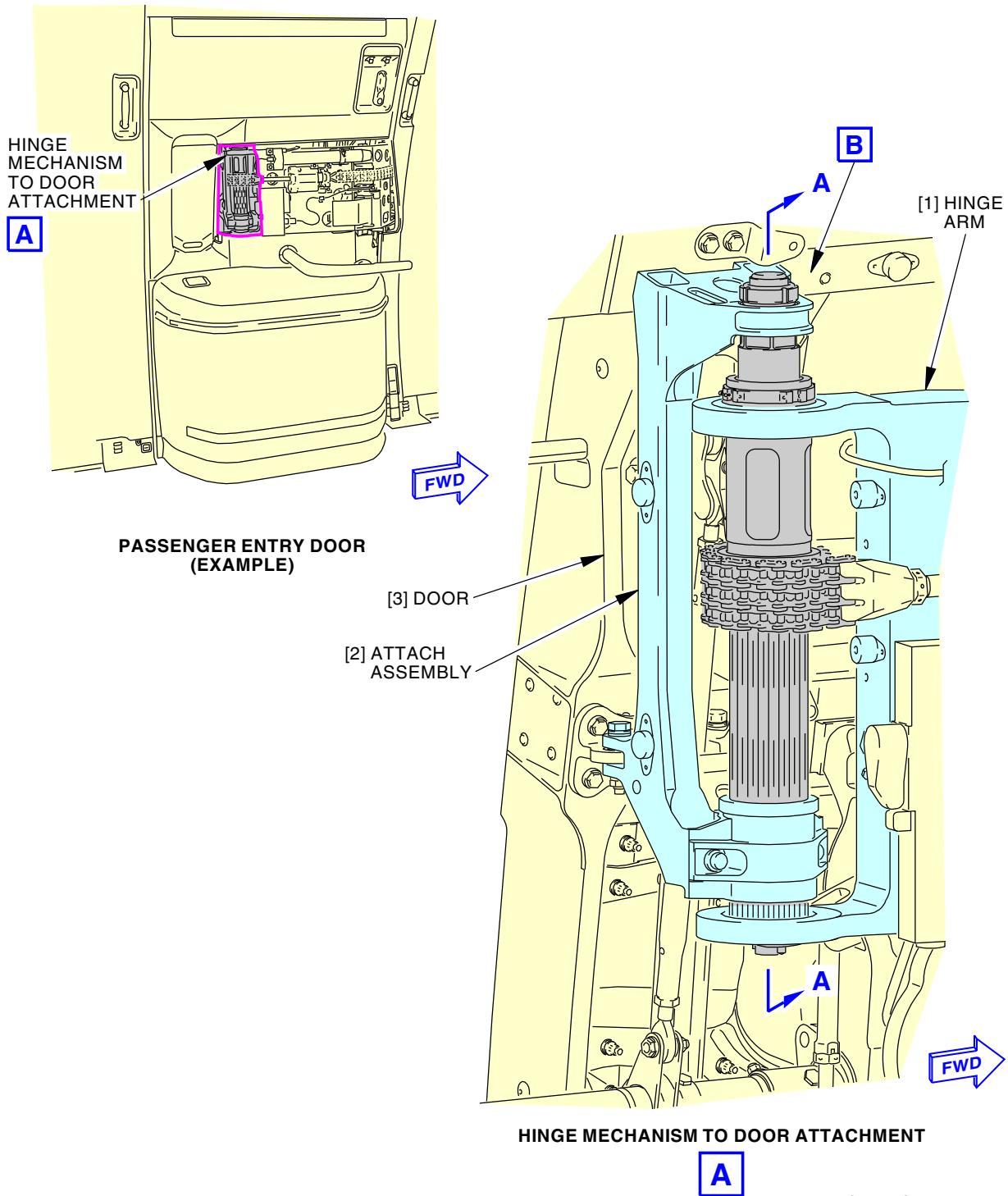
SUBTASK 52-11-06-020-003

- (4) Remove the hinge arm [1] from the door [3].

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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Hinge Mechanism to Door Installation
Figure 401/52-11-06-990-803 (Sheet 1 of 4)

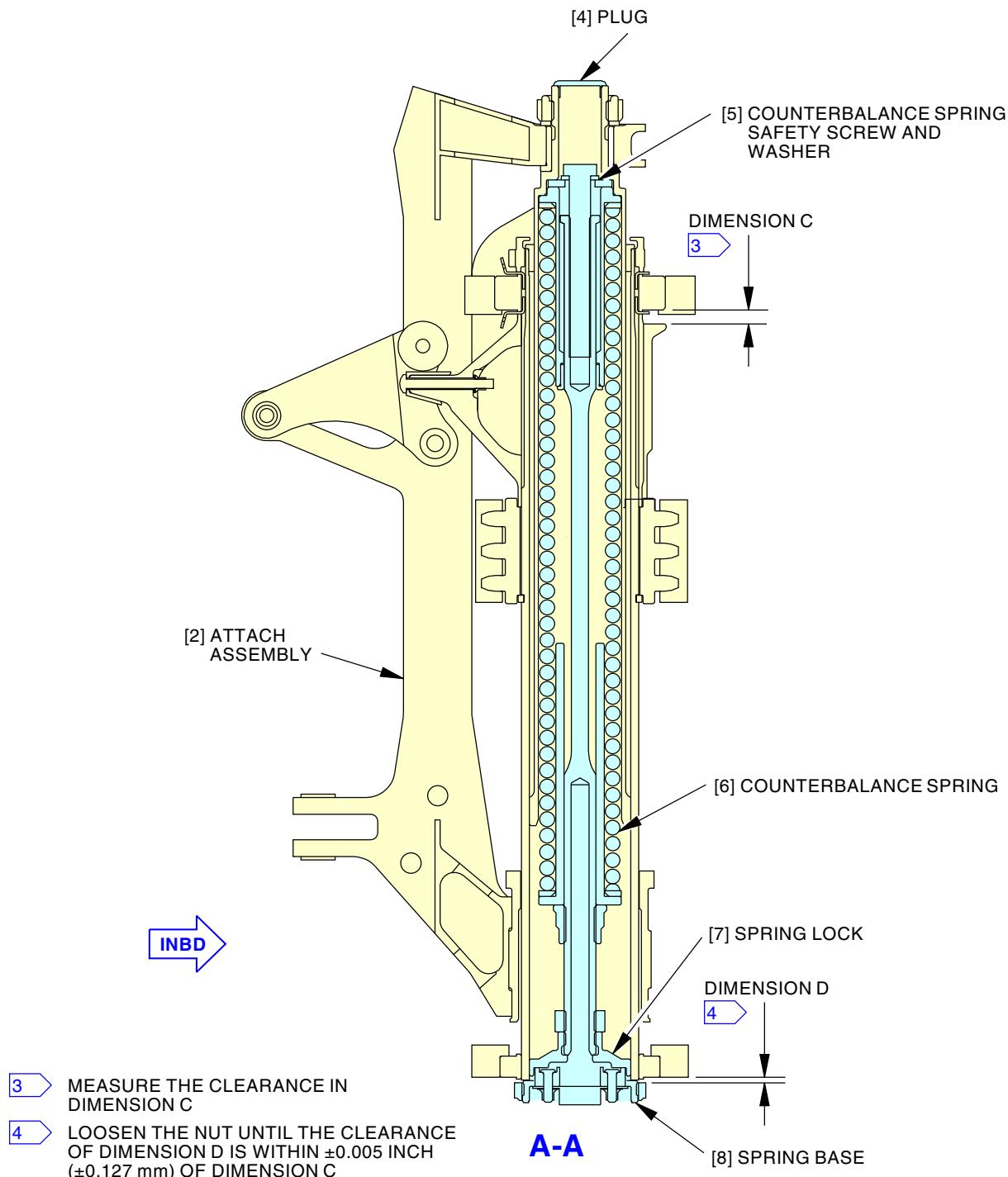
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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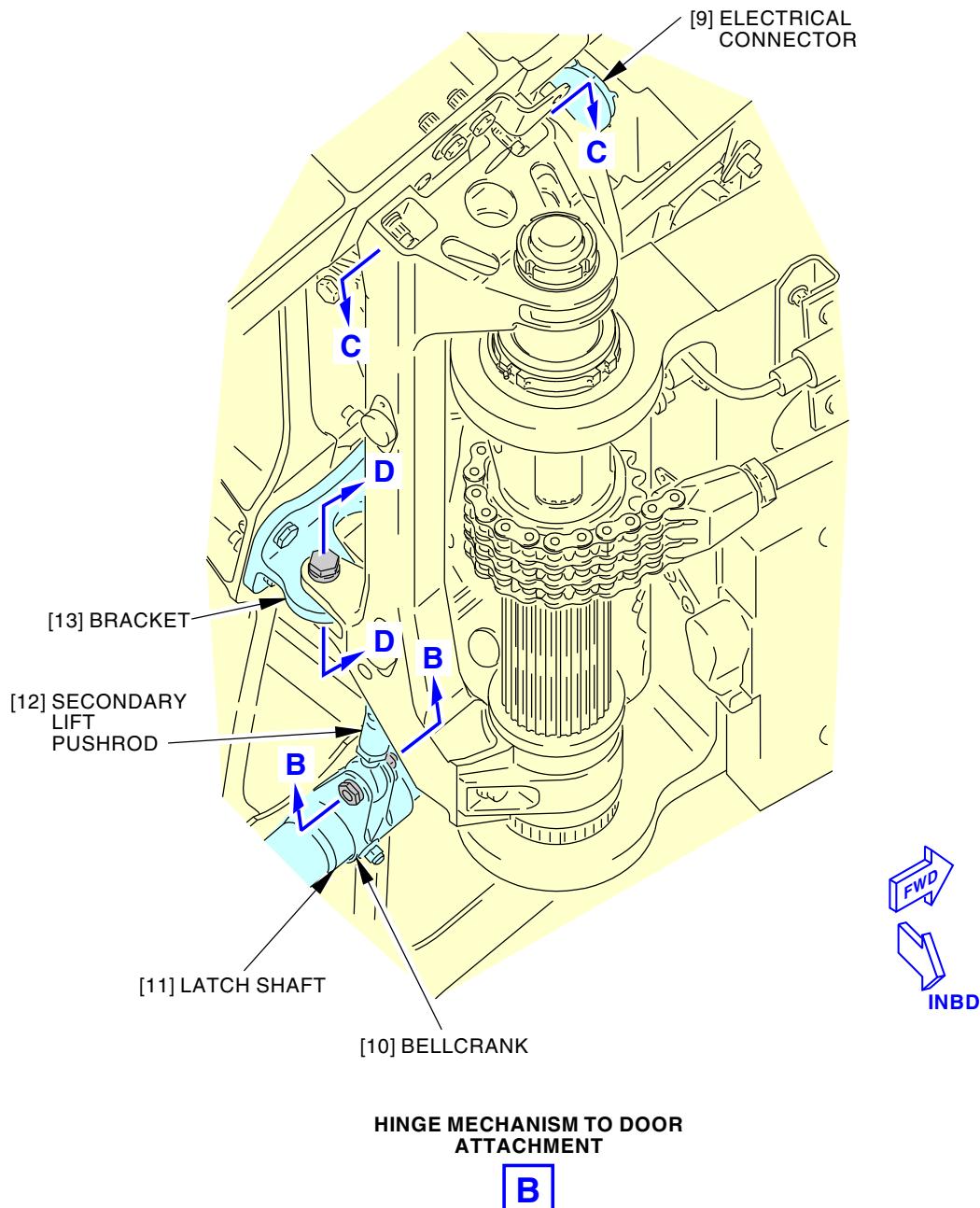
Hinge Mechanism to Door Installation
Figure 401/52-11-06-990-803 (Sheet 2 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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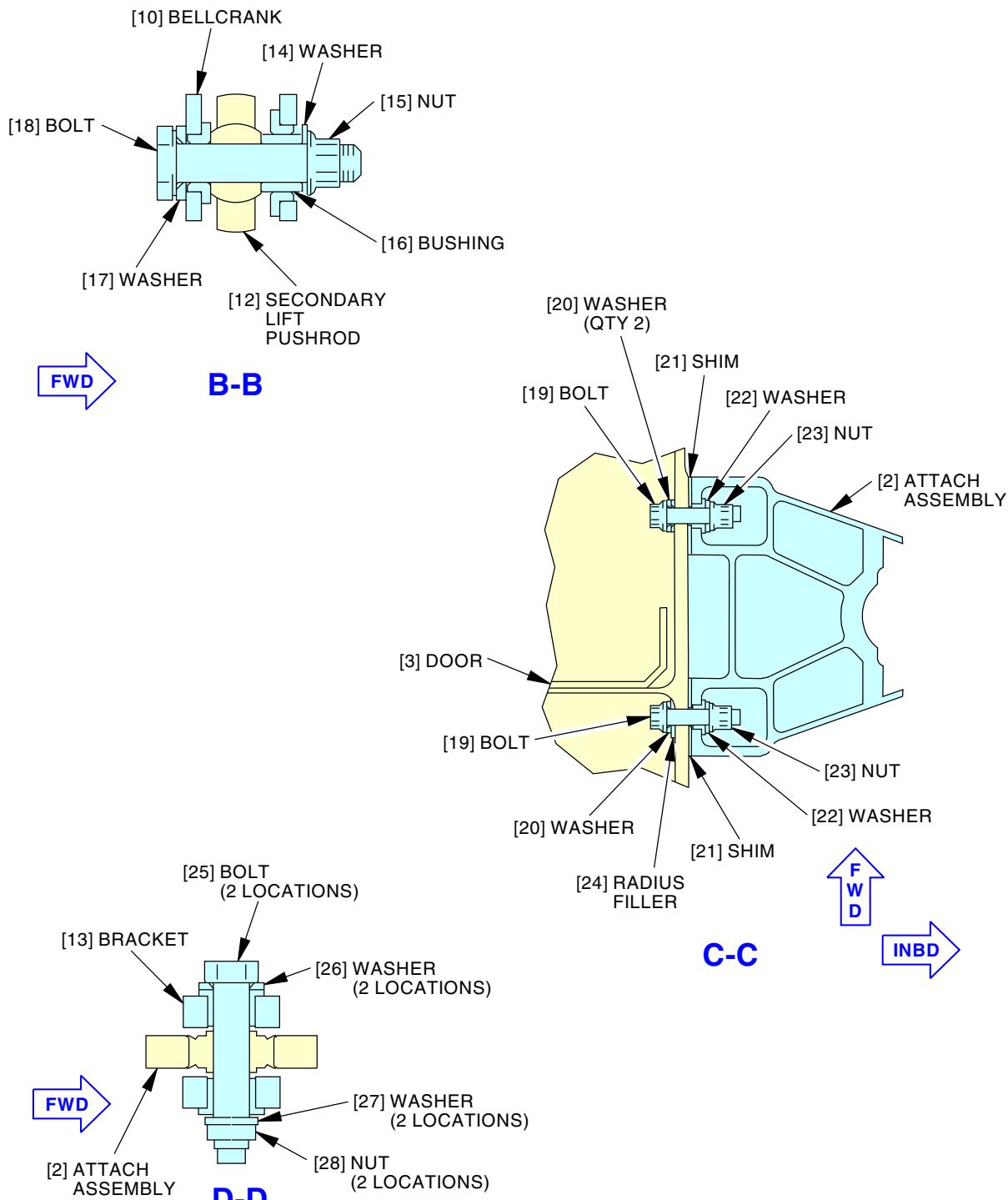
Hinge Mechanism to Door Installation
Figure 401/52-11-06-990-803 (Sheet 3 of 4)

EFFECTIVITY
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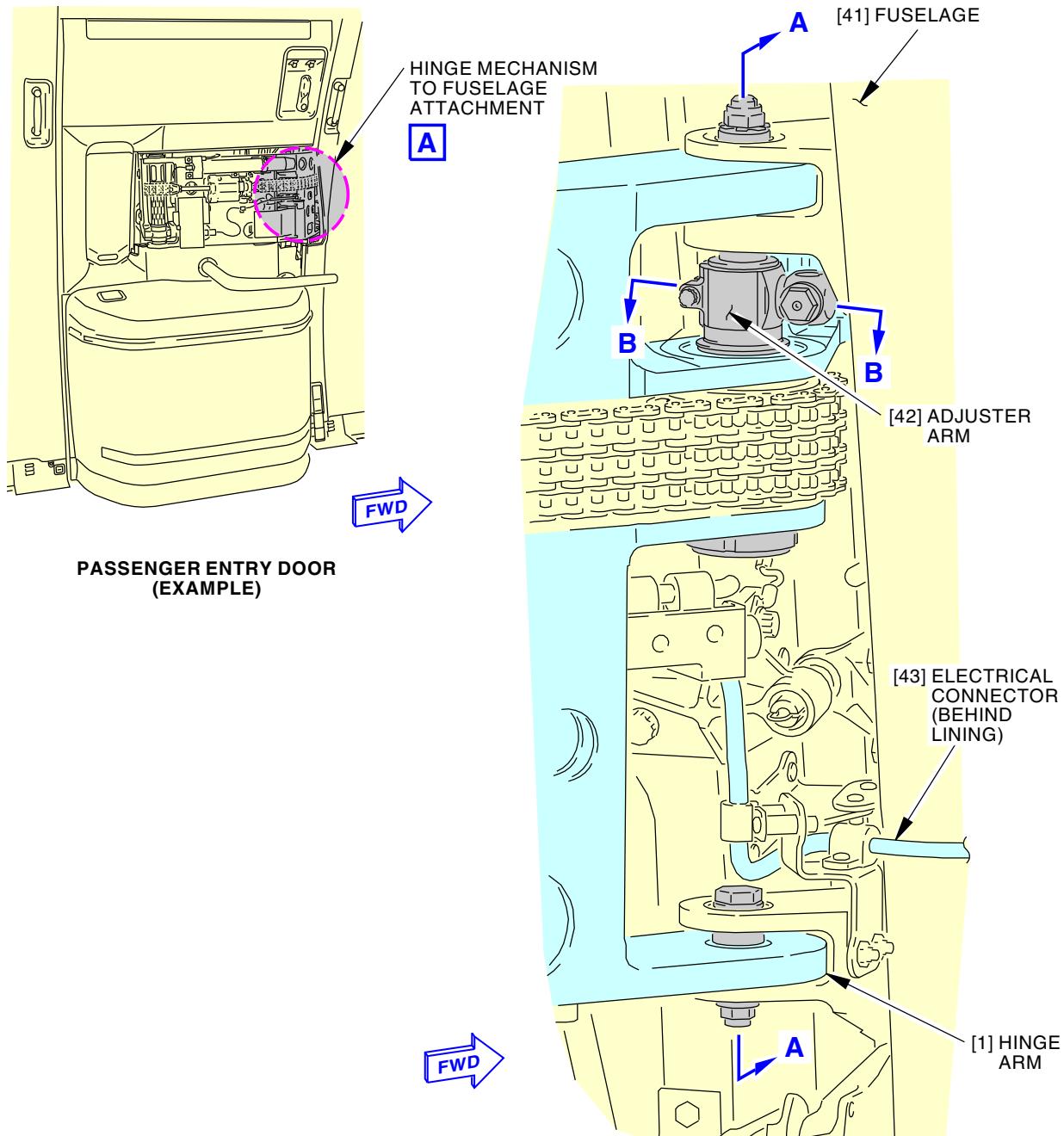
Hinge Mechanism to Door Installation
Figure 401/52-11-06-990-803 (Sheet 4 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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HINGE MECHANISM TO FUSELAGE ATTACHMENT

[A]

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Hinge Mechanism to Fuselage Installation
Figure 402/52-11-06-990-804 (Sheet 1 of 4)

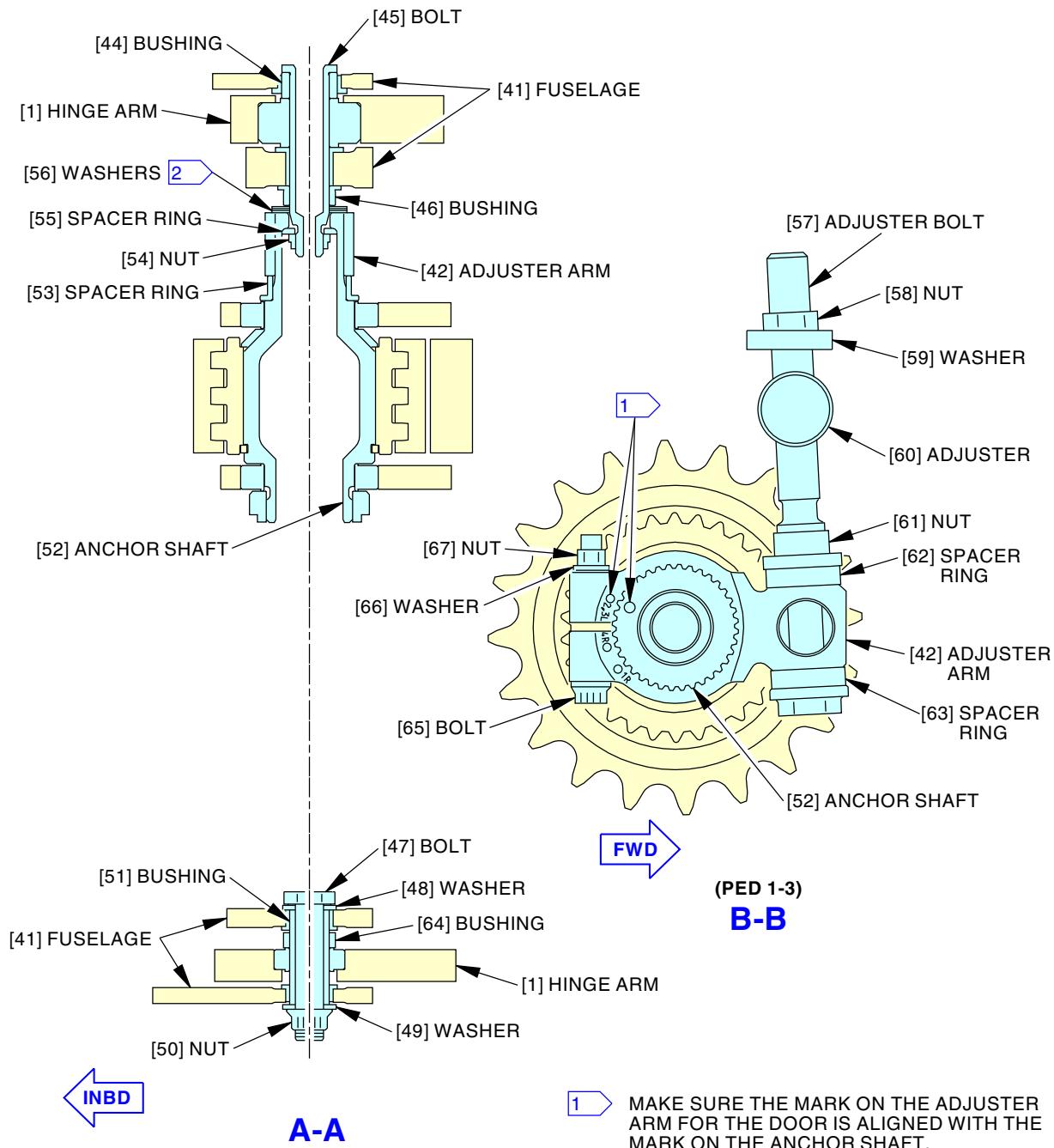
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EAD 001-007, 009, 201-210, 401-413

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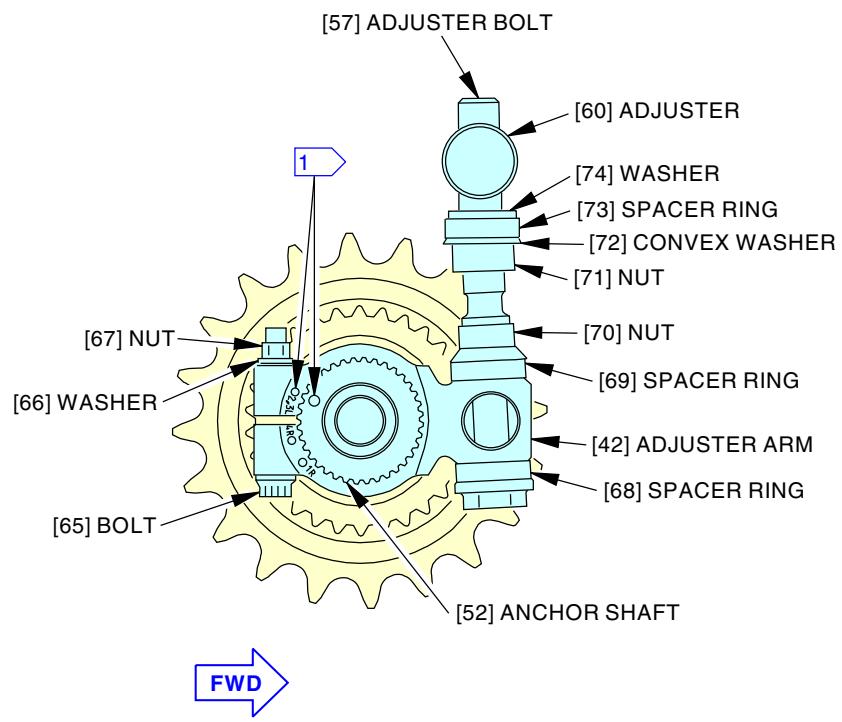
Hinge Mechanism to Fuselage Installation
Figure 402/52-11-06-990-804 (Sheet 2 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210

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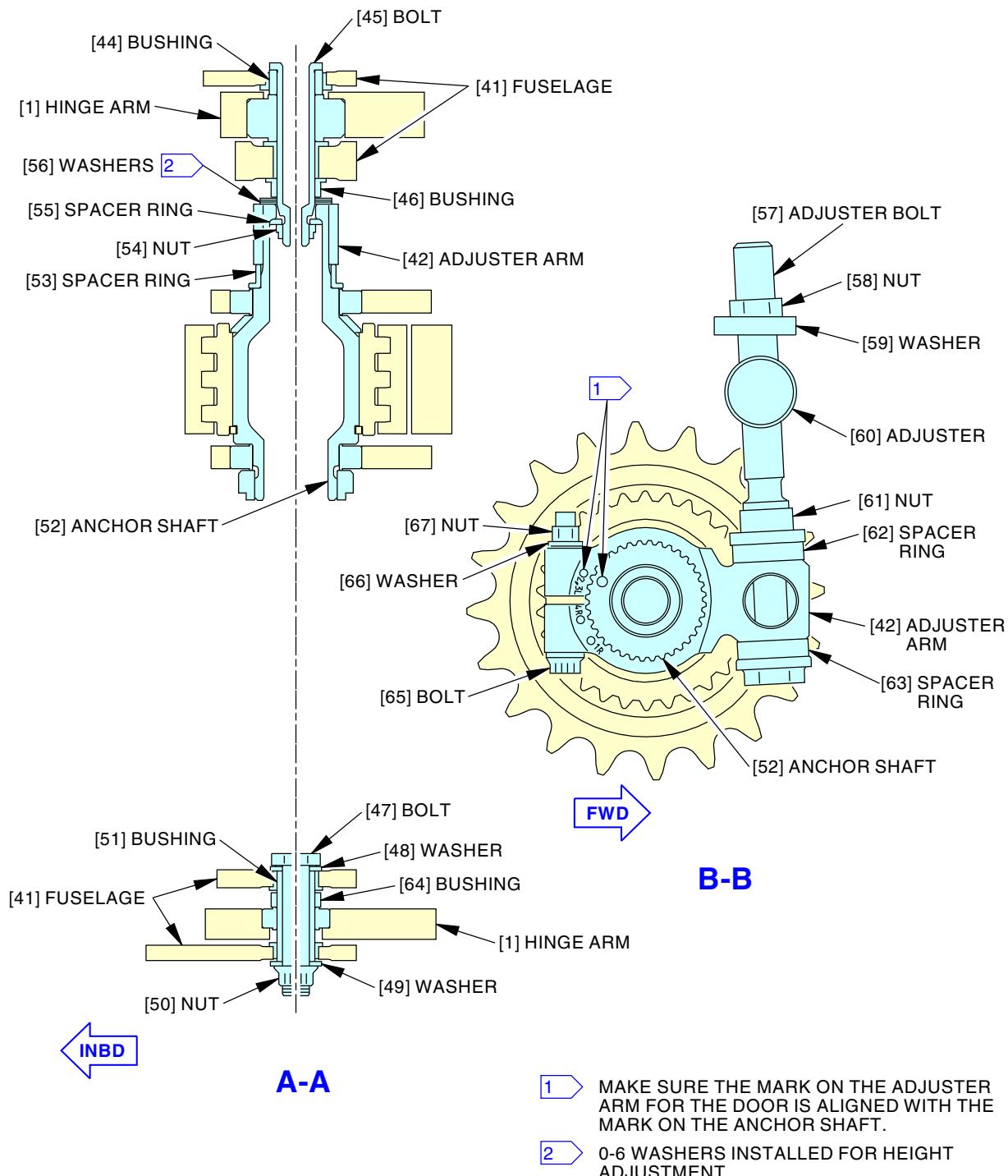
Hinge Mechanism to Fuselage Installation
Figure 402/52-11-06-990-804 (Sheet 3 of 4)

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Hinge Mechanism to Fuselage Installation
Figure 402/52-11-06-990-804 (Sheet 4 of 4)

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TASK 52-11-06-400-801

3. Hinge Mechanism Installation

(Figure 401, Figure 402)

A. References

| Reference | Title |
|------------------|---------------------------------------|
| 25-21-02-400-801 | Doorway Lining Installation (P/B 401) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1989 | Screw Equipment - Safety, Passenger Door Counter-Balance Spring 777-200, -200ER, -200F, -200LR Part #: J52021-1 Supplier: 81205 |
| SPL-3988 | Pin - Rig, J20003-11 (included in J20003 Set) 777-200, -200ER, -200F, -200LR Part #: J20003-34 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Installation

SUBTASK 52-11-06-420-001

- (1) Connect the hinge mechanism to the fuselage [41] as follows:
 - (a) Install the spacer ring [53] and adjuster arm [42] on the hinge arm [1].
 - (b) Make sure the mark on the adjuster arm [42] for the door is aligned with the mark on the anchor shaft [52].
 - (c) Hold the hinge arm [1] in its correct position and align with the fuselage [41].

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- (d) Install the bolt [45], bushing [44], bushing [46], washers [56], spacer ring [55], and nut [54] to attach the upper part of the hinge arm [1] to the fuselage [41].
 - 1) Install the spacer ring [55] and nut [54] from below and through the anchor shaft [52].
- (e) Install the bolt [47], washer [48], washer [49], bushing [51], bushing [64], and nut [50] to attach the lower part of the hinge arm [1] to the fuselage [41].

EAD 001-007, 009, 201-210

- (f) For PED 1-3, install the adjuster bolt [57], spacer ring [62], spacer ring [63], nut [61], adjuster [60], washer [59], and nut [58].
- (g) For PED 4, install the adjuster bolt [57], spacer ring [68], spacer ring [69], spacer ring [73], nut [70], nut [71], washer [74], convex washer [72], and adjuster [60].

EAD 401-413

- (h) Install the adjuster bolt [57], spacer ring [62], spacer ring [63], nut [61], adjuster [60], washer [59], and nut [58].

EAD 001-007, 009, 201-210, 401-413

- (i) Connect the electrical connector [43] between the hinge arm [1] and fuselage [41].

SUBTASK 52-11-06-420-002

- (2) Connect the hinge mechanism to the door [3] as follows:
 - (a) Install one of the bolt [25], washer [26], washer [27], and nut [28] to attach the attach assembly [2] to the bracket [13] on the door [3].
 - (b) Loosely install the bolts [19], washers [20], washers [22], radius filler [24], shims [21], and nuts [23] to attach the top of the attach assembly [2] to the door [3].
 - 1) Make sure to install the shims [21] in the correct locations.
 - (c) Install the bolt [18], washer [14], washer [17], bushing [16], and nut [15] to attach the secondary lift pushrod [12] to the bellcrank [10] on the latch shaft [11].
 - (d) Install the other bolt [25], washer [26], washer [27], and nut [28] to attach the attach assembly [2] to the bracket [13] on the door [3].
 - (e) Tighten the fasteners that attach the attach assembly [2] to the door [3].
 - (f) Connect the electrical connector [9] between the hinge arm [1] and door [3].
 - (g) Remove the rig pin, J20003-11, SPL-3988, from the flight lock mechanism.

SUBTASK 52-11-06-080-003

- (3) For a counterbalance with a one-piece spring lock and base assembly, remove the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989) as follows:
- (4) Remove the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989) as follows:
 - (a) Open the door.

EAD 001-004, 201-210, 401-413; EAD 005-007, 009 POST SB 777-52-0031; AIRPLANES WITH LATCH INTERLOCKS

- (b) Disengage the latch interlock.

EAD 001-007, 009, 201-210, 401-413

- (c) Turn the interior handle to the closed position to lower the door outside of the cutout.

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (d) Remove the counterbalance spring safety screw and washer [5] (screw equipment, SPL-1989).
- (e) Install the plug [4].

E. Installation Test

SUBTASK 52-11-06-710-001

- (1) Do a test on the hinge mechanism as follows:
 - (a) Open and close the door.
 - (b) Make sure the hinge mechanism operates smoothly and correctly.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-06-410-001

- (1) Close access to the hinge mechanism as follows:
 - (a) Do this task: Doorway Lining Installation, TASK 25-21-02-400-801.
 - 1) Only do the steps to install the applicable lining on the forward side of the doorway.
 - (b) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.
 - (c) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.
 - (d) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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PROGRAMMING MECHANISM CHAIN - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the programming mechanism chain.
 - (2) An installation of the programming mechanism chain.
- B. In this procedure the long chain is referred to as the chain assembly [12] and the short chain as the chain assembly [13].

TASK 52-11-07-000-801

2. Programming Mechanism Chain Removal

(Figure 401)

A. General

- (1) Use this procedure to disconnect the parts of the programming mechanism chain. If you want to do work on only one part of the programming mechanism chain, do the steps to disconnect that part only and then stop.
- (2) The programming mechanism chain has these parts:
 - (a) Short chain (approximately 1 ft (305 mm) long).
 - (b) Long chain (approximately 3 ft (914 mm) long).
- (3) The chains can be removed and installed separately, but should be kept as a matched set.

B. References

| Reference | Title |
|------------------|--------------------------------|
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door |
| | 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

D. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |

| |
|---|
| EFFECTIVITY |
| EAD 001-007, 009, 201-210, 401-413 |

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EAD 401-413 (Continued)

(Continued)

Zone Area

841 Supernumerary Entry Door

EAD 001-007, 009, 201-210

842 Right No. 2 Passenger Entry Door - Section 43

844 Right No. 3 Passenger Entry Door - Section 46

845 Right No. 4 Passenger Entry Door - Section 47

EAD 001-007, 009, 201-210, 401-413

E. Prepare for the Removal

SUBTASK 52-11-07-860-001

- (1) Make sure the door is safe as follows:

- Make sure the mode select handle is in the MANUAL/DISARMED position.
- Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-07-010-001

- (2) Get access to the programming mechanism chain [1] as follows:

- Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.
- Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.
- Open the door until the hinge is perpendicular to the door.
- Install the passenger entry door hold-open, SPL-1985.

F. Removal

SUBTASK 52-11-07-020-001

- (1) Remove the tension in the programming mechanism chain [1] as follows:

- Remove the lockwires [6] from the bushings [5].
- Loosen the inboard and outboard bushings [5] the same number of turns until there is slack in the chain assembly [12] and chain assembly [13].

SUBTASK 52-11-07-020-002

- (2) Disconnect the chain end fitting [11] and chain end fitting [14] from the chain assembly [12] or chain assembly [13] as follows:

- Remove the lockwires [7] from the chain end fitting [11] and chain end fitting [14].
- Remove the cotter pins [9].
- Pull the link plates [4] up to pull the pins [8] out of the chain assembly [12] or chain assembly [13].
- Remove the pins [8] from the link plates [4].
- Remove the link plates [4].
- Do this procedure again to disconnect the other chain if it is necessary.

SUBTASK 52-11-07-020-003

- (3) Remove the chain assembly [12] or chain assembly [13] from the hinge [15].

———— END OF TASK ———

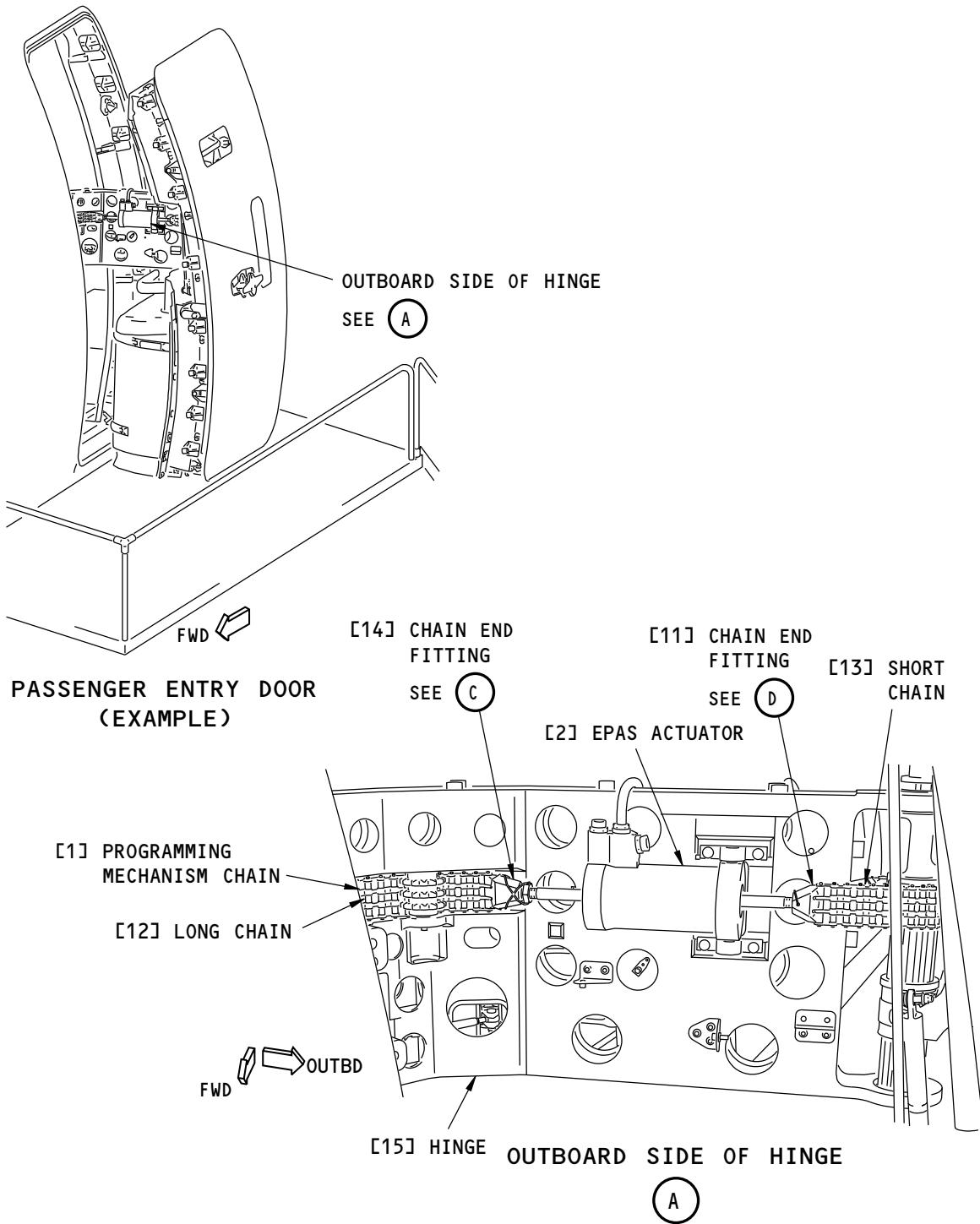
EFFECTIVITY

EAD 001-007, 009, 201-210, 401-413

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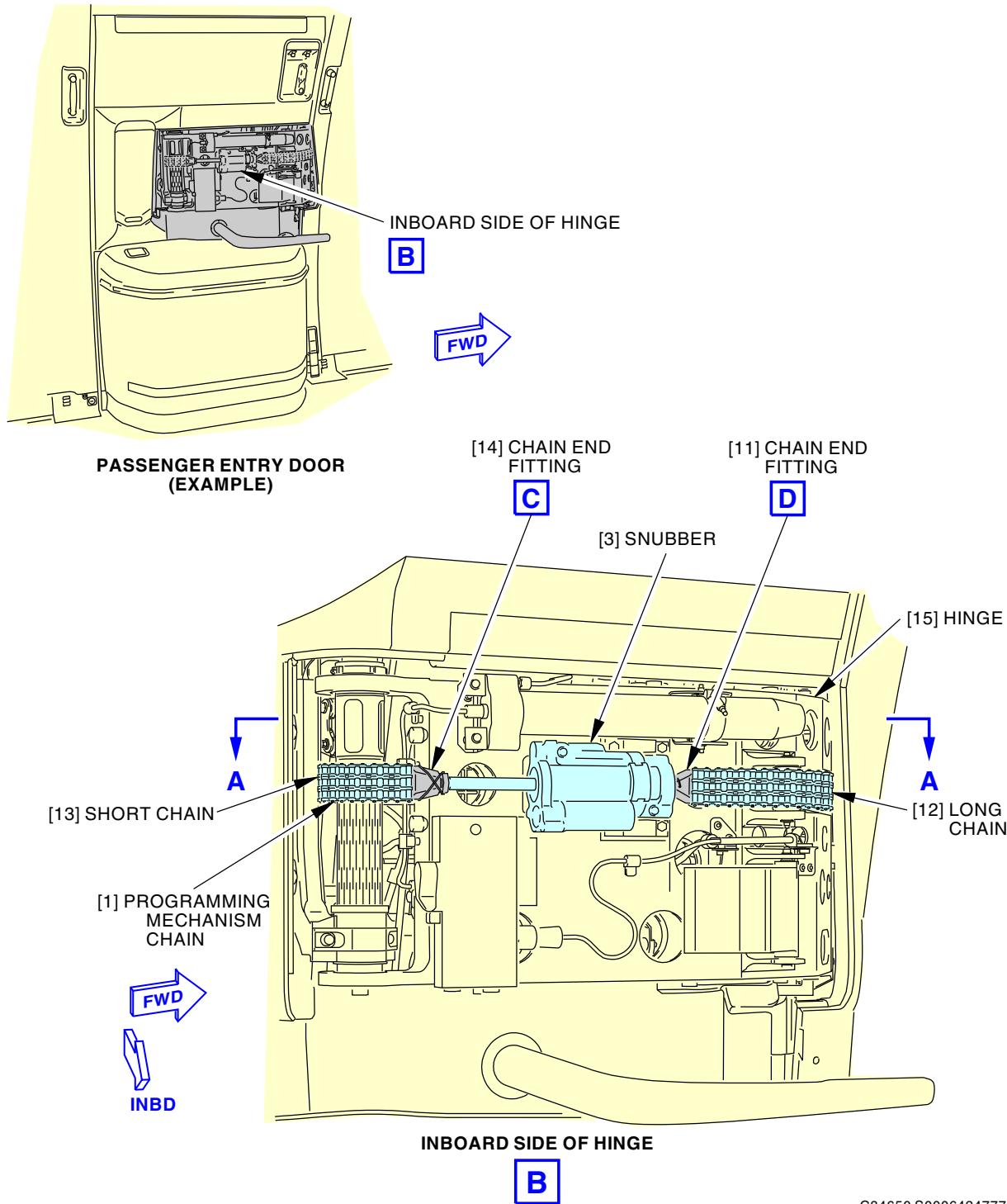
Programming Mechanism Chain Installation
Figure 401/52-11-07-990-802 (Sheet 1 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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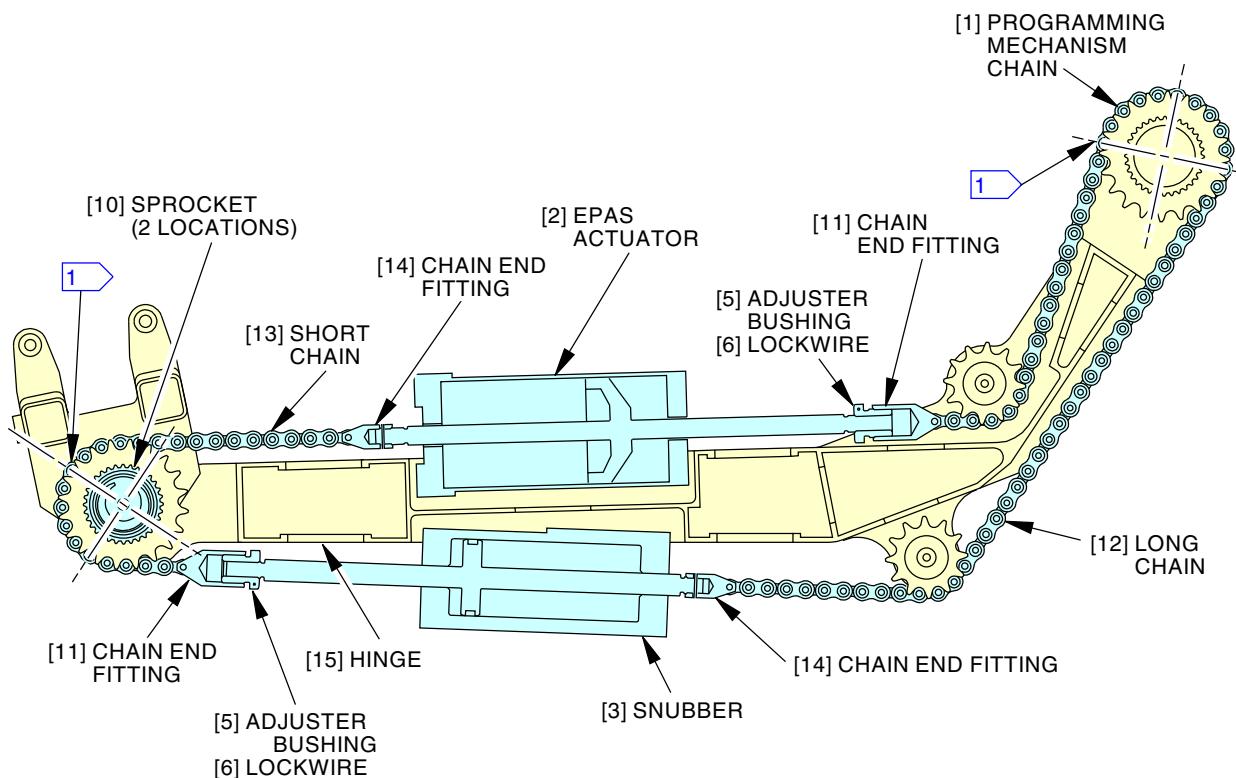
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Programming Mechanism Chain Installation
Figure 401/52-11-07-990-802 (Sheet 2 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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A-A

- [1]** ALIGN THE CENTERLINE OF THE MISSING
TOOTH ON THE SPLINE OF THE SPROCKET
WITH THIS PIN/ROLLER ON THE CHAIN.

C84743 S0006424778_V3

Programming Mechanism Chain Installation
Figure 401/52-11-07-990-802 (Sheet 3 of 4)

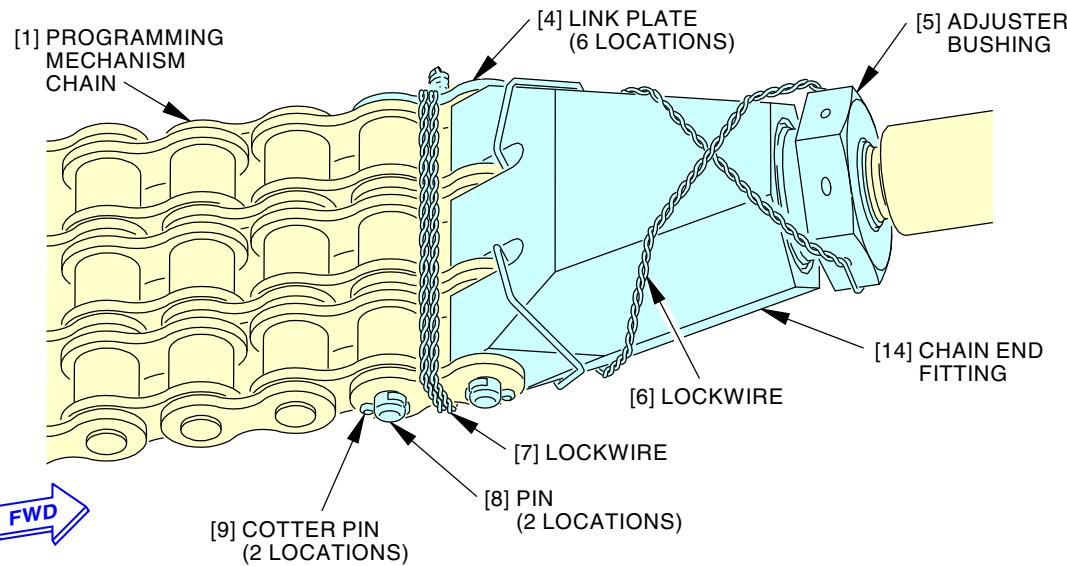
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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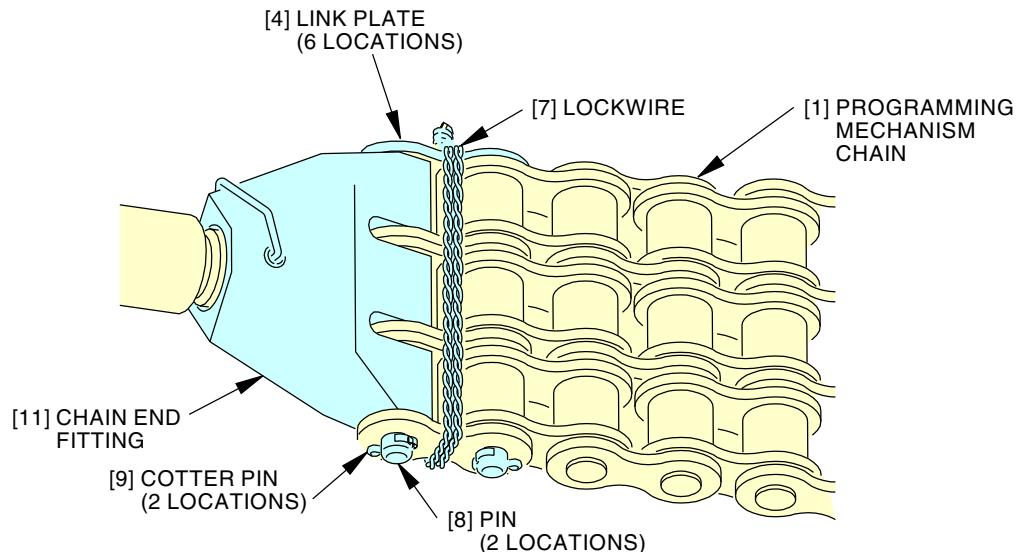
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**CHAIN END FITTING
(EXAMPLE)**

C



**CHAIN END FITTING
(EXAMPLE)**

D

F48372 S0006424779_V2

Programming Mechanism Chain Installation
Figure 401/52-11-07-990-802 (Sheet 4 of 4)

EFFECTIVITY
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TASK 52-11-07-400-801

3. Programming Mechanism Chain Installation

(Figure 401)

A. General

- (1) Use this procedure to connect the parts of the programming mechanism chain. If you did work on only one part of the programming mechanism chain, do the steps to connect that part only.
- (2) The programming mechanism chain has these parts:
 - (a) Short chain (approximately 1 ft (305 mm) long).
 - (b) Long chain (approximately 3 ft (914 mm) long).
- (3) The chains can be removed and installed separately, but should be kept as a matched set.

B. References

| Reference | Title |
|------------------|---|
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |

C. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|------------------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |

D. Consumable Materials

| Reference | Description | Specification |
|------------------|---|----------------------|
| G50136 | Compound - Corrosion Inhibiting, Non-drying Paste | BMS3-38 |

E. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|-----------------|--------------------|-----------------------|---------------------------|
| 4 | Link plate | 52-11-07-01-045 | EAD 001-007, 009, 201-210 |
| | | 52-11-07-01A-080 | EAD 401-413 |
| 12 | Chain assembly | 52-11-07-01-040 | EAD 001-007, 009, 201-210 |
| | | 52-11-07-01A-070 | EAD 401-413 |
| 13 | Chain assembly | 52-11-07-01-042 | EAD 001-007, 009, 201-210 |
| | | 52-11-07-01A-075 | EAD 401-413 |

F. Location Zones

| Zone | Area |
|----------------------------------|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|---|---|
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

G. Installation

SUBTASK 52-11-07-420-001

- (1) Install the programming mechanism chain [1] on the hinge [15] as follows:
 - (a) Apply the corrosion inhibiting material, G50136, to the links of the chain assembly [12] or chain assembly [13] that connect to the chain end fitting [11] and chain end fitting [14].
 - (b) Apply the corrosion inhibiting material, G50136, to the sprockets [10].
 - (c) Align the missing tooth on the spline of the sprocket [10] with the correct pin/roller on the chain assembly [12] or chain assembly [13] as shown on the View A-A, Figure 401.
 - (d) Hold the chain assembly [12] or chain assembly [13] in its correct position on the hinge [15].

SUBTASK 52-11-07-420-002

- (2) Connect the chain end fitting [11] and chain end fitting [14] to the chain assembly [12] or chain assembly [13] as follows:
 - (a) Install the pins [8] in the link plates [4].
 - (b) Install the link plates [4] between the end of the chain assembly [12] or chain assembly [13] and chain end fitting [11], and chain end fitting [14].
 - (c) Push the link plates [4] and pins [8] through the chain assembly [12] or chain assembly [13].
 - (d) Install the cotter pins [9].
 - 1) Make sure the cotter pins [9] are new.
 - (e) Install the lockwires [7] on the chain end fitting [11] and chain end fitting [14].
 - (f) Do this procedure again to connect the other chain if it is necessary.

SUBTASK 52-11-07-420-003

- (3) Adjust the tension in the programming mechanism chain [1] as follows:
 - (a) Tighten the inboard and outboard bushings [5] the same number of turns until there is tension in the programming mechanism chain [1].
 - (b) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - 1) Only do the Programming Mechanism Chain Pre-Tension Adjustment.
 - (c) Install the lockwires [6] on the bushings [5].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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H. Installation Test

SUBTASK 52-11-07-080-001

- (1) Remove the passenger entry door hold-open, SPL-1985.

SUBTASK 52-11-07-710-001

- (2) Do a test on the programming mechanism chain [1] as follows:

- (a) Push the door open and closed.

- 1) Do not latch the door.

- (b) Make sure the programming mechanism chain [1] operates smoothly.

I. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-07-410-001

- (1) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.

SUBTASK 52-11-07-860-002

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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SNUBBER - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) A removal of the snubber.
 - (2) An installation of the snubber.

TASK 52-11-08-000-801

2. Snubber Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|--------------------------------|
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |

B. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Prepare for the Removal

SUBTASK 52-11-08-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch [12] to the DISARM position.

NOTE: If the EPAS battery safety switch [12] is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-08-010-001

- (2) Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.

D. Removal

SUBTASK 52-11-08-480-001

- (1) Install wires between the programming mechanism chain [13] to keep the chain in its correct position, in the locations shown on the View A-A, Figure 401.

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EAD 001-007, 009, 201-210, 401-413

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SUBTASK 52-11-08-020-001

- (2) Disconnect the snubber [10] from the chain end fitting [1] as follows:
 - (a) Remove the lockwire [14] on the adjuster bushing [2].
 - (b) Loosen the adjuster bushing [2] to disengage the rod [11].
NOTE: The chain end fitting [1] has left-hand threads.
 - (c) Move the rod [11] from the adjuster bushing [2].
 - (d) Remove the adjuster bushing [2].

SUBTASK 52-11-08-020-002

- (3) Disconnect the snubber [10] from the chain end fitting [4] as follows:
 - (a) Remove the lockwire [5] on the spring pin [6].
 - (b) Remove the spring pin [6].
 - (c) Remove the bolts [7] and washers [8] for the trunnion brackets [3].
 - (d) Hold the snubber [10] and remove the trunnion brackets [3].
 - (e) Turn the snubber [10] and its rod [11] to disengage from the chain end fitting [4].

SUBTASK 52-11-08-020-003

- (4) Remove the snubber [10].

———— END OF TASK ————

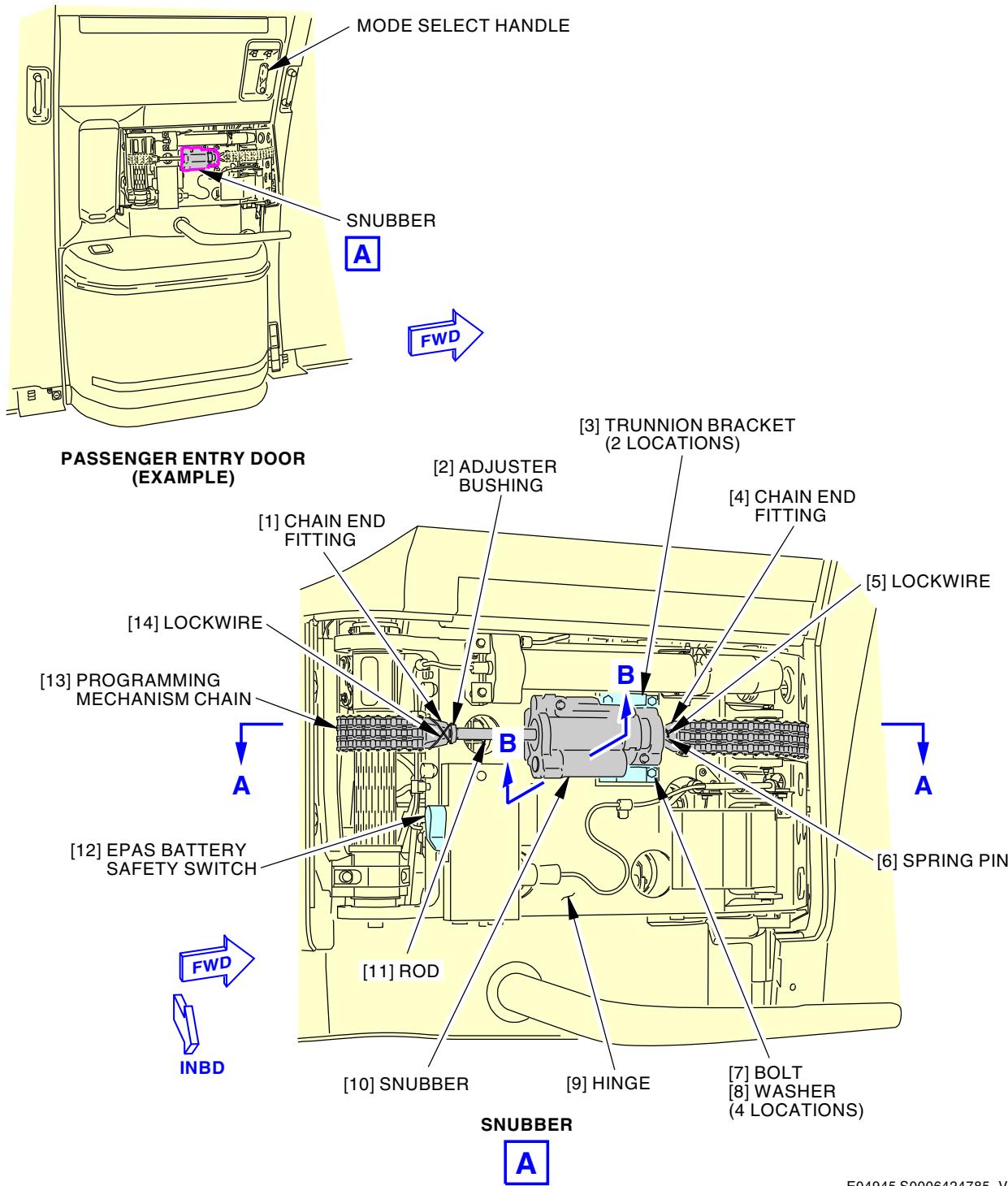
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-08

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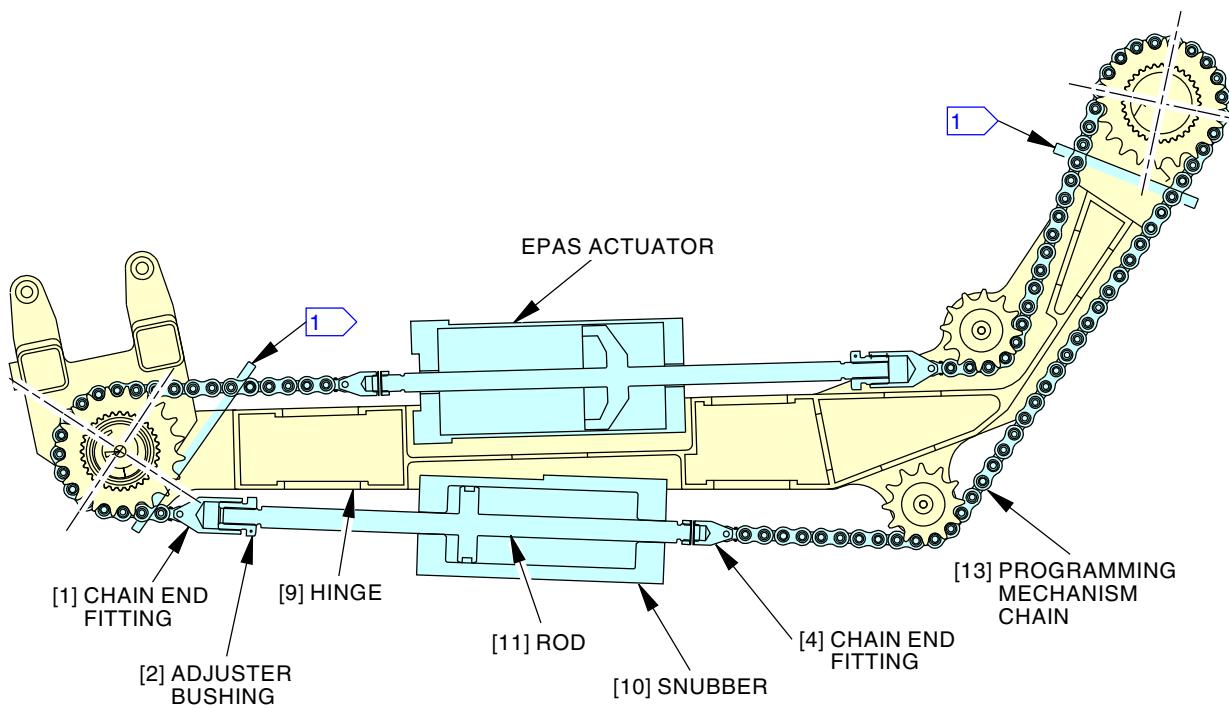
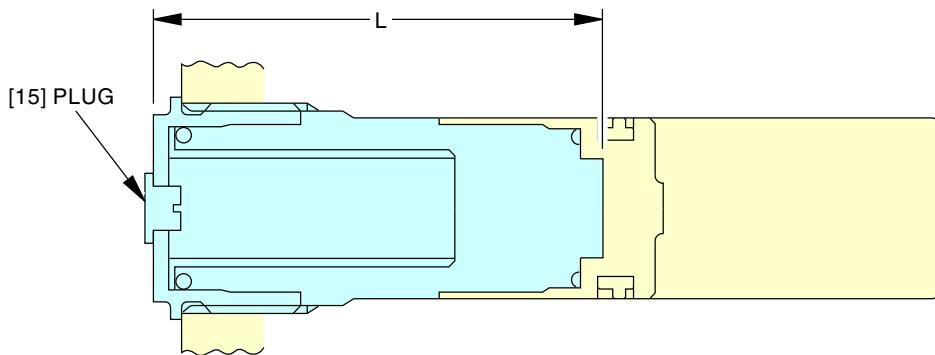
Snubber Installation
Figure 401/52-11-08-990-802 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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A-A

**SNUBBER FLUID LEVEL CHECK
(SEE TABLE 401)**
B-B

- 1 INSTALL A WIRE AT THIS LOCATION TO
KEEP PROGRAMMING MECHANISM CHAIN
IN ITS CORRECT POSITION.

C71531 S0006424786_V4

Snubber Installation
Figure 401/52-11-08-990-802 (Sheet 2 of 2)

 EFFECTIVITY
 EAD 001-007, 009, 201-210, 401-413

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-11-08-400-801

3. Snubber Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|--|
| 52-11-00-730-801 | Passenger Entry Door System Test (P/B 501) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |

B. Tools/Equipment

| Reference | Description |
|-----------|--|
| STD-1165 | Rod - 3/16 Inch Diameter, 5 to 6 Inch Length |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|---|--|
| 6 | Pin | 52-11-07-01-020 | EAD 001-007, 009, 201-210 |
| 10 | Snubber | 52-11-07-01A-050 52-11-08-01-045 52-11-08-01A-080 | EAD 401-413 EAD 001-007, 009, 201-210 EAD 401-413 |

D. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

E. Installation

SUBTASK 52-11-08-220-001

- (1) Do a check on the fluid level with a cavity measurement in the snubber [10] before you install as follows:
 - (a) Remove the plug [15] on the snubber [10].
 - (b) Put a clean rod (3/16 Inch Diameter, 5 to 6 Inch Length), STD-1165, in the snubber [10] and then remove to measure the cavity (Figure 401).

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (c) Make sure the cavity measurement is in the range shown for the given temperature (Table 401).

Table 401/52-11-08-993-802 Snubber Cavity Measurement Limits Vs. Temperature

| TEMPERATURE (degrees Fahrenheit/Celsius) | UPPER LIMIT LENGTH, L (inches/millimeters) *[1] | LOWER LIMIT LENGTH, L (inches/millimeters) *[2] |
|--|---|---|
| 160°F (71°C) | 1.7 in. (43.2 mm) | 2.6 in. (66.0 mm) |
| 140°F (60°C) | 1.9 in. (48.3 mm) | 2.8 in. (71.1 mm) |
| 120°F (49°C) | 2.0 in. (50.8 mm) | 2.9 in. (73.7 mm) |
| 100°F (38°C) | 2.1 in. (53.3 mm) | 3.0 in. (76.2 mm) |
| 80°F (27°C) | 2.2 in. (55.9 mm) | 3.1 in. (78.7 mm) |
| 60°F (16°C) | 2.3 in. (58.4 mm) | 3.2 in. (81.3 mm) |
| 40°F (4°C) | 2.4 in. (61.0 mm) | 3.3 in. (83.8 mm) |
| 20°F (-7°C) | 2.6 in. (66.0 mm) | 3.4 in. (86.4 mm) |
| 0°F (-18°C) | 2.7 in. (68.6 mm) | 3.6 in. (91.4 mm) |
| -20°F (-29°C) | 2.8 in. (71.1 mm) | 3.7 in. (94.0 mm) |
| -40°F (-40°C) | 2.9 in. (73.7 mm) | 3.8 in. (96.5 mm) |

*[1] The upper limit length is the maximum level of fluid in the snubber [10] which can accommodate thermal expansion.

*[2] The lower limit length is the minimum permitted level of fluid in the snubber [10].

- (d) Install the plug [15] back on the snubber [10].

SUBTASK 52-11-08-420-001

- (2) Connect the snubber [10] to the chain end fitting [4] as follows:

- Hold the snubber [10] in its correct position.
- Align the hole on the chain end fitting [4] and rod [11], and install the spring pin [6].
- Install the trunnion brackets [3] on the snubber [10].
- Install the bolts [7] and washers [8] to attach the trunnion brackets [3] and snubber [10].
- Install the lockwire [5] on the pin [6].

SUBTASK 52-11-08-420-002

- (3) Connect the snubber [10] to the chain end fitting [1] as follows:

- Push the rod [11] toward the snubber [10] to make clearance to adjust the adjuster bushing [2].
- Turn the adjuster bushing [2] on to the rod [11] 5.5 ± 0.5 turns.
- Tighten the adjuster bushing [2] on to the chain end fitting [1] until there is tension in the programming mechanism chain [13].

NOTE: The chain end fitting has left-hand threads.

- Remove the wires between the programming mechanism chain [13].
- Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - Only do the steps for Programming Mechanism Chain Pre-Tension Adjustment.
- Make sure the lockwire [14] is installed on the adjuster bushing [2].

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EAD 001-007, 009, 201-210, 401-413

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F. Installation Test

SUBTASK 52-11-08-710-001

- (1) Do a test on the snubber [10] as follows:
 - (a) Do this task: Passenger Entry Door System Test, TASK 52-11-00-730-801.
 - 1) Only do the steps for the Hinge and Snubber Test in the Normal Operation Tests.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-08-410-001

- (1) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.

SUBTASK 52-11-08-860-002

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ——

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-08



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HOLD-OPEN MECHANISM - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
 - (1) A removal of the hold-open mechanism.
 - (2) An installation of the hold-open mechanism.
- B. In this procedure the hold-open handle is referred to as the handle assembly [1].

TASK 52-11-09-000-801

2. Hold-Open Mechanism Removal

(Figure 401)

A. General

- (1) Use this procedure to disconnect the parts of the hold-open mechanism. If you want to do work on only one part of the hold-open mechanism, do the steps to disconnect that part only and then stop.
- (2) The hold-open mechanism has these parts:
 - (a) Hold-open handle.
 - (b) Rod.
 - (c) Crank.
 - (d) Spring.
 - (e) Hook.

B. References

| Reference | Title |
|------------------|--------------------------------|
| 52-11-25-000-802 | Hinge Covers Removal (P/B 201) |

C. Location Zones

| Zone | Area |
|-------------|-------------|
|-------------|-------------|

EAD 401-413

831 Crew Entry Door

EAD 001-007, 009, 201-210

831 Left No. 1 Passenger Entry Door - Section 41

832 Left No. 2 Passenger Entry Door - Section 43

834 Left No. 3 Passenger Entry Door - Section 46

835 Left No. 4 Passenger Entry Door - Section 47

841 Right No. 1 Passenger Entry Door - Section 41

EAD 401-413

841 Supernumerary Entry Door

EAD 001-007, 009, 201-210

842 Right No. 2 Passenger Entry Door - Section 43

844 Right No. 3 Passenger Entry Door - Section 46

845 Right No. 4 Passenger Entry Door - Section 47

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

D. Prepare for the Removal

SUBTASK 52-11-09-860-001

- (1) Make sure the door is safe as follows:

- (a) Make sure the mode select handle is in the MANUAL/DISARMED position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-09-010-001

- (2) Do this task: Hinge Covers Removal, TASK 52-11-25-000-802.

E. Removal

SUBTASK 52-11-09-020-001

- (1) Disconnect the rod [3] from the handle assembly [1] as follows:

NOTE: The rod [3] consists of the rod end [30], turnbuckle [31], and clevis [5].

- (a) Turn the hook [4] to remove the force on the handle assembly [1] and hold it in this position.
 - (b) Remove the bolt [6], washer [7], washer [8], bushing [9], washer [10], and nut [11] that attach the rod [3] to the handle assembly [1].
 - (c) Release the hook [4].

SUBTASK 52-11-09-020-002

- (2) Remove the rod [3], crank [19], and spring [20] from the hinge [2] as follows:

- (a) Open the door a small distance to get access under the hinge [2] to the bolt [21], bushing [22], washer [23], and nut [24] that attach the hook [4] to the crank [19].
 - (b) Turn the hook [4] to remove the force on the spring [20] and hold it in this position.
 - (c) Remove the bolt [21], bushing [22], washer [23], and nut [24] that attach the hook [4] to the crank [19].
 - (d) Remove the hook [4] from the hinge [2] down through the opening in the hinge [2].
 - (e) Remove the rod [3], crank [19], and spring [20] as one piece through the opening in the hinge [2].

SUBTASK 52-11-09-020-003

- (3) Disconnect the handle assembly [1] from the hinge [2] as follows:

- (a) Remove the bolt [25], washer [26], bushings [27], washer [28], and nut [29] that attach the handle assembly [1] to the hinge [2].

SUBTASK 52-11-09-020-004

- (4) Disconnect the remaining parts of the hold-open mechanism as follows:

- (a) Remove the lockwire [12].
 - (b) Remove the bolt [13], washer [14], bushing [15], washers [16], washer [17], and nut [18] that attach the rod [3] to the crank [19].

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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- (c) Do not change the length of the rod [3] while it is disconnected from the hold-open mechanism.
- (d) Remove the spring [20] from the crank [19].

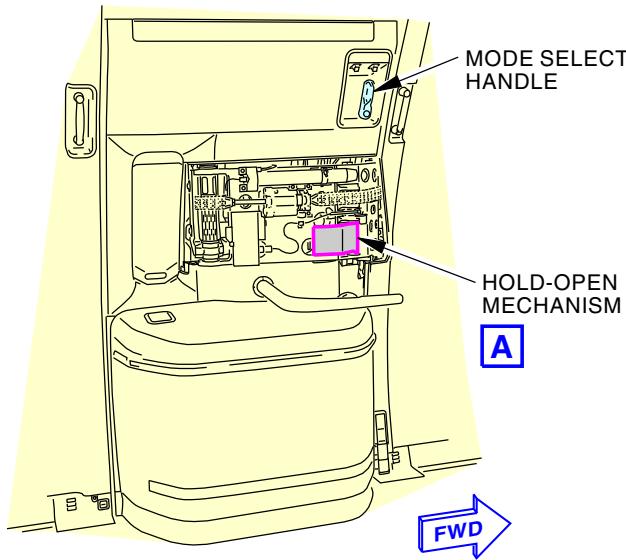
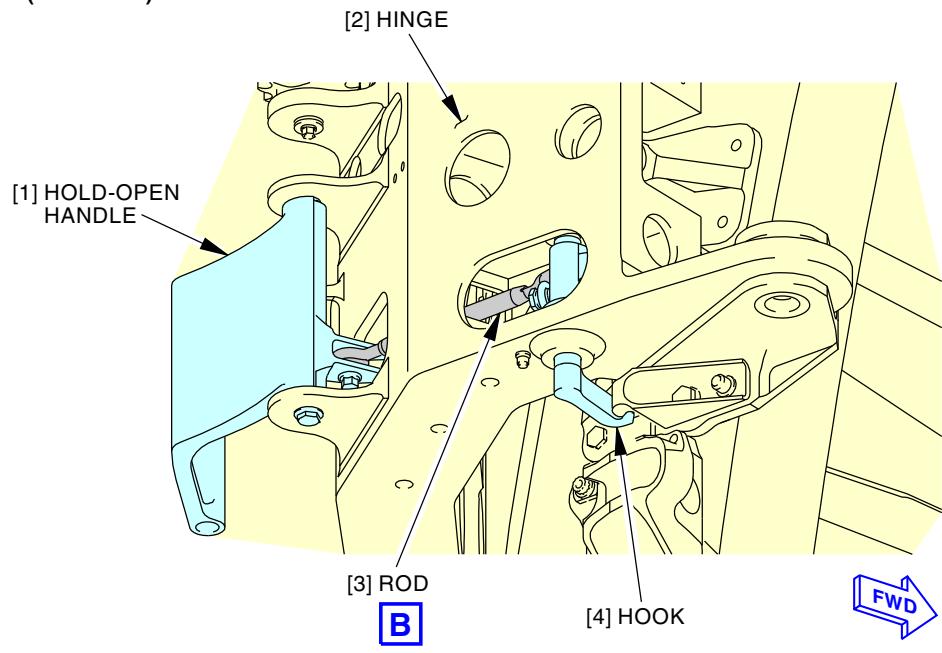
———— END OF TASK ————

— EFFECTIVITY —
EAD 001-007, 009, 201-210, 401-413

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**777-200/300
AIRCRAFT MAINTENANCE MANUAL**

**PASSENGER ENTRY DOOR
(EXAMPLE)**

**HOLD-OPEN MECHANISM
(DOOR OPEN POSITION)**
A

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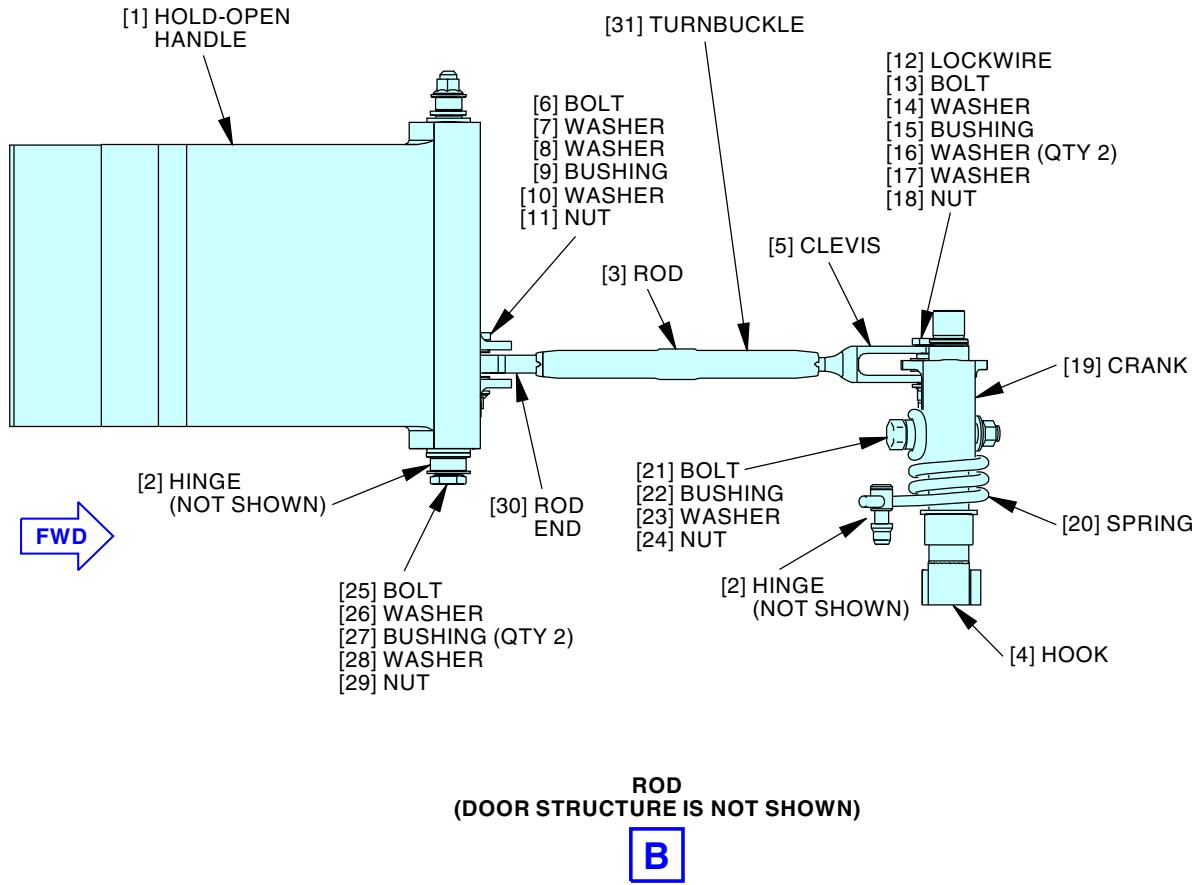
**Hold-Open Mechanism Installation
Figure 401/52-11-09-990-802 (Sheet 1 of 2)**

 EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413
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Hold-Open Mechanism Installation
Figure 401/52-11-09-990-802 (Sheet 2 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-11-09-400-801

3. Hold-Open Mechanism Installation

(Figure 401)

A. General

- (1) Use this procedure to connect the parts of the hold-open mechanism. If you did work on only one part of the hold-open mechanism, do the steps to connect that part only.
- (2) The hold-open mechanism has these parts:
 - (a) Hold-open handle.
 - (b) Rod.
 - (c) Crank.
 - (d) Spring.
 - (e) Hook.

B. References

| Reference | Title |
|------------------|-------------------------------------|
| 52-11-25-400-802 | Hinge Covers Installation (P/B 201) |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-----------------|------------------|------------------------------|
| 1 | Handle assembly | 52-11-06-03-150 | EAD 001-007, 009, 201-210 |
| | | 52-11-06-03A-245 | EAD 401-413 |
| 19 | Crank | 52-11-06-03-255 | EAD 001-007, 009, 201-210 |
| | | 52-11-06-03A-360 | EAD 401-413 |
| 31 | Turnbuckle | 52-11-06-03-195 | EAD 001-007, 009, 201-210 |
| | | 52-11-06-03A-300 | EAD 401-413 |

D. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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AIRCRAFT MAINTENANCE MANUAL

EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

E. Installation

SUBTASK 52-11-09-420-001

- (1) Connect the parts of the hold-open mechanism as follows:

- Install the bolt [13], washer [14], bushing [15], washers [16], washer [17], and nut [18] to attach the rod [3] to the crank [19].
- Install the lockwire [12].
- Install the spring [20] over the crank [19].

SUBTASK 52-11-09-420-002

- (2) Install the rod [3], crank [19], and spring [20] in the hinge [2] as follows:

NOTE: The rod [3] consists of the rod end [30], turnbuckle [31], and clevis [5].

- Put the rod [3], crank [19], and spring [20] in their correct position in the hinge [2].
- Install the hook [4] through the hinge [2] into the crank [19].
- Install the bolt [21], bushing [22], washer [23], and nut [24] to attach the hook [4] to the crank [19].

SUBTASK 52-11-09-420-003

- (3) Connect the handle assembly [1] to the hinge [2] and rod [3] as follows:

- Install the bolt [25], washer [26], bushings [27], washer [28], and nut [29] to attach the handle assembly [1] to the hinge [2].
- Install the bolt [6], washer [7], washer [8], bushing [9], washer [10], and nut [11] to attach the handle assembly [1] to the rod [3].

F. Installation Test

SUBTASK 52-11-09-710-001

- (1) Do a test on the hold-open mechanism as follows:

- Open and close the door.
- Make sure the hold-open mechanism operates correctly.

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-09-410-001

- (1) Do this task: Hinge Covers Installation, TASK 52-11-25-400-802.

SUBTASK 52-11-09-860-002

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-09



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AIRCRAFT MAINTENANCE MANUAL

STOP PIN FITTING - REMOVAL/INSTALLATION

1. General

- A. This procedure has these tasks:
- (1) Removal of a stop pin fitting.
 - (2) Installation of a stop pin fitting.

TASK 52-11-10-000-801

2. Stop Pin Fitting Removal

(Figure 401)

A. References

| Reference | Title |
|------------------|---------------------------------|
| 25-66-06-000-801 | Bustle Removal (P/B 401) |
| 52-11-25-000-801 | Access Panels Removal (P/B 201) |
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

Zone Area

EAD 001-007, 009, 201-210, 401-413

D. Prepare for the Removal

SUBTASK 52-11-10-860-001

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-10-010-001

- (2) Get access to the passenger entry door stop pin fitting [11] as follows:
 - (a) Remove the applicable door lining as follows:
 - 1) Do this task: Access Panels Removal, TASK 52-11-25-000-801.
 - 2) Do this task: Bustle Removal, TASK 25-66-06-000-801.
 - 3) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (b) Make sure the adjustable height cabin and general access stand, STD-1160, is outboard of the door.
 - (c) Open the door until the hinge is perpendicular to the door.
 - (d) Install the passenger entry door hold-open, SPL-1985.

E. Removal

SUBTASK 52-11-10-020-001

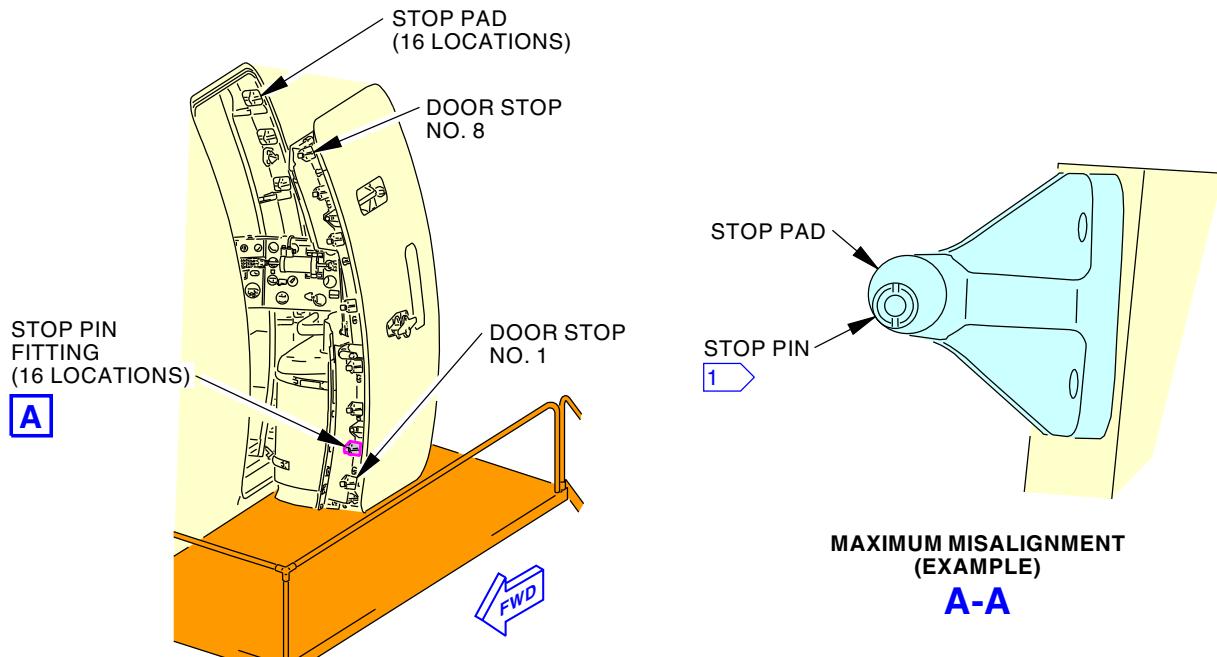
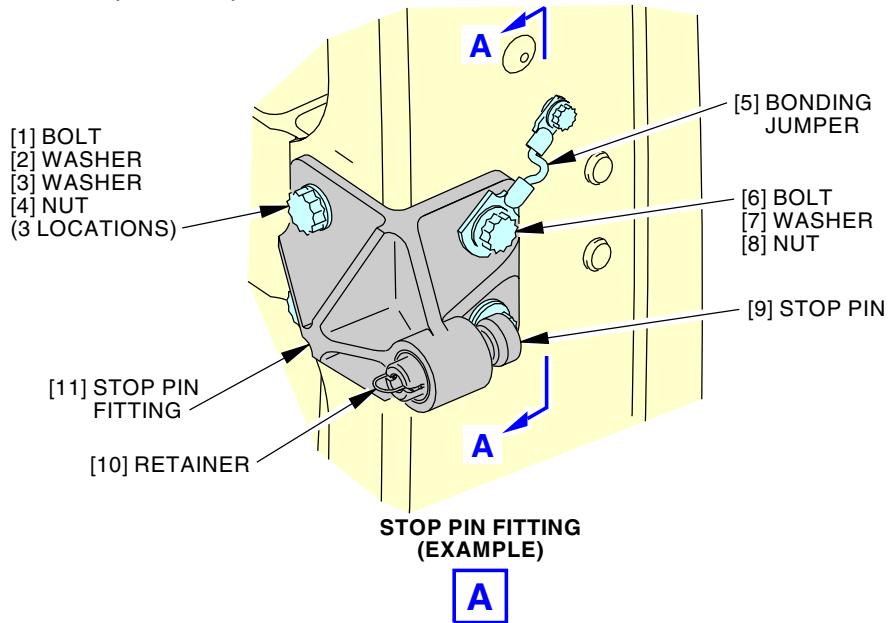
- (1) Remove the stop pin fitting [11] as follows:
 - (a) Remove the retainer [10] and stop pin [9] from the stop pin fitting [11].
 - (b) Remove the bolts [1], washers [2], washers [3], and nuts [4] that attach the stop pin fitting [11] to the door structure.

NOTE: At some stop pin fitting locations there are nut plates, not nuts.
 - (c) Remove the sealant from the head of the bolt [6].
 - (d) Remove the bolt [6], washer [7], and nut [8] that attach the stop pin fitting [11] and bonding jumper [5] to the door structure.
 - (e) Remove the stop pin fitting [11].

———— END OF TASK ————

———— EFFECTIVITY ————
EAD 001-007, 009, 201-210, 401-413

52-11-10

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**PASSENGER ENTRY DOOR
(EXAMPLE)**


1 ALL OF THE FACE OF THE STOP PIN MUST TOUCH THE FACE OF THE STOP PAD.

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**Stop Pin Fitting Installation
Figure 401/52-11-10-990-802**

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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AIRCRAFT MAINTENANCE MANUAL

TASK 52-11-10-400-801

3. Stop Pin Fitting Installation

(Figure 401)

A. References

| Reference | Title |
|------------------|---|
| 25-66-06-400-801 | Bustle Installation (P/B 401) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-400-801 | Access Panels Installation (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |
| SWPM 20-20-00 | ELECTRICAL BONDING PROCESSES |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|--|------------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| A02315 | Sealant - Low Density, Synthetic Rubber. 2 Part | BMS5-142 Type II |
| G01048 | Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter | NASM20995 |
| G50710 | Tube - Flexible, Flame-Retardant, Adhesive-Lined, Polyolefin Heat-Shrinkable Tubing (Tyco Electronics DWP-125) | |

D. Location Zones

| Zone | Area |
|----------------------------------|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

52-11-10



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AIRCRAFT MAINTENANCE MANUAL

EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|-------------|-------------|
|-------------|-------------|

| | |
|-----|---|
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
|-----|---|

EAD 001-007, 009, 201-210, 401-413

E. Prepare for the Installation

SUBTASK 52-11-10-160-001

- (1) Remove unwanted sealant from the faying surface of the door.

SUBTASK 52-11-10-120-001

- (2) Clean the applicable area of the stop pin fitting and the bonding jumper (SWPM 20-20-00).

NOTE: The stop pin fitting is titanium alloy.

F. Installation

SUBTASK 52-11-10-420-001

- (1) Install the stop pin fitting [11] as follows:

- (a) Apply sealant, A00247, to the faying surface of the stop pin fitting [11].
- (b) Hold the stop pin fitting [11] in its correct position and install the bolts [1], washers [2], washers [3], and nuts [4] that attach the stop pin fitting to the door structure.
NOTE: At some stop pin fitting locations there are nut plates, not nuts.
- (c) Install the bolt [6], washer [7], and nut [8] that attach the bonding jumper [5] to the door structure.
- (d) Tighten the bolts [1] and bolt [6] to 162 in-lb (18.3 N·m) - 198 in-lb (22.4 N·m).
- (e) Apply the sealant, A02315, to the bolt [6] to make a seal around the head of the bolt and the terminal end of the bonding jumper [5].

SUBTASK 52-11-10-420-002

- (2) Install the stop pin [9] and retainer [10] in the stop pin fitting [11].

- (a) Turn the stop pin inboard until you are sure it will not touch the stop pad when you close the door.

- (3) If the DWP-125 heat-shrink tube, G50710, or MS20995C32 lockwire, G01048, is not installed on the stop pin [9], then install as follows:

- (a) Do not install both the MS20995C32 lockwire, G01048, and DWP-125 heat-shrink tube, G50710.

- (b) Install the DWP-125 heat-shrink tube, G50710 (preferred), on the end of the stop pin [9] as far as possible.

- 1) If necessary, shrink tube can be cut to approximately 0.20 in. (5.08 mm) more than the length of the stop pin [9].

NOTE: Heat will make the shrink tube smaller.

- (c) Install the MS20995C32 lockwire, G01048 (alternative), as follows:

- 1) Put the MS20995C32 lockwire, G01048, around the stop pin [9] and twist the wire 7 to 10 times per inch.

NOTE: This will twist the wire into a 2 strand string.

- a) The base of the wire must not be immediately above the stop pin retainer spring.

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- 2) Make sure that the base of the wire is within $\frac{1}{8}$ in. (3 mm) of the stop pin [9] threads.
- 3) Put the excess wire into the hole of the stop pin [9].
- 4) Make sure that the wire does not extend more than the diameter of the door stop or the retainer loop.

NOTE: This is to make sure that the wire does not catch on the adjacent structures.

SUBTASK 52-11-10-080-001

- (4) Remove the passenger entry door hold-open, SPL-1985.

G. Adjustment

SUBTASK 52-11-10-820-001

- (1) Adjust the stop pin [9] as follows:
 - (a) Make sure the alignment between the stop pin [9] and stop pad is as shown on the View A-A, Figure 401.
 - (b) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - 1) Do only the steps to measure and adjust the stop pin clearance.

NOTE: The steps are in the Door Alignment Adjustment.

H. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-10-410-001

- (1) Close access to the stop pin fitting [11] as follows:
 - (a) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.
 - (b) Do this task: Bustle Installation, TASK 25-66-06-400-801.
 - (c) Do this task: Access Panels Installation, TASK 52-11-25-400-801.

SUBTASK 52-11-10-860-002

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

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MODE SELECT MECHANISM - MAINTENANCE PRACTICES

1. General

- A. This procedure contains scheduled maintenance task data.
- B. This procedure has these tasks:
 - (1) A removal of the mode select handle.
 - (2) An installation of the mode select handle.
 - (3) A removal of the mode select mechanism.
 - (4) An installation of the mode select mechanism.
 - (5) A check of the mode select mechanism.
- C. In this procedure the mode select mechanism is referred to as the mechanism assembly [19].

TASK 52-11-15-000-801

2. Mode Select Handle Removal

(Figure 201)

A. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

B. Prepare for the Removal

SUBTASK 52-11-15-860-001

- (1) Make sure the door is safe as follows:
 - (a) Move the mode select handle [1] to the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

C. Removal

SUBTASK 52-11-15-020-001

- (1) Remove the mode select handle [1] from the mechanism assembly [19] as follows:
 - (a) Remove the cap [6] from the mode select handle [1].

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- (b) Remove the screw [20] and washer [21] that attach the mode select handle [1] to the shaft [23].
- (c) Remove the mode select handle [1] from the shaft [23].

———— END OF TASK ————

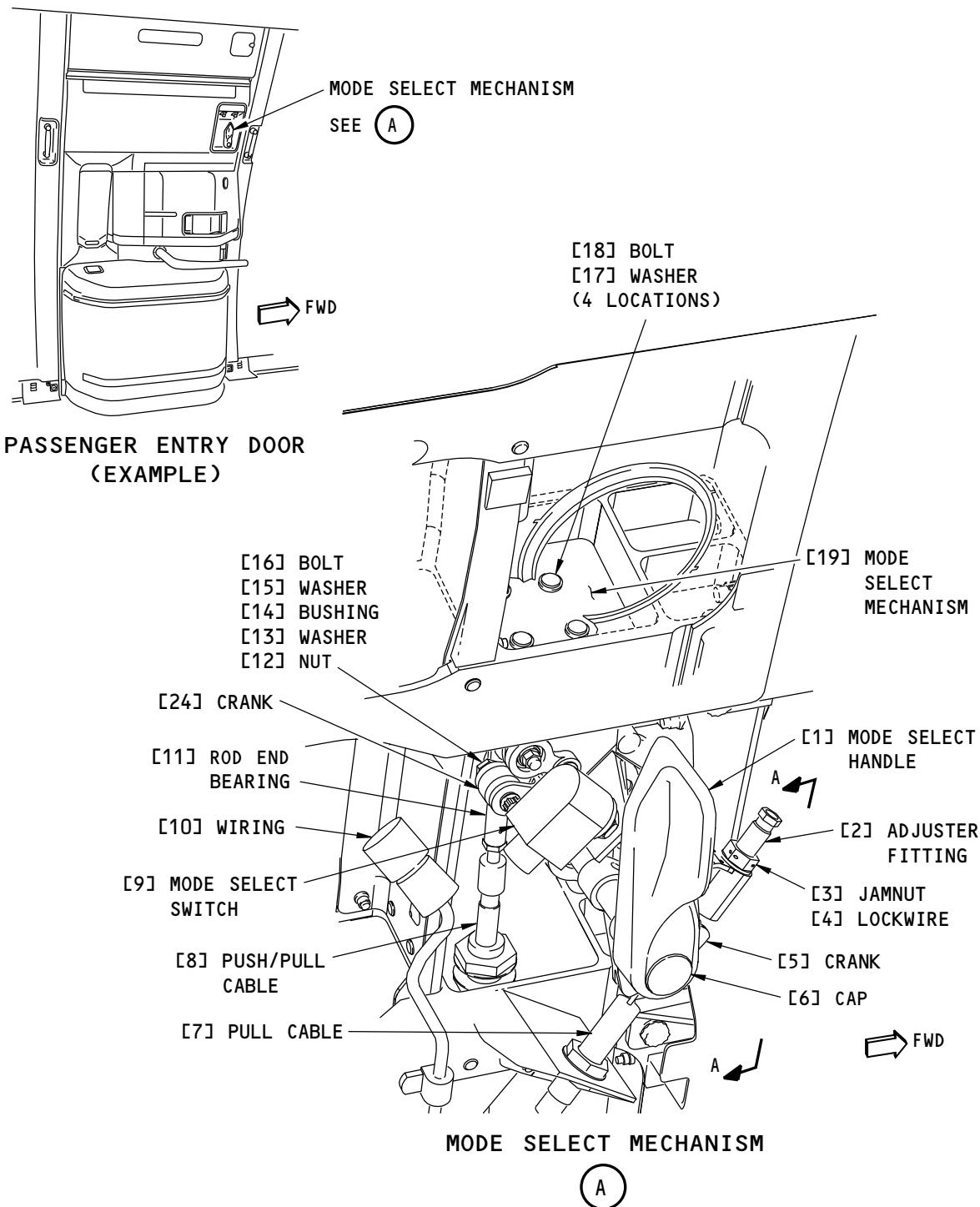
— EFFECTIVITY —
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C80393 S0006424805_V1

Mode Select Mechanism Installation
Figure 201/52-11-15-990-803 (Sheet 1 of 2)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

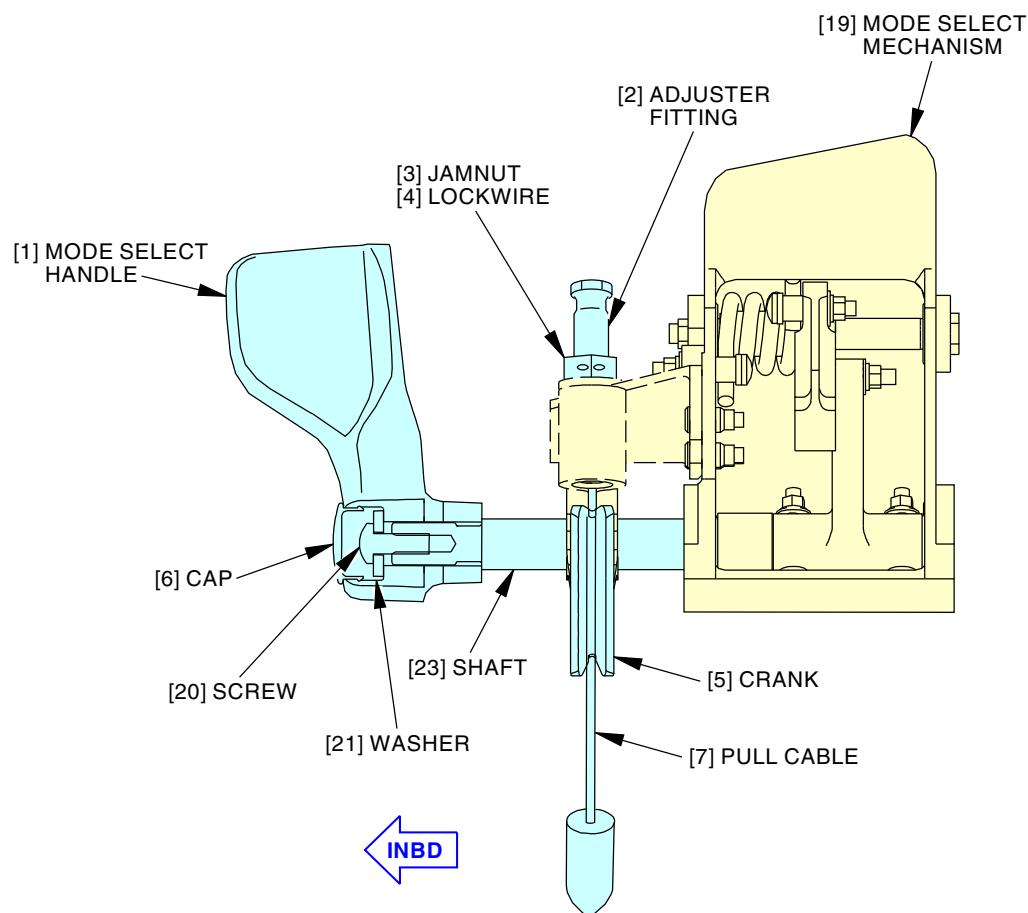
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A-A

C80394 S0006424806_V2

Mode Select Mechanism Installation
Figure 201/52-11-15-990-803 (Sheet 2 of 2)

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TASK 52-11-15-400-801

3. Mode Select Handle Installation

(Figure 201)

A. Consumable Materials

| Reference | Description | Specification |
|-----------|---|---------------|
| G50136 | Compound - Corrosion Inhibiting, Non-drying Paste | BMS3-38 |

B. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|-------------|------------------|-------------------|
| 1 | Handle | 52-11-15-01-165 | EAD 001-005 |
| | | 52-11-15-02-135 | EAD 006, 007, 009 |
| | | 52-11-15-04-065 | EAD 201-210 |
| | | 52-11-15-04A-065 | EAD 401-413 |
| | | 52-11-15-21-135 | EAD 001-005 |
| | | 52-11-15-22-135 | EAD 006, 007, 009 |
| | | 52-11-15-61-135 | EAD 001-005 |
| | | 52-11-15-62-140 | EAD 006, 007, 009 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Installation

SUBTASK 52-11-15-420-001

- (1) Install the mode select handle [1] on the mechanism assembly [19] as follows:
 - (a) Put the mode select handle [1] in its correct position on the shaft [23].
 - (b) Apply the corrosion inhibiting material, G50136, to the screw [20] and its mating surfaces.
 - (c) Install the screw [20] and washer [21] to attach the mode select handle [1] to the shaft [23].
 - (d) Align the decorative finishes of the cap [6] and handle [1] and install the cap [6] on the mode select handle [1].

| |
|------------------------------------|
| EFFECTIVITY |
| EAD 001-007, 009, 201-210, 401-413 |

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E. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-15-860-002

- (1) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

TASK 52-11-15-000-802

4. Mode Select Mechanism Removal

(Figure 201)

A. References

| Reference | Title |
|------------------|-------------------------------|
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

C. Prepare for the Removal

SUBTASK 52-11-15-860-003

- (1) Make sure the door is safe as follows:
 - (a) Move the mode select handle [1] to the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-15-010-001

- (2) Get access to the mode select mechanism as follows:
 - (a) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.

D. Removal

SUBTASK 52-11-15-020-002

- (1) Disconnect the wiring [10] from the mode select switch [9].

SUBTASK 52-11-15-020-003

- (2) Disconnect the pull cable [7] from the mechanism assembly [19] as follows:

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- (a) Remove the lockwire [4] from the jamnut [3] on the adjuster fitting [2] at the end of the pull cable [7].
- (b) Loosen the jamnut [3] on the adjuster fitting [2].
- (c) Turn the adjuster fitting [2] until its threads are not engaged.
- (d) Pull the ball on the end of the pull cable [7] from the key hole in the adjuster fitting [2] to remove the pull cable [7] from the crank [5] on the mechanism assembly [19].

SUBTASK 52-11-15-020-004

- (3) Disconnect the push/pull cable [8] from the mechanism assembly [19] as follows:
 - (a) Remove the bolt [16], washer [15], bushing [14], washer [13], and nut [12] that attach the rod end bearing [11] on the push/pull cable [8] to the crank [24].

SUBTASK 52-11-15-020-005

- (4) Remove the mechanism assembly [19] from the door structure as follows:
 - (a) Hold the mechanism assembly [19] and remove the bolts [18] and washers [17] that attach the mechanism assembly [19] to the door structure.
 - (b) Remove the mechanism assembly [19] from the door.

———— END OF TASK ————

TASK 52-11-15-400-802

5. Mode Select Mechanism Installation

(Figure 201)

A. References

| Reference | Title |
|------------------|---|
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

B. Consumable Materials

| Reference | Description | Specification |
|-----------|--|---------------|
| A00247 | Sealant - Pressure And Environmental - Chromate Type | BMS5-95 |
| G50136 | Compound - Corrosion Inhibiting, Non-drying Paste | BMS3-38 |

C. Expendables/Parts

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|----------|--------------------|------------------|----------------------------|
| 19 | Mechanism assembly | 52-11-15-01-040 | EAD 001-005 |
| | | 52-11-15-01-045 | EAD 001-005 |
| | | 52-11-15-02-010 | EAD 006, 007, 009 |
| | | 52-11-15-02-013 | EAD 201-210 |
| | | 52-11-15-02F-020 | EAD 401-413 |
| | | 52-11-15-02F-025 | EAD 401-413 |
| | | 52-11-15-21-010 | EAD 001-005 |
| | | 52-11-15-21-015 | EAD 001-005 |
| | | 52-11-15-22-010 | EAD 006, 007, 009, 201-210 |

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(Continued)

| AMM Item | Description | AIPC Reference | AIPC Effectivity |
|------------|-------------|-----------------|-------------------------------|
| 19 (cont.) | | 52-11-15-22-015 | EAD 006, 007, 009, 201-210 |
| | | 52-11-15-61-010 | EAD 001-005 |
| | | 52-11-15-62-010 | EAD 006, 007, 009, 201-210 |
| | | 52-11-15-62-015 | EAD 006, 007, 009, 201-210 |

D. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

E. Installation

SUBTASK 52-11-15-420-002

- (1) Install the mechanism assembly [19] on the door structure as follows:
 - (a) Apply the corrosion inhibiting material, G50136, to the bolts [18] and washers [17] that attach the mechanism assembly [19] to the door structure and their mating surfaces.
 - (b) Hold the mechanism assembly [19] in its correct position and install the bolts [18] and washers [17] to attach the mechanism assembly [19] to the door structure.

SUBTASK 52-11-15-420-003

- (2) Connect the push/pull cable [8] to the mechanism assembly [19] as follows:
 - (a) Hold the rod end bearing [11] in its correct position and install the bolt [16], washer [15], bushing [14], washer [13], and nut [12] to attach the rod end bearing [11] to the crank [24].

SUBTASK 52-11-15-420-004

- (3) Connect the pull cable [7] to the mechanism assembly [19] as follows:
 - (a) Hold the pull cable [7] in its correct position through the crank [5].
 - (b) Put the ball on the end of the pull cable [7] through the key hole on the adjuster fitting [2].
 - (c) Turn the adjuster fitting [2] until its threads are engaged.
 - (d) Apply the sealant, A00247, to the retaining hole in the crank [5].

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- (e) Tighten the jamnut [3] on the adjuster fitting [2].
- (f) Install the lockwire [4] on the jamnut [3] on the adjuster fitting [2].

SUBTASK 52-11-15-820-001

- (4) Adjust the pull cable [7] and push/pull cable [8] as follows:
 - (a) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - 1) Only do the Push/Pull Cable Adjustment.
 - (b) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
 - 1) Only do the Pull Cable Adjustment.

SUBTASK 52-11-15-420-005

- (5) Connect the wiring [10] to the mode select switch [9].

SUBTASK 52-11-15-410-001

- (6) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

F. Installation Test

SUBTASK 52-11-15-710-001

- (1) Do a test on the mechanism assembly [19] as follows:
 - (a) Move the mode select handle [1] from the MANUAL/DISARM position to the AUTOMATIC/ARM position and back to the MANUAL/DISARM position.
 - (b) Make sure the mechanism assembly [19] operates correctly.
 - (c) Make sure the push/pull cable [8] operates correctly between the girt bar mechanism and the mechanism assembly [19].
 - (d) Make sure the pull cable [7] operates correctly between the exterior handle and the mechanism assembly [19].

G. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-15-860-004

- (1) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

EAD 001-007, 009, 201-210

TASK 52-11-15-200-801

6. Passenger Entry Door Mode Select Mechanism Check

(Figure 202)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the mode select mechanism and pull cable.

B. References

| Reference | Title |
|------------------|------------------------------------|
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|------------------------------|----------------------|
| G00291 | Tape - Aluminum Foil, 3M 425 | AMS-T-23397 / L-T-80 |

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EAD 001-007, 009, 201-210 (Continued)

D. Location Zones

| Zone | Area |
|-------------|---|
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

E. Procedure

SUBTASK 52-11-15-860-005

- (1) Make sure the door is safe as follows:
 - (a) Make sure the mode select handle is in the MANUAL/DISARM position.
 - (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-15-010-002

- (2) Get access to the mode select mechanism and cables as follows:
 - (a) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (b) Pull off the 3M 425 Aluminum Foil Tape, G00291, over the access hole for the exterior handle mechanism to get access to the end of the pull cable.

SUBTASK 52-11-15-220-001

- (3) Do a check of the mode select mechanism and pull cable as follows:
 - (a) Examine the mode select mechanism for wear or damage.
 - (b) Make sure the jambnuts are tight and the lockwire is not damaged or missing.
 - (c) Examine the pull cable and cable sheath for wear or damage.
 - (d) Make sure the pull cable is tightly attached to the handle mechanism.
 - (e) Examine the disarm collar for wear or damage.

EAD 001-007, 009, 201-210; AIRPLANES WITH RETAINER ON THE DISARM CABLE END

- (f) Remove the retainer for inspection.
 - 1) Make sure the retainer is not damaged or missing.
- (g) Re-install the retainer.
 - 1) Make sure the retainer is installed in the correct direction.

EAD 001-007, 009, 201-210

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-15-410-003

- (1) Install the 3M 425 Aluminum Foil Tape, G00291, a minimum of 0.5 in. (12.7 mm) over the edge of the cutout in the handle box.

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EAD 001-007, 009, 201-210 (Continued)

SUBTASK 52-11-15-410-002

- (2) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

SUBTASK 52-11-15-860-006

- (3) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

— EFFECTIVITY —
EAD 001-007, 009, 201-210, 401-413

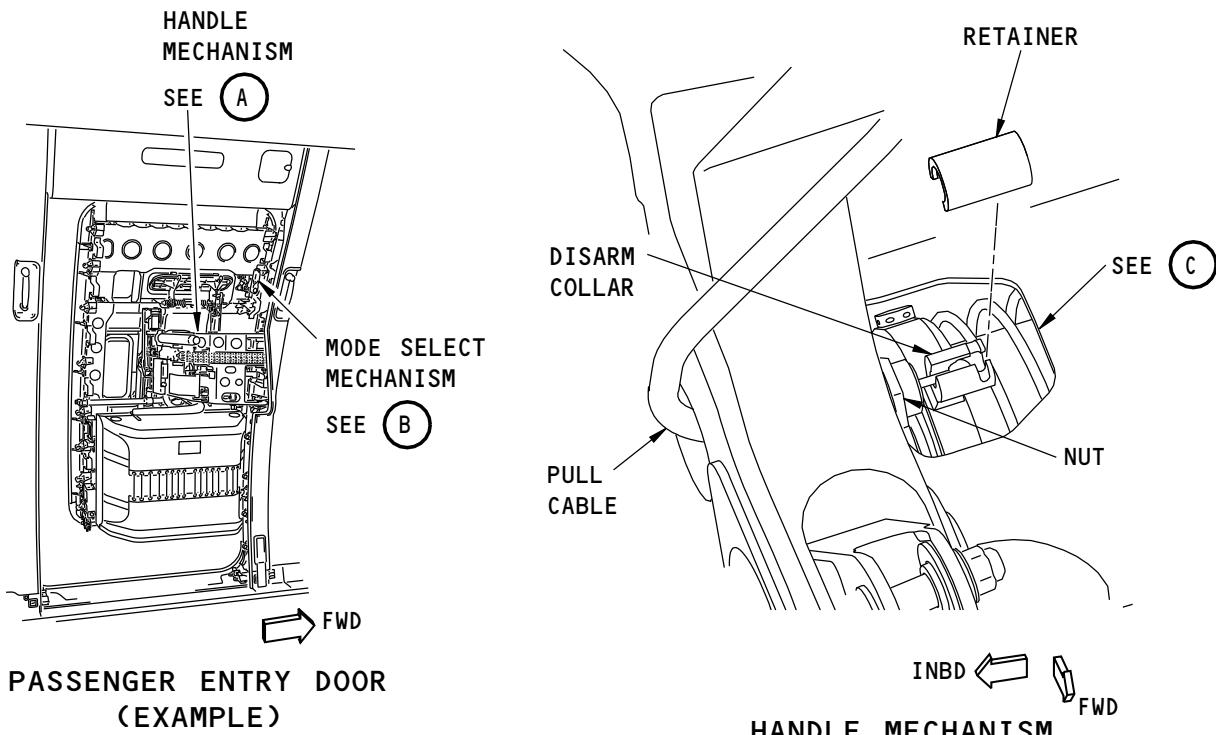
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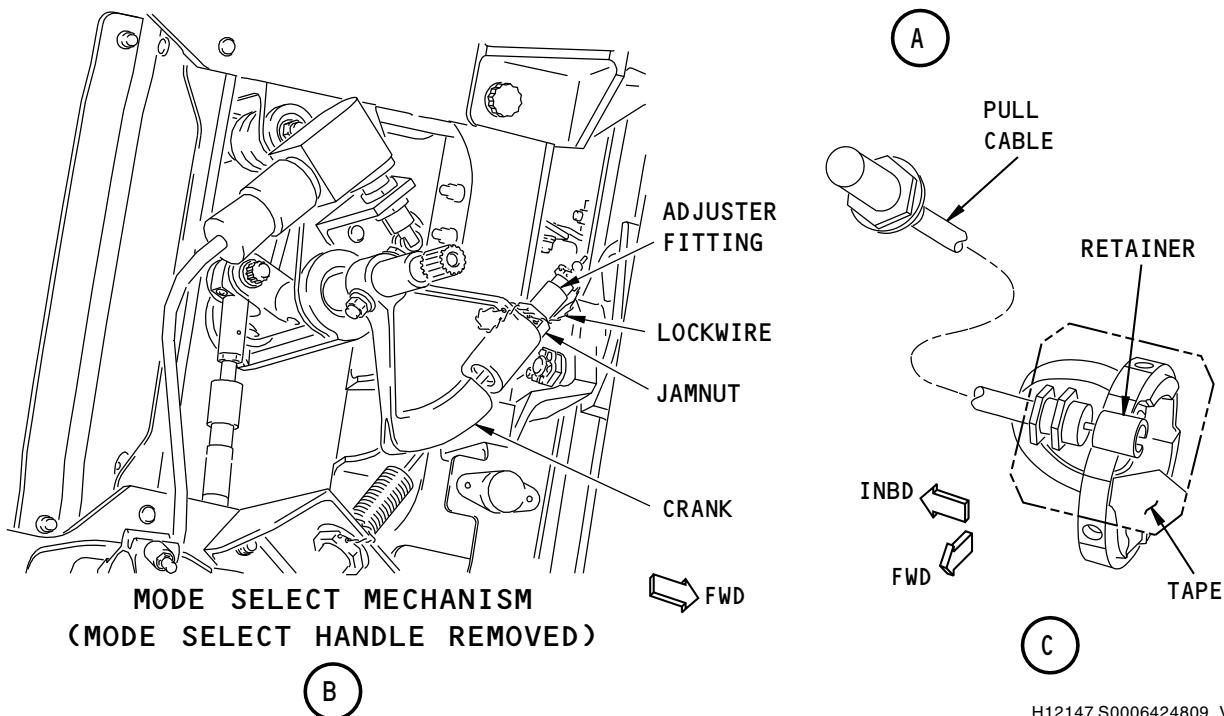
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PASSENGER ENTRY DOOR
(EXAMPLE)



H12147 S0006424809_V2

Mode Select Mechanism Check
Figure 202/52-11-15-990-802

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EAD 401-413

TASK 52-11-15-200-802

7. Entry Door Mode Select Mechanism Check

(Figure 203)

NOTE: This procedure is a scheduled maintenance task.

A. General

- (1) This task is an inspection of the mode select mechanism and pull cable.

B. References

| Reference | Title |
|------------------|------------------------------------|
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |
| 52-11-25-400-803 | Upper Liner Installation (P/B 201) |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|------------------------------|----------------------|
| G00291 | Tape - Aluminum Foil, 3M 425 | AMS-T-23397 / L-T-80 |

D. Location Zones

| Zone | Area |
|------|--------------------------|
| 831 | Crew Entry Door |
| 841 | Supernumerary Entry Door |

E. Procedure

SUBTASK 52-11-15-860-007

- (1) Make sure the door is safe as follows:

- Make sure the mode select handle is in the MANUAL/DISARM position.
- Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-15-010-003

- (2) Get access to the mode select mechanism and cables as follows:

- Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
- Pull off the 3M 425 Aluminum Foil Tape, G00291, over the access hole for the exterior handle mechanism to get access to the end of the pull cable.

SUBTASK 52-11-15-220-002

- (3) Do a check of the mode select mechanism and pull cable as follows:

- Examine the mode select mechanism for wear or damage.
- Make sure the jambnuts are tight and the lockwire is not damaged or missing.
- Examine the pull cable and cable sheath for wear or damage.
- Make sure the pull cable is tightly attached to the handle mechanism.
- Examine the disarm collar for wear or damage.

EAD 401-413; AIRPLANES WITH RETAINER ON THE DISARM CABLE END

- Make sure the retainer is not damaged or missing.

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EAD 401-413 (Continued)

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-15-410-004

- (1) Install the 3M 425 Aluminum Foil Tape, G00291, a minimum of 0.5 in. (12.7 mm) over the edge of the cutout in the handle box.

SUBTASK 52-11-15-410-005

- (2) Do this task: Upper Liner Installation, TASK 52-11-25-400-803.

SUBTASK 52-11-15-860-008

- (3) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ————

— EFFECTIVITY —
EAD 001-007, 009, 201-210, 401-413

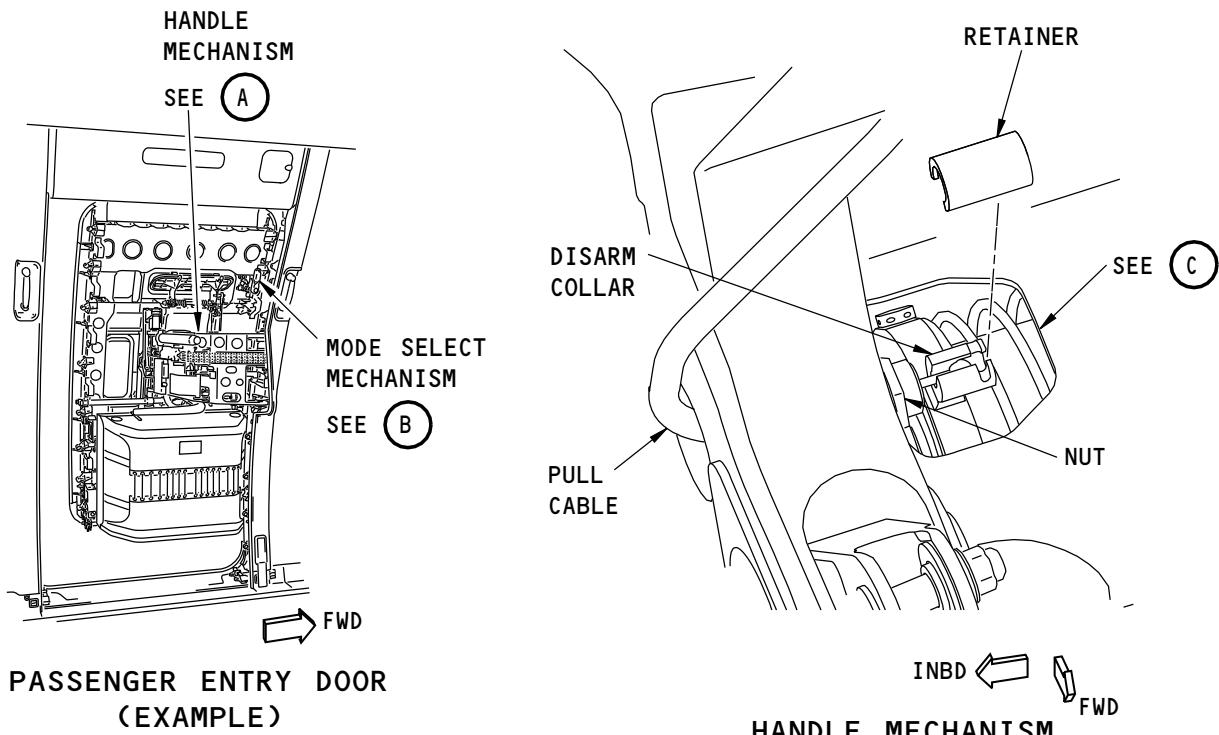
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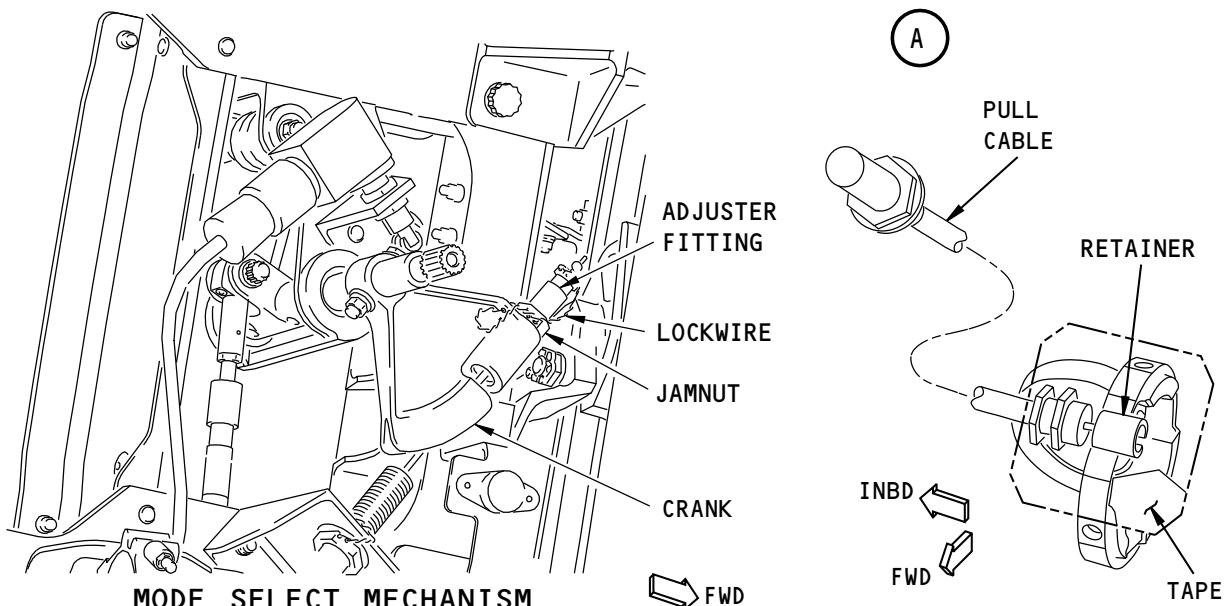
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777-200/300
AIRCRAFT MAINTENANCE MANUAL



PASSENGER ENTRY DOOR
(EXAMPLE)



MODE SELECT MECHANISM
(MODE SELECT HANDLE REMOVED)

B

H12147 S0006424809_V2

Mode Select Mechanism Check
Figure 203/52-11-15-990-804

EFFECTIVITY
EAD 401-413

52-11-15

D633W101-EAD

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777-200/300
AIRCRAFT MAINTENANCE MANUAL

PASSENGER ENTRY DOOR (PED) CABLES - MAINTENANCE PRACTICES

1. General

- A. This procedure has these tasks:
 - (1) A removal of the push/pull cable.
 - (2) An installation of the push/pull cable.
 - (3) A removal of the pull cable.
 - (4) An installation of the pull cable.
- B. There are two cables on the door.
 - (1) The push/pull cable is attached at one end to the mode select mechanism and at the other end to the girt bar mechanism. The cable pushes to arm the escape system and pulls to disarm the escape system.
 - (2) The pull cable (disarm cable) is attached at one end to the mode select mechanism and at the other end to the handle mechanism. The cable pulls to disarm the escape system when the door is opened with the exterior handle.

TASK 52-11-16-000-805

2. Push/Pull Cable Removal

(Figure 201)

A. References

| Reference | Title |
|------------------|--|
| 25-66-01-000-801 | Door-Mounted Escape Slide Pack Removal (P/B 401) |
| 52-11-25-000-801 | Access Panels Removal (P/B 201) |
| 52-11-25-000-804 | Outboard Cover and Flap Removal (P/B 201) |
| 52-11-25-000-805 | Bustle Closeout Panel Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |

C. Location Zones

| Zone | Area |
|----------------------------------|--|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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EAD 001-007, 009, 201-210 (Continued)

(Continued)

| Zone | Area |
|----------------------------------|---|
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |

EAD 001-007, 009, 201-210, 401-413

D. Prepare for the Removal

SUBTASK 52-11-16-860-009

- (1) Make sure the door is safe as follows:

- Make sure the mode select handle [2] is in the MANUAL/DISARM position.
- Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-16-010-005

- (2) Get access to the push/pull cable [1] as follows:

- Do this task: Door-Mounted Escape Slide Pack Removal, TASK 25-66-01-000-801.
- Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.
- Open the door until the hinge is perpendicular to the door.
- Install the passenger entry door hold-open, SPL-1985.
- Do this task: Access Panels Removal, TASK 52-11-25-000-801.
 - Remove only the forward access panels.
- For door 1L or 2L, do this task: Outboard Cover and Flap Removal, TASK 52-11-25-000-804.
- Do this task: Bustle Closeout Panel Removal, TASK 52-11-25-000-805.

E. Removal

SUBTASK 52-11-16-020-013

- (1) Disconnect the push/pull cable [1] from the girt bar mechanism as follows:

- Rotate the interlocks [32] away from the end cranks [31] and hold in place with wire or plastic ties.

NOTE: This allows access to the bolt that secures the crank [39].

- Attach "Remove Before Flight" streamers to the wire or plastic ties.
- Remove the bolt [33], washer [34], washer [36], and nut [35] that hold the crank [39] to the torque tube [40].

NOTE: This allows the crank to rotate on the torque tube. Retain hardware for reinstallation.

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- (d) Remove the bolt [19], washer [20], bushing [21] and nut [23] that attach the lower rod end bearing [24] to the crank [39]. Retain hardware for reinstallation.
- (e) Move the mode select handle [2] as required to access the hardware.

SUBTASK 52-11-16-020-014

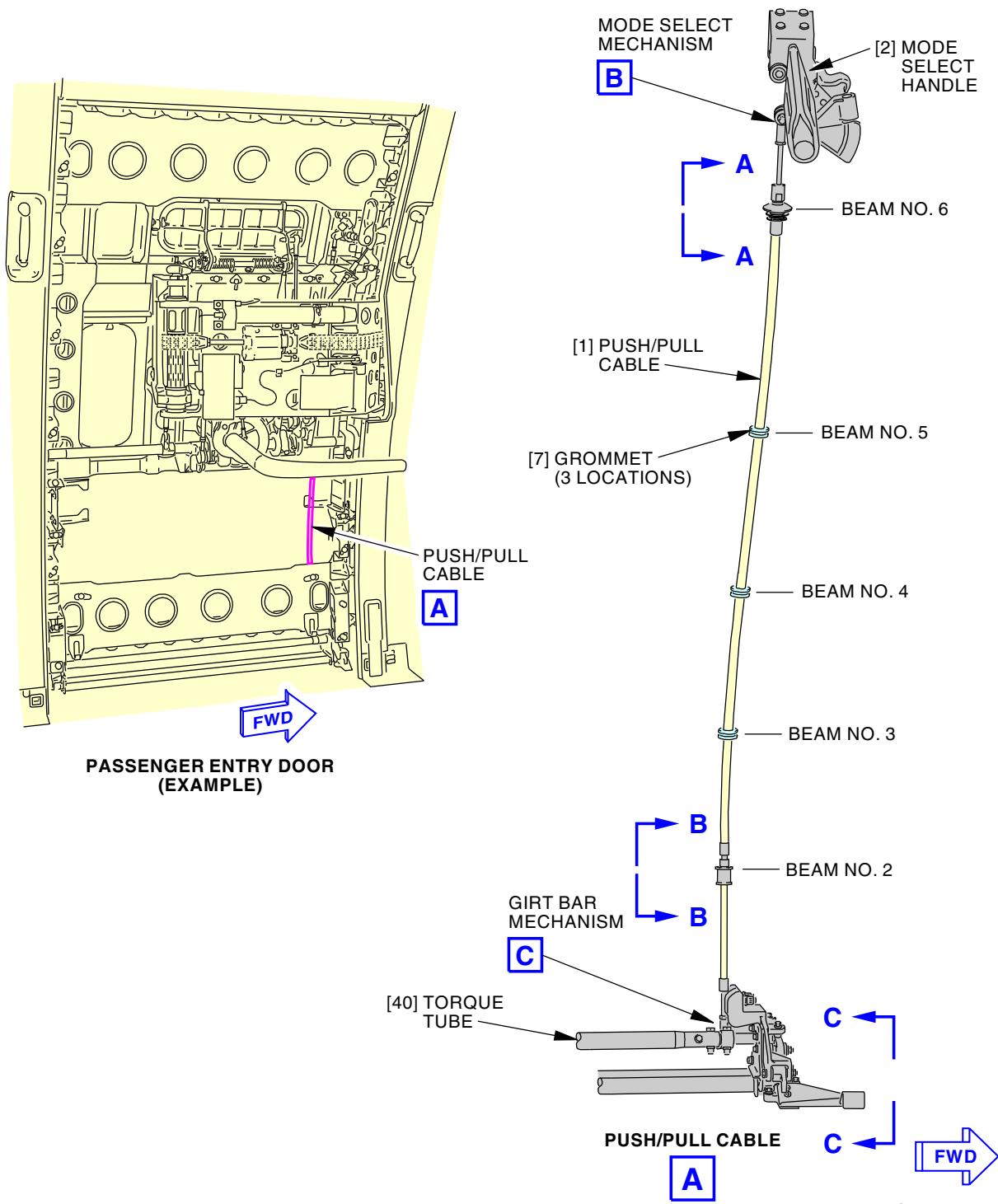
- (2) Remove the push/pull cable [1] from the door structure as follows:
 - (a) Remove the bolt [14], washer [15], bushing [16], and nut [18] that attach the upper rod end bearing [13] to the crank [12].
NOTE: Retain hardware for reinstallation.
 - (b) Move the mode select handle [2] as required to access the hardware.
 - (c) Remove the lockpin [67].
 - (d) Remove lockwire [73] and loosen jamnut [68] and adjuster bushing [72] forcing cable sheath [66] upward.
NOTE: This decreases the tension on the cable sheath.
 - (e) Disengage the slotted retainer [61] from the cable sheath [66] and remove it.
NOTE: You can also put the slotted retainer on the top of beam No. 6 if you will install the new cable immediately.
 - (f) Pull the top of the push/pull cable [1] out of beam No. 6 and remove the upper rod end bearing [13] and retain for reinstallation.
 - (g) Remove the flat washer [63], spring [64], and countersunk washer [65].
 - (h) Do not remove the spherical seat [62] from beam No. 6.
 - (i) Turn the jamnut [68] until its threads disengage from the adjuster bushing [72].
 - (j) Remove the grommet [7] from the holes in the door beams.
NOTE: You can move the cable sheath [66] up and down to make removal of the grommets easier.
 - (k) While you move the push/pull cable [1] down through the remaining door beams, remove the jamnut [68], washer [69], flanged bushing [70], and countersunk washer [71].
 - (l) Measure the length of the push/pull cable [1] and record it.
 - (m) Use this dimension to set the initial position of the lower rod end bearing [24] on the new cable.
 - (n) Bend the tab on the tabwasher [60] down so you can turn the jamnut [25].
 - (o) Remove the lower rod end bearing [24], flat washer [63], and tabwasher [60] from the push/pull cable [1] and retain for reinstallation.

———— END OF TASK ———

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

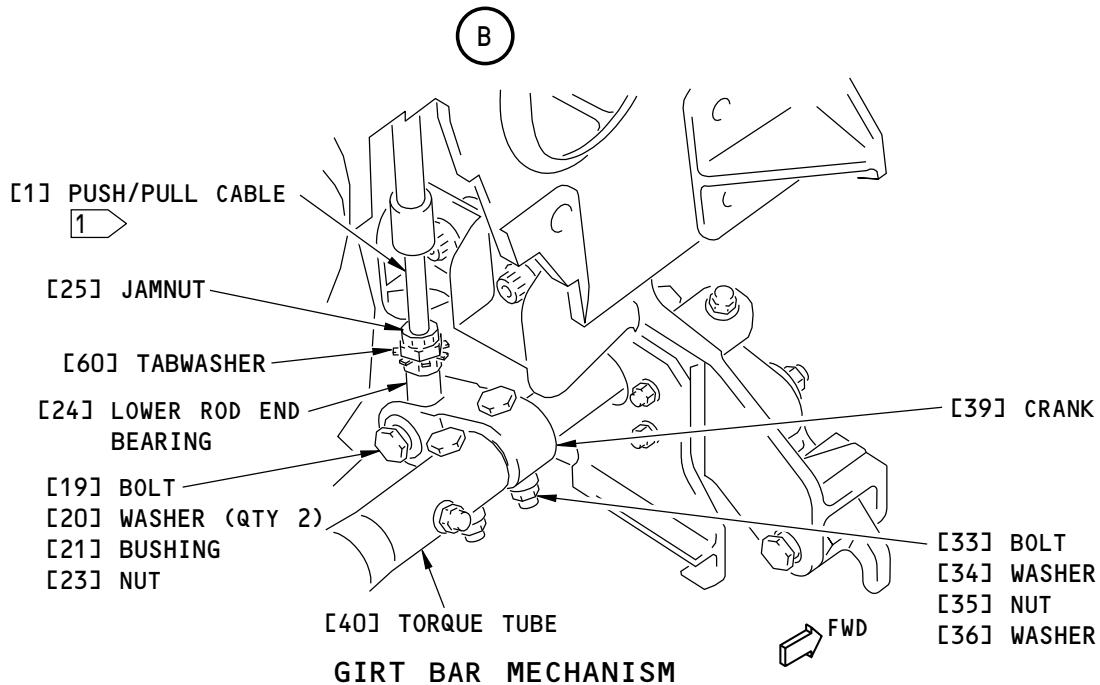
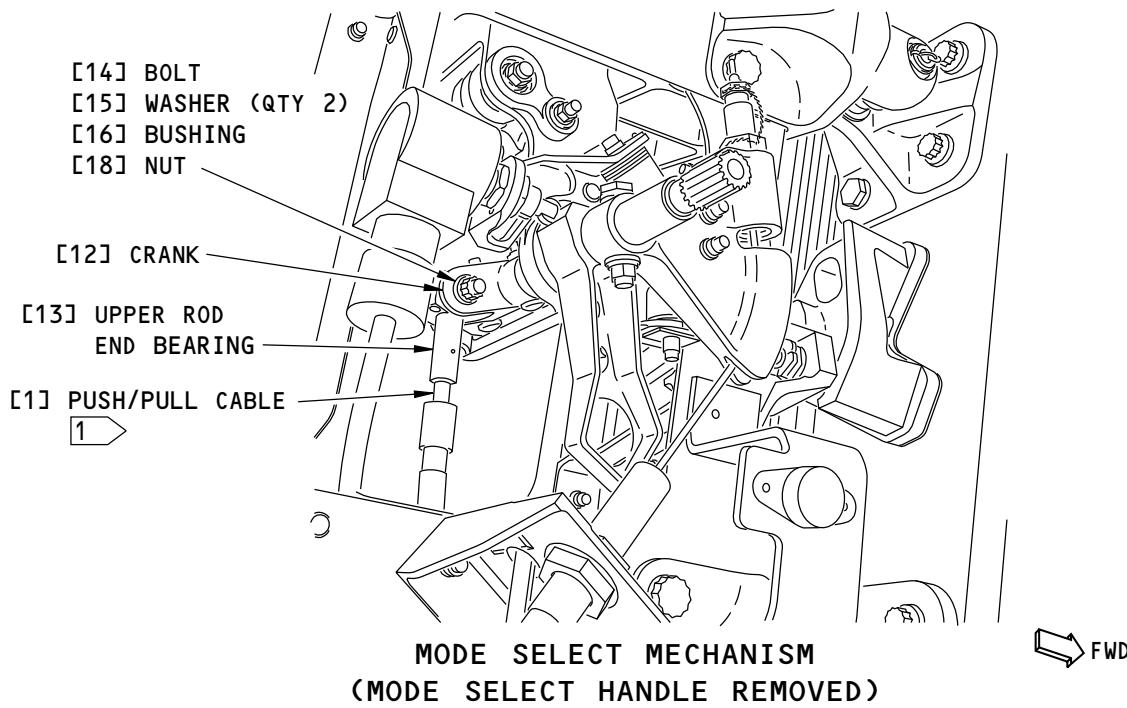
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Push/Pull Cable Installation
Figure 201/52-11-16-990-807 (Sheet 1 of 4)

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**777-200/300
AIRCRAFT MAINTENANCE MANUAL**


1 APPLY A THIN COAT OF DC-33 GREASE

L25044 S0006424821_V3

Push/Pull Cable Installation
Figure 201/52-11-16-990-807 (Sheet 2 of 4)

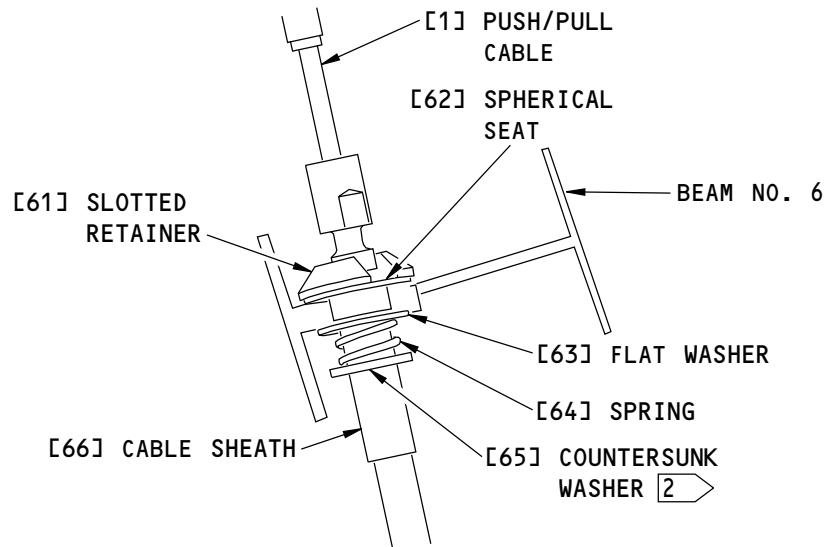
EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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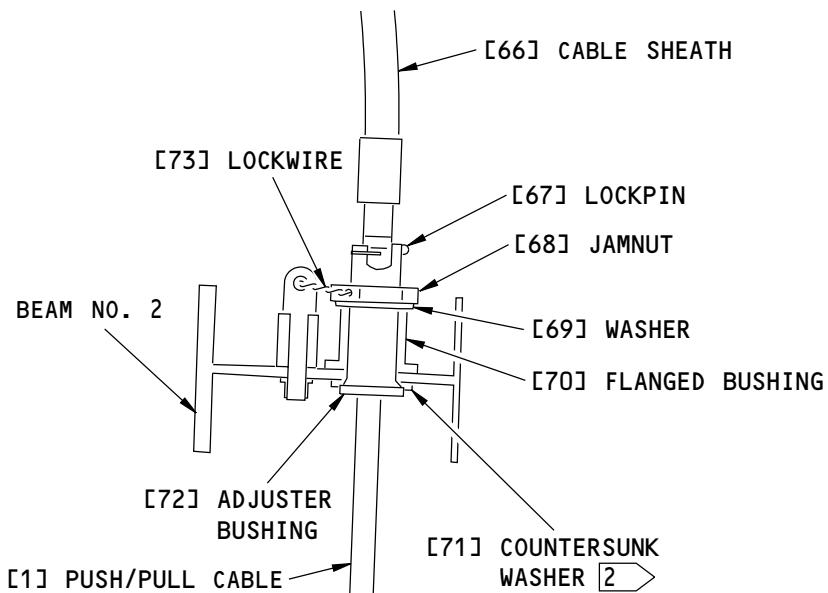
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A-A



B-B

[2] INSTALL SO THAT THE COUNTERSINK POINTS DOWN

L25045 S0006424822_V2

Push/Pull Cable Installation
Figure 201/52-11-16-990-807 (Sheet 3 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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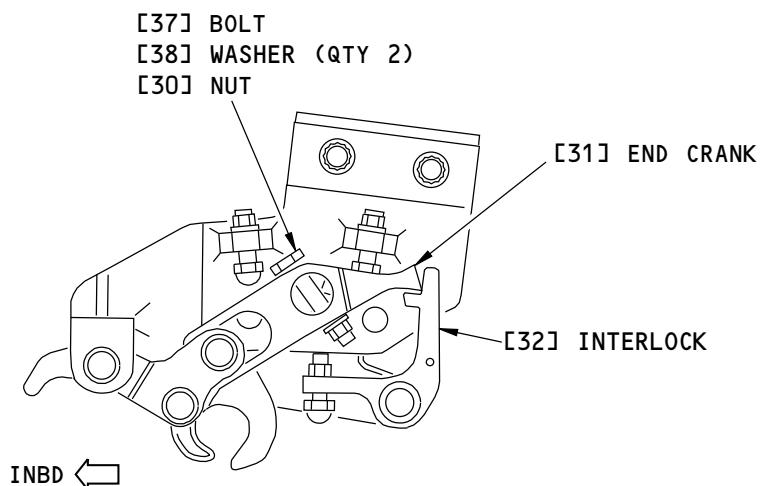
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(EXAMPLE)

C-C

L25046 S0006424823_V2

Push/Pull Cable Installation
Figure 201/52-11-16-990-807 (Sheet 4 of 4)

EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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TASK 52-11-16-400-805

3. Push/Pull Cable Installation

(Figure 201)

A. References

| Reference | Title |
|------------------|---|
| 25-66-01-400-801 | Door-Mounted Escape Slide Pack Installation (P/B 401) |
| 52-11-00-820-801 | Passenger Entry Door Adjustment (P/B 501) |
| 52-11-25-400-801 | Access Panels Installation (P/B 201) |
| 52-11-25-400-804 | Outboard Cover and Flap Installation (P/B 201) |
| 52-11-25-400-805 | Bustle Closeout Panel Installation (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door 777-200, -200ER, -200F, -200LR Part #: J52001-34 Supplier: 81205 |

C. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

D. Installation

SUBTASK 52-11-16-420-013

- (1) Install the push/pull cable [1] as follows:
 - (a) Remove the protective caps from the threads of the push/pull cable [1].
 - (b) Install the jamnut [25], a new tabwasher [60], and the lower rod end bearing [24] on the push/pull cable [1].
 - 1) Use the dimension you measured on the cable you removed to set the initial position of the rod end bearing.

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- (c) Tighten the jamnut [25] with your fingers.
 - 1) Do not bend the tabs on the tabwasher [60] at this time.
- (d) Turn the adjuster bushing [72] on the new push/pull cable [1] to increase the distance from the adjuster bushing to the top of the cable sheath [66].
NOTE: This will make it easier to install the cable.
- (e) Apply silicone grease, DC-33 to the surfaces of the push/pull cable [1] that move in and out of the cable sheath [66].



CAUTION
BE CAREFUL NOT TO CUT THE CABLE SHEATH ON THE SHARP EDGES OF THE DOOR BEAMS WHEN YOU INSTALL THE CABLE. IF NOT, IT CAN CAUSE DAMAGE.

- (f) Put the top of the push/pull cable [1] up through beam No. 1.
- (g) Put the countersunk washer [71] on the push/pull cable [1] so the countersink points down.
- (h) Put the top of the push/pull cable [1] up through beam No. 2.
- (i) Put the flanged bushing [70], washer [69], and jamnut [68] on the push/pull cable [1].
- (j) Put the top of the push/pull cable [1] up through beams No. 3, 4, and 5.
- (k) Install the grommets [7] in the holes in beams No. 3, 4, and 5.
NOTE: You can put grease on the grommets to make the installation easier.
NOTE: You can move the cable sheath [66] up and down to make the installation easier.
- (l) Put the countersunk washer [65] on the push/pull cable [1] so the countersink points down.
- (m) Put the spring [64] and flat washer [63] on the push/pull cable [1].
- (n) Put the top of the push/pull cable [1] up through beam No. 6 and the spherical seat [62].
- (o) Thread upper rod end bearing [13] onto the push/pull cable [1] until the cable threads are fully engaged.
- (p) Install the flanged bushing [70], washer [69], and jamnut [68] on the adjuster bushing [72].
 - 1) Hold the adjuster bushing [72] so it does not turn when you install the jamnut [68].
 - 2) Do not tighten jamnut [68] fully at this time.
- (q) Install the slotted retainer [61] to hold the top end of the cable sheath [66].
 - 1) Turn the adjuster bushing [72] by hand to extend the cable sheath [66] until the slotted retainer can be installed.
- (r) Turn the adjuster bushing [72] now to increase tension on the cable sheath [66].
- (s) Turn only the adjuster bushing [72] until the countersunk washer [71] touches the bottom of beam No. 2.
- (t) Tighten and safety the jamnut [68] with the lockwire [73].
- (u) Install the bolt [14], washer [15], bushing [16], and nut [18] that attach the upper rod end bearing [13] to the crank [12].
 - 1) Move the mode select handle [2] as required to access the crank [12].



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SUBTASK 52-11-16-420-014

- (2) Install the bolt [33], washer [34], washer [36], and nut [35] that hold the crank [39] to the torque tube [40].

NOTE: The interlock [32] should still be held away from the end crank [31] by wire or Plastic Ties.

E. Adjustment

SUBTASK 52-11-16-820-005

- (1) Adjust the tension on the cable sheath [66] as follows:

- (a) Move the mode select handle [2] to the MANUAL/DISARM position.



USE A WRENCH ONLY ON THE FLATS ON THE CABLE SHEATH. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE CABLE SHEATH CAN OCCUR.

- (b) Turn the cable sheath [66] into the adjuster bushing [72] by increments of one-half turn to increase tension on the cable sheath.
- (c) Move the mode select handle [2] from the MANUAL/DISARM position to the AUTOMATIC/ARM position, then to the MANUAL/DISARM position.
- 1) Do this step three times each time you turn the cable sheath one-half turn.
- (d) Increase the tension on the cable sheath by one-half turn increments until you can not turn the slotted retainer [61] with your fingers.
- (e) When you can not turn the slotted retainer [61] with your fingers, decrease the tension on the cable sheath [66] as follows:
- 1) Turn the cable sheath [66] one-half turn in the opposite direction.
- (f) Install the lockpin [67].
- (g) Remove the wire that holds the interlock [32] in the disengaged position.

SUBTASK 52-11-16-820-006

- (2) Adjust the push/pull cable [1] as follows:

- (a) Do this task: Passenger Entry Door Adjustment, TASK 52-11-00-820-801.
- 1) Only do the Push/Pull Cable Adjustment and the Mode Select Handle Overtravel Stop (Bumper) Adjustment.
- (b) Make sure the jamnut [25] is safetied with the tabwasher [60].
- (c) Move the mode select handle [2] to the AUTOMATIC/ARM position and then to the MANUAL/DISARM position, and make sure the push/pull cable [1] moves freely.

F. Put the Airplane Back to Its Usual Condition

SUBTASK 52-11-16-410-005

- (1) Close access to the push/pull cable [1] as follows:

- (a) Do this task: Bustle Closeout Panel Installation, TASK 52-11-25-400-805.
- (b) For door 1L or 2L, do this task: Outboard Cover and Flap Installation, TASK 52-11-25-400-804.
- (c) Do this task: Access Panels Installation, TASK 52-11-25-400-801.
- (d) Remove the passenger entry door hold-open, SPL-1985 and close the door.
- (e) Do this task: Door-Mounted Escape Slide Pack Installation, TASK 25-66-01-400-801.

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SUBTASK 52-11-16-860-010

- (2) Turn the EPAS battery safety switch to the ARM position.

———— END OF TASK ——

TASK 52-11-16-000-804

4. Pull Cable Assembly Removal

(Figure 202)

A. References

| Reference | Title |
|------------------|-------------------------------|
| 52-11-25-000-803 | Upper Liner Removal (P/B 201) |

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

| Reference | Description |
|-----------|--|
| SPL-1985 | Hold-Open - Passenger Entry Door |
| | 777-200, -200ER, -200F, -200LR |
| | Part #: J52001-34 Supplier: 81205 |
| STD-1160 | Stand - Cabin and General Access Stand, Adjustable Height, Max. Height 18 Feet, Platform 5 Feet by 10 Feet |
| STD-1166 | Block - Wood, 1 to 3 Inch Thick, More Than 6 Inch Length |

C. Consumable Materials

| Reference | Description | Specification |
|-----------|------------------------------|----------------------|
| G00291 | Tape - Aluminum Foil, 3M 425 | AMS-T-23397 / L-T-80 |

D. Location Zones

| Zone | Area |
|---|---|
| EAD 401-413 | |
| 831 | Crew Entry Door |
| EAD 001-007, 009, 201-210 | |
| 831 | Left No. 1 Passenger Entry Door - Section 41 |
| 832 | Left No. 2 Passenger Entry Door - Section 43 |
| 834 | Left No. 3 Passenger Entry Door - Section 46 |
| 835 | Left No. 4 Passenger Entry Door - Section 47 |
| 841 | Right No. 1 Passenger Entry Door - Section 41 |
| EAD 401-413 | |
| 841 | Supernumerary Entry Door |
| EAD 001-007, 009, 201-210 | |
| 842 | Right No. 2 Passenger Entry Door - Section 43 |
| 844 | Right No. 3 Passenger Entry Door - Section 46 |
| 845 | Right No. 4 Passenger Entry Door - Section 47 |
| EAD 001-007, 009, 201-210, 401-413 | |

E. Prepare for the Removal

SUBTASK 52-11-16-860-007

- (1) Make sure the door is safe as follows:

| EFFECTIVITY | |
|---|--|
| EAD 001-007, 009, 201-210, 401-413 | |

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- (a) Make sure the mode select handle is in the MANUAL/DISARM position.
- (b) Turn the EPAS battery safety switch to the DISARM position.

NOTE: If the EPAS battery safety switch is in the DISARM position, the aft hinge cover will not be flush.

SUBTASK 52-11-16-010-004

- (2) Get access to the pull cable [41] as follows:
 - (a) Do this task: Upper Liner Removal, TASK 52-11-25-000-803.
 - (b) Make sure the adjustable height cabin and general access stand, STD-1160 is outboard of the door.
 - (c) Open the door until the hinge is perpendicular to the door.
 - (d) Install the passenger entry door hold-open, SPL-1985.

F. Removal

SUBTASK 52-11-16-020-010

- (1) Disconnect the pull cable [41] from the mode select mechanism as follows:
 - (a) Remove the lockwire [50] on the jamnut [51] on the adjuster fitting [49] at the end of the pull cable [41].
 - (b) Loosen the jamnut [51] on the adjuster fitting [49].
 - (c) Turn the adjuster fitting [49] until its threads are not engaged.
 - (d) Disengage the ball on the end of the pull cable [41] from the keyhole in the adjuster fitting [49].

SUBTASK 52-11-16-020-011

- (2) Remove the pull cable [41] from the door structure as follows:
 - (a) Remove the bolt [44], washer [45], and nut [46] from the clamp [43] on the pull cable [41].
 - (b) Pull the exterior handle outboard and install the wood block, STD-1166 to keep it in that position.

NOTE: This gives access to the nut [54] on the pull cable [41] at the handle mechanism.
 - (c) Loosen the nut [54], but do not remove it.
 - (d) Remove the wood block, STD-1166 from the exterior handle.
 - (e) Remove the lockwire [47] on the lower jamnut [42] and the upper jamnut [48].



USE A WRENCH ONLY ON THE FLATS ON THE CABLE SHEATH. IF YOU DO NOT OBEY THIS INSTRUCTION, DAMAGE TO THE CABLE SHEATH CAN OCCUR.

- (f) Loosen the lower jamnut [42] and the upper jamnut [48].
- (g) Remove the upper jamnut [48] and the washer [57].
- (h) Move the pull cable [41] down through the bracket.
- (i) Remove the lower jamnut [42] and washer [57].
- (j) Remove the pull cable [41] from the door structure.

SUBTASK 52-11-16-020-012

- (3) Disconnect the pull cable [41] from the handle mechanism as follows:

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EAD 001-007, 009, 201-210, 401-413

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- (a) Remove the 3M 425 Aluminum Foil Tape, G00291 on the handle mechanism to get access to the retainer [59].
- (b) Remove the retainer [59] from the disarm collar [55].
- (c) Push the upper end of the pull cable [41] down, and disengage the ball from the slot in the disarm collar [55].
- (d) Pull the exterior handle outboard and install the wood block, STD-1166 to keep it in that position.
NOTE: This gives access to the nut [54] on the pull cable [41].
- (e) Remove the nut [54] and washer [56].
- (f) Remove the pull cable [41] from the door.
- (g) Remove the wood block, STD-1166 from the exterior handle.

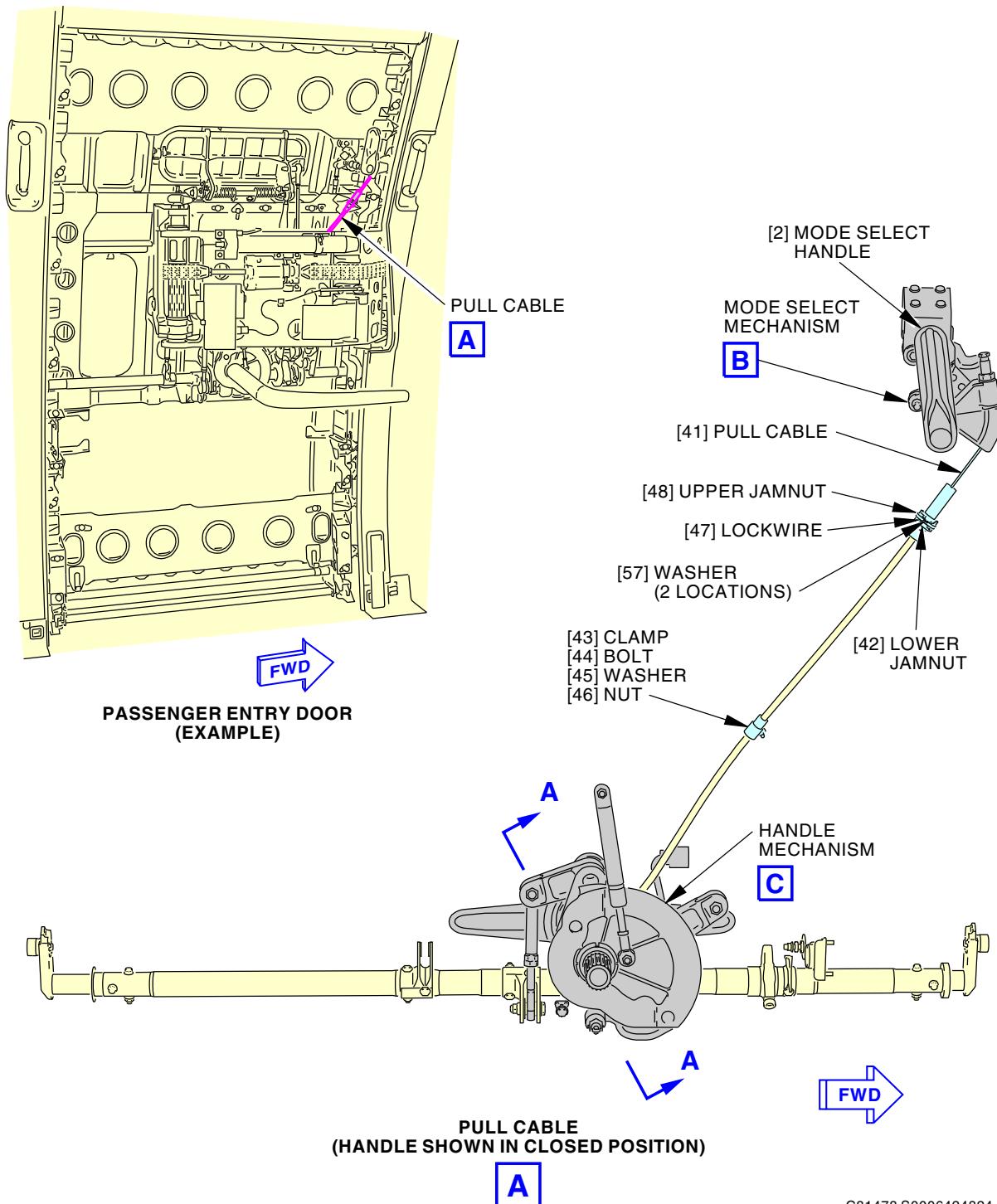
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EFFECTIVITY
EAD 001-007, 009, 201-210, 401-413

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Pull Cable Installation
Figure 202/52-11-16-990-808 (Sheet 1 of 4)

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EAD 001-007, 009, 201-210, 401-413

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