# **CHAPTER**

# 24

# ELECTRICAL POWER





### CHAPTER 24 ELECTRICAL POWER

Subje	ct/Page	Date	coc	Subject/Page	Date	COC	Subject/Page	Date	COC
24-E	FFECTIVE	PAGES		24-030-02-01	SYS (cont)		24-100-00-01	SYS	
	1	JUN 15/2016		3	Jun 15/2015		1	Jun 15/2015	
	2	BLANK		4	Jun 15/2015		2	Jun 15/2015	
24-0	10-01-01	SYS		24-040-01-01	SYS		3	Jun 15/2015	
R	1	Jun 15/2016		1	Oct 15/2015		4	Jun 15/2015	
0	2	Jun 15/2016		2	Jun 15/2015		24-110-00-01	SYS	
	3	Jun 15/2015		3	Jun 15/2015		1	Jun 15/2015	
	4	Feb 15/2016		4	Feb 15/2015		2	Feb 15/2015	
	5	Jun 15/2015		5	Feb 15/2016		3	Jun 15/2015	
24-0 <sup>-</sup>	10-02-01	SYS		6	Jun 15/2015		4	Jun 15/2015	
R	1	Jun 15/2016		7	Oct 15/2014		5	Jun 15/2015	
0	2	Jun 15/2016		8	Jun 15/2015		24-120-00-01	SYS	
	3	Jun 15/2015		9	Jun 15/2015		1	Jun 15/2015	
	4	Feb 15/2016		10	Jun 15/2015		2	Oct 15/2014	
	5	Jun 15/2015		24-040-02-01	SYS		3	Oct 15/2014	
24-02	20-01-01	SYS		1	Oct 15/2015		4	Jun 15/2015	
R	1	Jun 15/2016		2	Jun 15/2015		5	Oct 15/2014	
	2	Feb 15/2016		3	Jun 15/2015		6	Feb 15/2015	
R	3	Jun 15/2016		4	Feb 15/2015		7	Jun 15/2015	
	4	Feb 15/2016		5	Feb 15/2016		8	Jun 15/2015	
	5	Oct 15/2015		6	Jun 15/2015		9	Feb 15/2015	
	6	Oct 15/2015		7	Oct 15/2014		10	Jun 15/2015	
24-02	20-02-01	SYS		8	Jun 15/2015		24-130-00-01	SYS	
R	1	Jun 15/2016		9	Jun 15/2015		1	Jun 15/2015	
	2	Feb 15/2016		10	Jun 15/2015		2	Jun 15/2015	
R	3	Jun 15/2016		24-050-01-01	SYS		3	Jun 15/2015	
	4	Feb 15/2016		1			4	Oct 15/2015	
	5	Oct 15/2015			Jun 15/2015		5	Jun 15/2015	
	6	Oct 15/2015		2	Jun 15/2015		6	Jun 15/2015	
24-0	30-01-01	SYS		3	Jun 15/2015		24-140-00-01	SYS	
	1	Oct 15/2015		4	Jun 15/2015		1	Jun 15/2015	
	2	Feb 15/2015		24-050-02-01	SYS		2	Jun 15/2015	
	3	Jun 15/2015		1	Jun 15/2015		3	Jun 15/2015	
	4	Jun 15/2015		2	Jun 15/2015		4	Oct 15/2015	
24-03	30-02-01	SYS		3	Jun 15/2015		5	Jun 15/2015	
	1	Oct 15/2015		4	Jun 15/2015		6	Jun 15/2015	
	2	Feb 15/2015							

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

# **24-EFFECTIVE PAGES**





AIRLINE CARD NO			TITLE IDG OIL - LEFT IDG			BOEING CARD NO. <b>24-010-01-01</b>	
DATE	TASK SERVICE				RELATE W-24-04		
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT <b>1800 FH</b>	APPLICA AIRPLANE	ABILITY ENGINE	
STATION	SKILL ENGIN				ALL	ALL	
		ACCESS 413			ZONE <b>411</b>		

Change left IDG oil.

### A. References

Reference	Title
AMM 24-11-41-000-801	IDG Scavenge and Charge Filter Removal (P/B 201)
AMM 24-11-41-400-801	IDG Scavenge and Charge Filter Installation (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

### 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.

replaced or n	non-procurable are preceded by "Opt:", which stands for Optional.
Reference	Description
COM-1529	Gun - Oil Replenishment, Portable, Manual, Hand Held
	Part #: 7011 Supplier: K6057 Opt Part #: UZ/7/1826 Supplier: K6057
COM-1537	Cart - Servicing, Engine Oil
	Part #: 7011 Supplier: K6057 Part #: MODEL 150 Supplier: 94861 Part #: PF53361-2PWS Supplier: 94861 Part #: PF53361-8PWS Supplier: 94861 Part #: PF53481-5PWS Supplier: 94861 Part #: PF53481-8PWS Supplier: 94861 Part #: PF55451-2WS Supplier: 94861 Part #: PF55451-7WS Supplier: 94861 Part #: WF150-1 Supplier: 94861 Opt Part #: 150-3 Supplier: 94861 Opt Part #: UZ/7/1826 Supplier: K6057
EFFECTIVITY	SOURCE IDG OIL - LEFT IDG
AKS ALL	MRB

D633A109-AKS

24-010-01-01

Page 1 of 5 Jun 15/2016



DATE	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CARD NO. 24-010-01-01
(Continued)				•	
Reference	Desc	ription			
COM-1542	Part Part Part	#: 7011 #: MODI #: WF15	il, One Quart (1 Supplier: K605 EL 150 Supplie 50-1 Supplier: 9 Z/7/1826 Supp	er: 94861 94861	
STD-1055			l Resistant, 5 G		
EFFECTIVITY AKS ALL	-	SOURCE MRB	IDG OIL - LEFT	IDG	
			D633A109-AKS 24-010-01-01	3	Page 2 of 5 Jun 15/201



### 737-600/700/800/900 TASK CARDS

	DATE		TAIL NUMBER		STATION	AIF	RLINE CARD NO.	BOEING C. <b>24-010</b> -		
IDG	<b>K 12-</b> <b>Oil C</b> ure 1)		-600-802 <u>e</u>						MECH	INS
Α.	Gen	eral								
	(1)	This	task removes the oil	from the IDG	system and repl	aces i	t with new oil.			
	(2)	If ID	G oil is being replace nge, operate the engi	d because of	possible contam	inatio	n, you must do the	e IDG Oil		
	(3)	The	oil volume for the IDC	3 and externa	al cooling circuit is	s as fo	ollows:			
		(a)	IDG oil volume - 6.8	4 qt (6473.05	cc).					
		(b)	External cooling circ	uit oil volume	e - 2.16 qt (2044.	12 cc)				
		(c)	Total oil volume - 9 d	qt (8517 cc).						
В.	Ехре	endal	bles/Parts							
	AMI	VI Iter	m Description		AIPC Refere	nce	AIPC Effectivit	y		
		2	O-ring		24-11-11-50-	025	AKS ALL			
C.	Prep	are f	or oil change							
	SUBTA		3-21-010-002							
	(1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.									
D.	Proc	edur	е							
	SUBTA	SK 12-13	3-21-610-002							
	WAR	RNING	S: DO NOT TOUCH IS HOT. THESE C HOT COMPONEN	OMPONENT	S STAY HOTTE					
	WAR	RNING	EQUIPMENT FOR OIL CAN BURN Y	R PROTECTI						
	(1)	Cha	nge the IDG oil as foll	lows:						
		WAF	RNING: MAKE SURE THIS COULI INJURY TO	CAUSE HO			VALVE. FAILUR ΓAND CAN CAU			
		(a)	Push the PUSH-TO-	VENT VALVE	E for a minimum	of 15	seconds.			
		(b)	Place an oil resistanthe oil.	t container (5	5 gal)(19 Liters), \$	STD-1	055 below the ID	G to catch		
		(c)	Remove the lockwire	e from the ca	se drain plug on	the ID	G.			
		(d)	Remove the case dr	ain plug [1], a	and let the oil dra	in into	the container.			
		(e)	Remove the used o-	ring [2] from	case drain plug a	ınd dis	scard.			
		(f)	Remove the cover fr	om the press	sure fill fitting on t	he ID	G.			
		(g)	Connect the pressur COM-1537, dispens	er, COM-154		•	-	-		
			pressure fill fitting or	i the IDG.						

D633A109-AKS

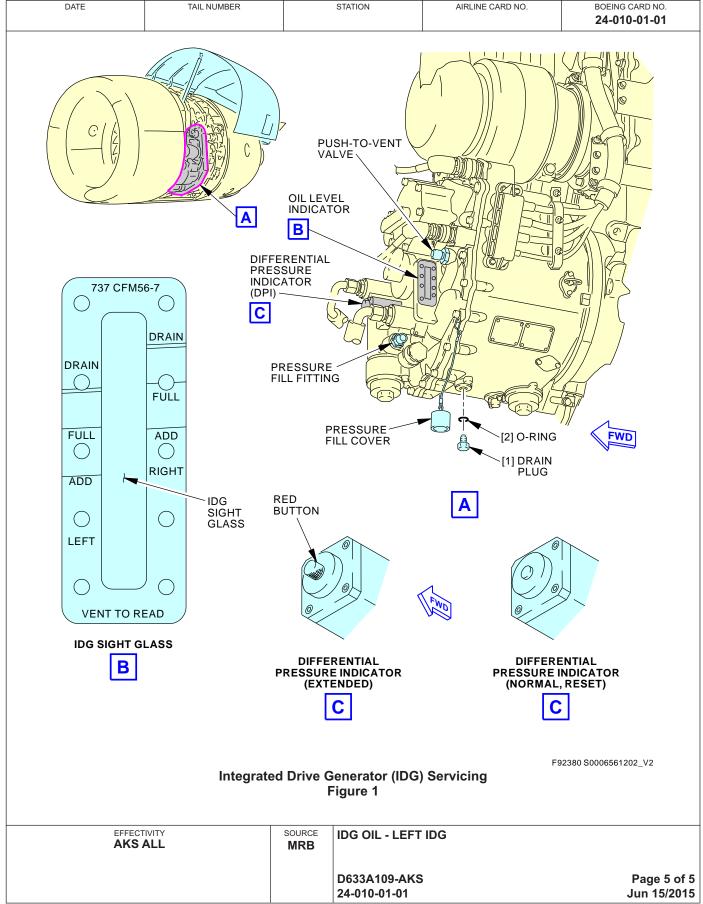
24-010-01-01

Page 3 of 5 Jun 15/2015



DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING 0 24-010		
(h)	Use the service equipme or oil, D00068 using a m			oil, D00071	MECH	INSP
	•	until approximately 3 qt (	,	cc) of oil		
	NOTE: The 3 qt (2	2839 cc) to 4 qt (3785 cc nen the drain plug was re		il that was		
(i)	Apply oil, D00071 or oil,					
(j)	Install new o-ring [2] onto					
(k)	Install case drain plug [1					
(1)	Tighten the case drain p	lug to 65 ±10 in-lb (7 ±1	N·m).			
(m)	Install MS20995C32 locl	kwire, G01048.				
(n)	Do a general visual insp	ection of the IDG for leal	ks.			
(0)	Replace the IDG Scaver	nge and Charge Filters.				
	These are the tasks:IDG TASK 24-11-41-000-801 TASK 24-11-41-400-801			AMM		
E. Put the a	irplane in its usual cond	lition.				
SUBTASK 12-1						
(1) Do t	this task: Close the Fan Co	owl Panels, AMM TASK	71-11-02-410-801-F00.			
	—— E	END OF TASK ———				
	ECTIVITY S ALL	SOURCE MRB IDG OIL - LEFT	IDG		1	
		D633A109-AKS 24-010-01-01			Page 4 eb 15/	
L						









AIRLINE	CARD NO	ı	DG OIL - RIGHT ID	G		CARD NO. <b>)-02-01</b>
DATE	TASK SERVICE					D CARD 40-02-01
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT <b>1800 FH</b>	APPLIC AIRPLANE	ABILITY ENGINE
STATION	SKILL ENGIN				ALL	ALL
		ACCESS 423			ZONE <b>421</b>	

Change right IDG oil.

### A. References

Reference	Title
AMM 24-11-41-000-801	IDG Scavenge and Charge Filter Removal (P/B 201)
AMM 24-11-41-400-801	IDG Scavenge and Charge Filter Installation (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

### 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-1529	Gun - Oil Repl	enishment, Portable, Manual, Hand Held	
		Supplier: K6057 Z/7/1826 Supplier: K6057	
COM-1537	Cart - Servicin	g, Engine Oil	
	Part #: MODE Part #: PF533 Part #: PF534 Part #: PF534 Part #: PF554 Part #: PF554 Part #: WF15 Opt Part #: 15	Supplier: K6057 EL 150 Supplier: 94861 B61-2PWS Supplier: 94861 B61-8PWS Supplier: 94861 B81-5PWS Supplier: 94861 B81-8PWS Supplier: 94861 B51-2WS Supplier: 94861 B51-7WS Supplier: 94861 C-1 Supplier: 94861 C-3 Supplier: 94861 Z/7/1826 Supplier: K6057	
EFFECTIVITY  AKS ALL	source <b>MRB</b>	IDG OIL - RIGHT IDG	
AKS ALL	MRB	D633A109-AKS	Page

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

24-010-02-01

Jun 15/2016



DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. <b>24-010-02-01</b>
(Continued)				
Reference	Desci	ription		
COM-1542	Part : Part : Part :	nser - Oil, One Quart (1 #: 7011 Supplier: K605 #: MODEL 150 Supplier: #: WF150-1 Supplier: Part #: UZ/7/1826 Sup	57 er: 94861 94861	
STD-1055	Conta	iner - Oil Resistant, 5 G	raiion (19 Liters)	
EFFECT AKS A	NITY	SOURCE MRB IDG OIL - RIGH	IT IDG	
		D633A109-AKS 24-010-02-01		Page 2 of 5 Jun 15/2016



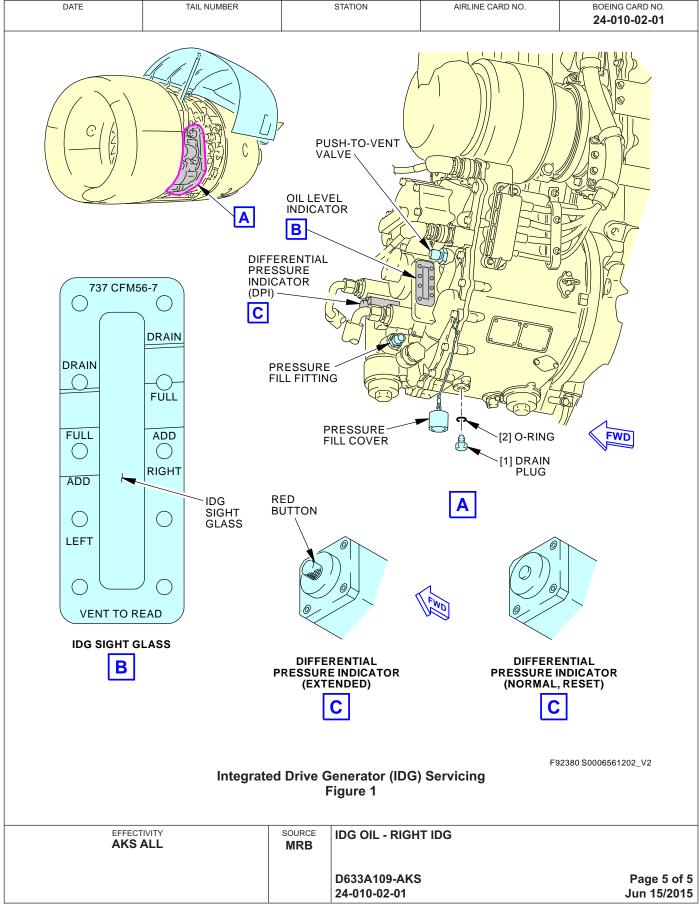
. IDG	Oil Chure 1) Gene (1) (2) (3) Expe	eral This tas If IDG of Change The oil (a) ID (b) Ex (c) To ndable	sk removes the oil from the poil is being replaced be proposed to the engine of the IDG and the proposed oil volume - 6.84 quantity of the proposed oil volume - 9 qt (constant)	ecause of , and repeated and externated (6473.05) oil volume	possible contami at the IDG Oil Cha al cooling circuit is cc).	nation, yo ange. as follow	ou must do t	he IDG Oil	MECH	INS
В.	(1) (2) (3) Expe	This tas If IDG c Change The oil (a) ID (b) Ex (c) To ndable	oil is being replaced be, operate the engine, volume for the IDG a DG oil volume - 6.84 quaternal cooling circuit otal oil volume - 9 qt (	ecause of , and repeated and externated (6473.05) oil volume	possible contami at the IDG Oil Cha al cooling circuit is cc).	nation, yo ange. as follow	ou must do t	he IDG Oil		
	Expe AMM	ndable I Item	• •	0017 00).						
C.			Description		AIPC Refere	nce Ali	PC Effectiv	ity		
C.	<b>D</b>	2	O-ring		24-11-11-50-0	)25 AK	(S ALL			
	Prepa	are for	oil change							
		K 12-13-21-								
	(1)	Do this	task: Open the Fan O	Cowl Pane	ls, AMM TASK 71	-11-02-01	0-801-F00.			
D.	Proce	edure								
	SUBTAS	K 12-13-21-	-610-002							
			DO NOT TOUCH TH IS HOT. THESE COM HOT COMPONENTS DO NOT LET HOT C	MPONENT S CAN BUI	'S STAY HOTTEF RN YOU.	R THAN C	THER COM	IPONENTS.		
			EQUIPMENT FOR POLL CAN BURN YOU		ON OR LET THE	ENGINE	BECOME C	COOL. HOT		
	(1)	Change	e the IDG oil as follow	/s:						
	•	WARN	ING: MAKE SURE Y THIS COULD O INJURY TO PE	CAUSE HO	THE PUSH-TO-\ T OIL TO SPRA\					
		(a) P	ush the PUSH-TO-VE	ENT VALVE	E for a minimum o	of 15 seco	nds.			
		. ,	lace an oil resistant co le oil.	ontainer (5	gal)(19 Liters), S	TD-1055	below the II	DG to catch		
		(c) R	emove the lockwire fr	om the ca	se drain plug on t	he IDG.				
		(d) R	emove the case drain	n plug [1], a	and let the oil drai	n into the	container.			
		(e) R	emove the used o-rin	g [2] from	case drain plug a	nd discar	d.			
		(f) R	emove the cover from	n the press	ure fill fitting on th	ne IDG.				
		C	onnect the pressure f OM-1537, dispenser, ressure fill fitting on th	COM-154	•	•	-	-		

AKS ALL	MRB	IDG OIL - RIGHT IDG	
		D633A109-AKS 24-010-02-01	Page 3 of 5 Jun 15/2015



(h) Use the service equipment to flush the IDG external cooling circuit with oil, D000 or oil, D00068 using a maximum of 40 psi (276 kPa).	071 MECH INSP
1) Pump oil into IDG until approximately 3 qt (2839 cc) to 4 qt (3785 cc) of oil drains from the IDG drain port.	
NOTE: The 3 qt (2839 cc) to 4 qt (3785 cc) does not include the oil that we drained when the drain plug was removed.	as
(i) Apply oil, D00071 or oil, D00068 to new o-ring [2].	
(j) Install new o-ring [2] onto case drain plug.	
(k) Install case drain plug [1] on the IDG.	
(I) Tighten the case drain plug to 65 ±10 in-lb (7 ±1 N·m).	
(m) Install MS20995C32 lockwire, G01048.	
(n) Do a general visual inspection of the IDG for leaks.	
(o) Replace the IDG Scavenge and Charge Filters.	
These are the tasks:IDG Scavenge and Charge Filter Removal, AMM TASK 24-11-41-000-801, IDG Scavenge and Charge Filter Installation, AMM TASK 24-11-41-400-801	
E. Put the airplane in its usual condition.	
SUBTASK 12-13-21-010-003	
(1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.	
——— END OF TASK ———	
EFFECTIVITY SOURCE MRB IDG OIL - RIGHT IDG	
D633A109-AKS 24-010-02-01	Page 4 of 5 Feb 15/2016









AIRLINE CARD NO		LEFT IDO	TITLE  DELTA P INDICAT	BOEING CARD NO. <b>24-020-01-01</b>		
DATE	INSPECTION - DETAILED				RELATE	D CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLIC/	ABILITY ENGINE
STATION	SKILL ENGIN	_			ALL	ALL
		ACCESS 413AL			ZONE <b>411</b>	

Detailed Inspection of left IDG delta P indicator.

### A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES

### 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
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY	SOURCE	LEFT IDG DELTA P INDICATOR (DPI)	
AKS ALL	MRB		
		D633A109-AKS 24-020-01-01	Page 1 of 6 Jun 15/2016



### 737-600/700/800/900 TASK CARDS

				170	SK CARDS			
	DATE		TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CARD 24-020-01-	
. IDG		rential	200-802 Pressure Indicator	(DPI) Chec	<u>:k</u>		ME	CH IN
A.	<b>Gen</b> (1)	This ta	: If the scavenge filt Resets decal (if insup to three times von the filters are redebris.  2. No other indicate example, IDG fault 3. The filters and controls.	er and the I stalled) sho vithout remo emoved and ions of elect indication vil are chang	DG oil conditions it is not the oving the IDG, if the filter and factorical power syor DP (feeder) ged prior to res	filter covers are examine stem problems are prese fault.	ne DPI an be reset d for metal ent, for	
В.		SK 12-13-2	a one-time oil and hours. • DPI check 1-010-004 the applicable acces	filter chang	e, at some time	e between 125 and 500 o		
C.	Proc	Numb 413AL 423AL cedure	. IDG Access [	— Door, Engin				
	(1)	NOTE (a) III	ese steps to visually on the DPI is the red of the DPI is in the up DG oil condition and NOTE:	button adja position, ex do actions PI is in the u e 4th DPI e	acent to the sca xamine the sca in the DPI exte p position and xtension, the II	if the DPI resets decal (i DG must be replaced.	ition, the	
		EFFECT <b>AKS</b>		source MRB	D633A109-AK	TA P INDICATOR (DPI)		je 2 of

24-020-01-01

Feb 15/2016



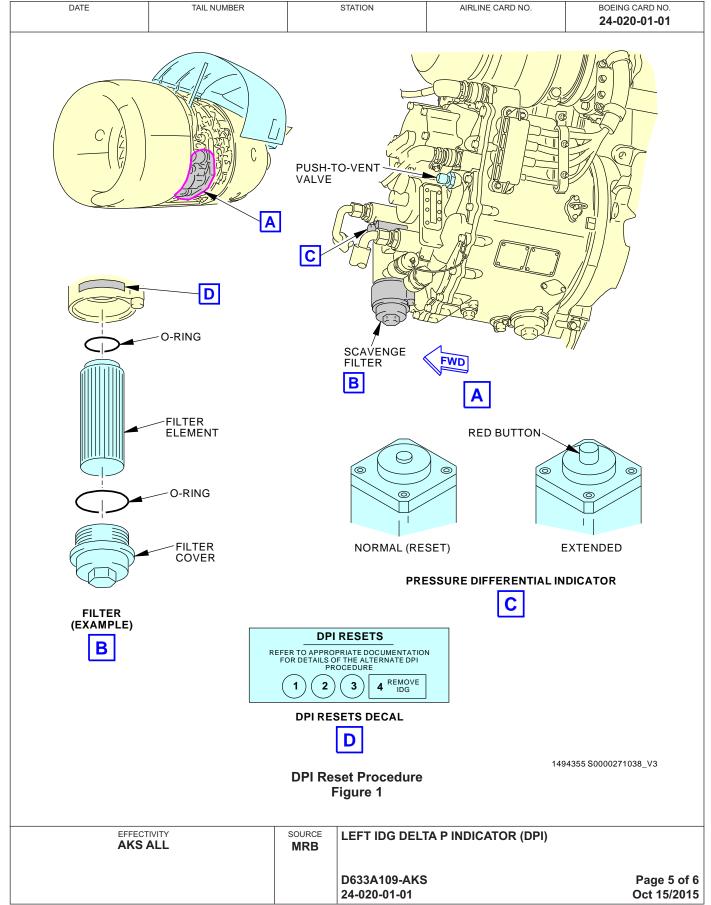
DATE		TAIL NU	MBER		STATION	AIRLINE CARD NO.	BOEING CARD <b>24-020-0</b> 1		
:	2)					resets decal (if installed r of DPI resets that has b	) on the $ar{}$	ECH	INS
		NOTE:	When th	e DPI is in n table doe	the up position a	and if the actions in the l replace the IDG, the DF	DPI		
		NOTE:		e DPI is se	et, an inspection	must occur at an interva	of 100		
		NOTE:	After fou	r consecut	ive 100 flight hou ert back to the no	ur check without DPI ext	tension, the		
		a) If t	he DPI re	esets deca	l (if installed) sho	ows it is the fourth (4th) GEBLOCK 24-11-11/401			
		b) If t	he DPI retension, i	esets deca use a blunt	I (if installed) sho t tool to rub out the	ows it is not the fourth (4 he next number on the I red button down.	th) DPI		
(b) li	f the			-	on, do these step				
` '	1)		egular II	•		not required, no more w	ork is		
:	2)		•	OG service	maintenance ta	sks are required, do tho	se tasks.		
			Tab	le 1 DPI E	XTENSION				
SCAVENGE/CHARG CONDITION	ILTER	IDG OIL CONDITION			ACTION				
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) *[1]			No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.			1. Drain the oil in the oil recontainer (5 gal)(19 Liters STD-1055.			
S S	,				·	2. Replace the scavenge/ (AMM PAGEBLOCK 24-1 3. Service with oil (AMM PAGEBLOCK 12-1	1-41/201).		
No visible magnetic or no particles (See NOTE for scavenge/charge filter de	mor	e	or chemi	cal contami	ns of overheating nation of the oil is c fluid and water)	1. Drain the oil in the oil recontainer (5 gal)(19 Liters STD-1055.			
	<i>,</i>		ousposis	,		2. Replace the scavenge/ (AMM PAGEBLOCK 24-1 3. Service with oil	1-41/201).		
						(AMM PAGEBLOCK 12-1 4. Run the engine for 5 m raise the temperature of t 5. Drain the oil in the oil re container (5 gal)(19 Liters STD-1055.	inutes to he oil.		
						6. Replace the scavenge/ (AMM PAGEBLOCK 24-1 7. Service with oil			
			1				2 21/201)		
						(AMM PAGEBLOCK 12-1	3-21/301).		
EFFECT <b>AKS</b>				source MRB	LEFT IDG DELT	A P INDICATOR (DPI)	3-21/301).		



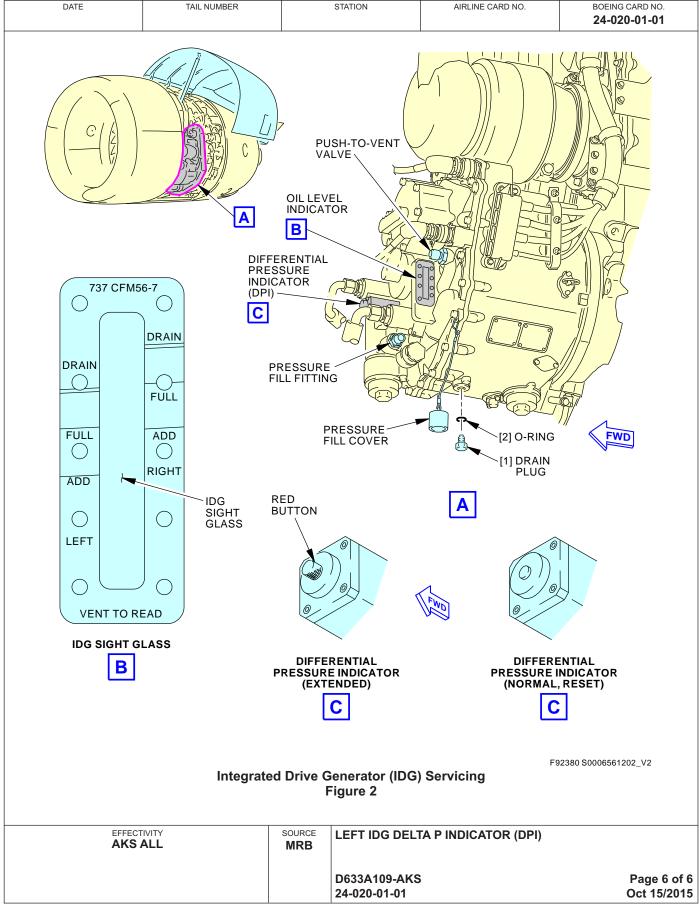


DATE		TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING ( 24-020		
	<u>-</u>	Table 1 DP	I EXTENS	SION (Continue	d)		MECH	INSP
SCAVENGE/C CONI	HARGE FILTE		G OIL CO	NDITION	ACTION			
particles in the sca and the scavenge, breached. (See No	Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)*[1]		ng. No che	No sign of emical oil is suspected.	1. Replace the IDG (AMM PAGEBLOCK 24-	11-11/401).		
Visible magnetic of particles in the scaland the scavenge, breached. (See No scavenge/charge)	avenge/charge /charge filter is OTE for more	filter or chemica	al contami	ns of overheating nation of the oil is c fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Flush the IDG oil syste (AMM PAGEBLOCK 12- 3. Install the IDG (AMM PAGEBLOCK 24-	em 13-21/301).		
Visible magnetic of particles in the scaland the scavenge, breached. (See Noscavenge/charge)	avenge/charge /charge filter is OTE for more		on is not a	factor	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Replace the IDG air/o (AMM PAGEBLOCK 24- 3. Replace the IDG oil co 4. Install the IDG (AMM PAGEBLOCK 24-	il cooler 11-21/401). poler lines.		
flakes (bronz replace the II deposits that metallic flake The filter is b damaged or	e or silver cold DG. These pro- can be clearly is (bronze or silverached if the loose.	ored metal), flakes rducts are normal r specified as chui ilver-colored meta	s of genera wear durinnks or piece al), replace	ator insulation, blaing IDG operation. Des caused by breation the IDG. These a	oderately scattered, smal ck epoxy flakes, or sleeving If the filter element shows akage, or a large number are indications of IDG internaged or missing, or the f	ng, do not bright metal of small rnal damage.		
	(12-13-21-410-002 Close the ann	olicable access p	nanels <sup>.</sup>					
		Name/Location						
		IDG Access Doo IDG Access Doo						
			END OF	TASK ———				
	EFFECTIVITY AKS ALL		SOURCE MRB	LEFT IDG DELT	A P INDICATOR (DPI)			
				D633A109-AKS 24-020-01-01			Page 4 eb 15/	













AIRLINE CARD NO		RIGHT IDG DELTA P INDICATOR (DPI)			BOEING CARD NO. <b>24-020-02-01</b>		
DATE	INSPECTION - DETAILED				RELATE	D CARD	
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICA AIRPLANE		
STATION	SKILL ENGIN				ALL	ENGINE <b>ALL</b>	
		ACCESS 423AL			ZONE <b>421</b>		

Detailed Inspection of right IDG delta P indicator.

### A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) - REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE PRACTICES

### 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
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY <b>AKS ALL</b>	SOURCE MRB	RIGHT IDG DELTA P INDICATOR (DPI)	
711.071.22	WIND		
		D633A109-AKS	Page 1 of 6
		24-020-02-01	Jun 15/2016



### 737-600/700/800/900 **TASK CARDS**

	Γ	DATE			TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING C 24-020					
	TΔS	K 12.	.13_21	1-200-80	12			L		MECH	INS			
١.	TASK 12-13-21-200-802 IDG Differential Pressure Indicator (DPI) Check													
•		ure 2)		4111000	aro maroator	(51 1) 01100	<u> </u>							
	_	A. General												
	A.	<ul><li>(1) This task does visual check of the Differential Pressure Indicator (DPI) located on the IDG.</li></ul>												
			NOT	Res	-	n are satisfactory, and the lth extension, the DPI convided:								
				-	he filters are re			ter covers are examine	d for metal					
							trical power sys or DP (feeder) fa	tem problems are presealt.	ent, for					
				3. T	he filters and o	il are chang	ged prior to rese	etting the DPI.						
					ne-time oil and		•	n a new airplane, opera between 125 and 500 (	•					
	В.	Pre	oare f	or DPI	check									
		SUBTA	SK 12-1	3-21-010-004	i.									
		(1)	Ope	n the ap	plicable acces	s panels to	get access to II	OG DPI:						
			Nun	<u>ıber</u>	Name/Location	<u>on</u>								
			413 <i>A</i>		IDG Access D	_								
	C.	Dro	cedur		10071000000	oor, Engine	<i>5</i>							
	C.			<b>e</b> 3-21-210-007										
		(1)				examine the	e differential pre	ssure indicator (DPI):						
		( )					-	enge/charge filter on th	ne IDG.					
				If the D	PI is in the up	position, ex	kamine the scav	renge/charge filter cond						
				NOTE:				f the DPI resets decal (i G must be replaced.	f installed)					
				1) If	the IDG was re	eplaced, no	more work is n	ecessary.						
				ECTIVITY		SOURCE	RIGHT IDG DEI	LTA P INDICATOR (DPI)						
			AK	S ALL		MRB								
							D633A109-AKS 24-020-02-01	3		Page 2 eb 15				



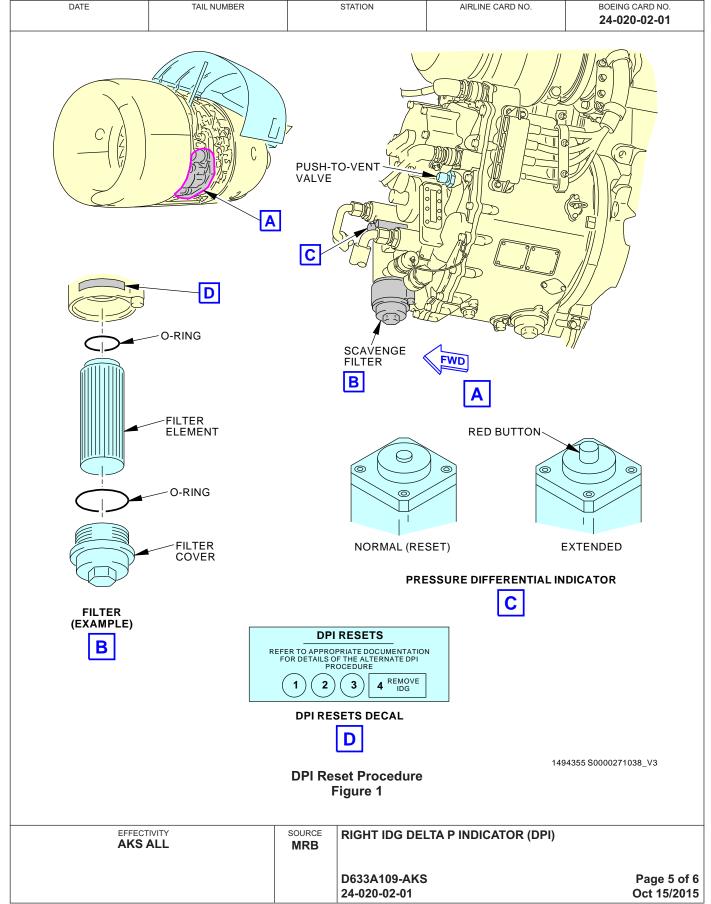
DATE		TAIL NU	MBER		STATION	AIRLINE CARD NO.	BOEING CAF <b>24-020-0</b>		
:						resets decal (if installed) of DPI resets that has b	) on the $\perp$	MECH	INS
		NOTE:	When the	e DPI is in n table doe	the up position a	and if the actions in the I replace the IDG, the DP	OPI		
		NOTE:		e DPI is se	et, an inspection	must occur at an interva	of 100		
		NOTE:	After fou	r consecut	ive 100 flight hou ert back to the no	ur check without DPI ext	ension, the		
		a) If t	he DPI re	esets deca	l (if installed) sho	ows it is the fourth (4th) I GEBLOCK 24-11-11/401			
		b) If to	he DPI recension, u	esets deca use a blunt	l (if installed) sho tool to rub out t	ows it is not the fourth (4 he next number on the E	th) DPI		
(b) If	the			•	on, do these step				
,	1)		egular IE	•		not required, no more w	ork is		
:			•	OG service	maintenance ta	sks are required, do tho	se tasks.		
			Tab	le 1 DPI E	XTENSION				
SCAVENGE/CHARG CONDITION		LTER	IDG OIL CONDITION			ACTION			
No visible magnetic or no particles (See NOTE for scavenge/charge filter da	more	е	No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.			1. Drain the oil in the oil recontainer (5 gal)(19 Liters STD-1055.			
	,					2. Replace the scavenge/ (AMM PAGEBLOCK 24-1 3. Service with oil (AMM PAGEBLOCK 12-1	1-41/201).		
No visible magnetic or no particles (See NOTE for scavenge/charge filter da	more	е	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)			1. Drain the oil in the oil recontainer (5 gal)(19 Liters STD-1055.			
,				va (r.) araan		2. Replace the scavenge/ (AMM PAGEBLOCK 24-1 3. Service with oil	1-41/201).		
						(AMM PAGEBLOCK 12-1 4. Run the engine for 5 m raise the temperature of tl 5. Drain the oil in the oil re container (5 gal)(19 Liters STD-1055.	inutes to he oil.		
						6. Replace the scavenge/	charge filter		
						(AMM PAGEBLOCK 24-1	1-41/201).		
EFFECT <b>AKS</b> /				source MRB	RIGHT IDG DEL	(AMM PAGEBLOCK 24-1 7. Service with oil			



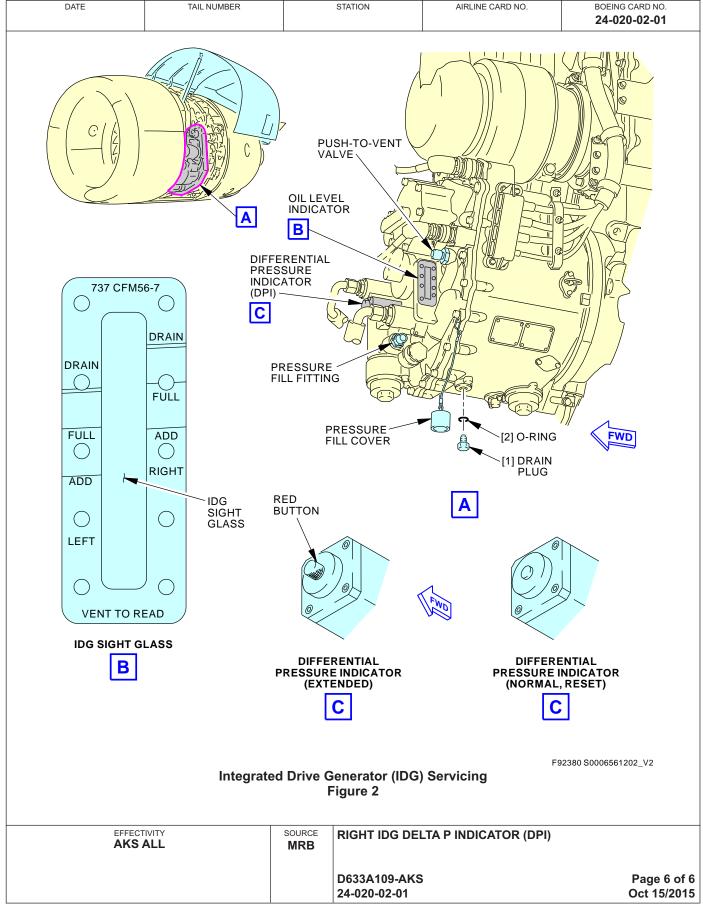


DATE	TAIL NUI	MRFK		STATION	AIRLINE CARD NO.	BOEING 0 24-020		
	Та	ble 1 DPI	EXTENS	SION (Continue	ed)		MECH	INS
SCAVENGE/CHARG CONDITION		ID	G OIL CO	NDITION	ACTION			
Visible magnetic or non- particles in the scavenge and the scavenge/charge breached. (See NOTE fo scavenge/charge filter da	e/charge filter e filter is not or more	No oil disc over-heatii contamina	ng. No che		1. Replace the IDG (AMM PAGEBLOCK 24-	.11-11/401).		
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is not breached. (See NOTE for more scavenge/charge filter data)*[1]		or chemica	al contamii	ns of overheating nation of the oil is a fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Flush the IDG oil syst (AMM PAGEBLOCK 12- 3. Install the IDG (AMM PAGEBLOCK 24-	em 13-21/301).		
Visible magnetic or non- particles in the scavenge and the scavenge/charge breached. (See NOTE fo scavenge/charge filter da	e/charge filter e filter is or more	Oil condition	on is not a	factor	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Replace the IDG air/o (AMM PAGEBLOCK 24- 3. Replace the IDG oil co 4. Install the IDG (AMM PAGEBLOCK 24-	il cooler 11-21/401). poler lines.		
flakes (bronze or sil replace the IDG. The deposits that can be metallic flakes (bron The filter is breached damaged or loose.	lver colored madese products endearly special products are clearly special products. The color is the filter is the color of the filter is the color of the color	etal), flakes are normal ified as chui olored meta s damaged	s of genera wear durir nks or piec al), replace or missing	ator insulation, blaing IDG operation. The caused by breation the IDG. These a	noderately scattered, smal ck epoxy flakes, or sleeving If the filter element shows takage, or a large number are indications of IDG intelemaged or missing, or the f	ng, do not s bright metal of small rnal damage.		
(2) Close t <b>Numb</b> e	the applicabl	e access p Location						
413AL	<del></del>	ccess Doc	•	: 1				
423AL	IDG A	ccess Doo	or, Engine	2				
			END OF	TASK ———				
								_
EFFECTI AKS A			SOURCE MRB	RIGHT IDG DEL	TA P INDICATOR (DPI)		Page 4	













AIRLINE	E CARD NO	L	TITLE EFT IDG OIL LEVE	BOEING CARD NO. <b>24-030-01-01</b>		
DATE	TASK INSPECTION - DETAILED				RELATE	D CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICA AIRPLANE	ABILITY ENGINE
STATION	SKILL ENGIN				ALL	ALL
		ACCESS 413AL			ZONE <b>411</b>	

Detailed Inspection of left IDG oil level.

### A. References

Reference	Title
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

### 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
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG OIL LEVEL	
		D633A109-AKS 24-030-01-01	Page 1 of 4 Oct 15/2015



### 737-600/700/800/900 TASK CARDS

	DATE			TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CAI <b>24-030-0</b>		
Τ.	SK 12	12 2	1 200	904					MECH	INSF
	G Oil I									
	igure 1)									
A.	Ge	neral								
	(1)	This	task	uses the sight gla	ss on the II	DG to check th	ne oil level.			
	(2)	The		lume for the IDG		_	uit is as follows:			
		(a)		oil volume - 6.84		,				
		(b)		ernal cooling circui		e - 2.16 qt (204	14.12 cc).			
		(c)		l oil volume - 9 qt	(8517 cc).					
В.		-	-	ocedure						
	suвт (1)	ASK 12-1 If th			not onen (	Onen the annli	cable IDG access panels:			
	(1)		nber	Name/Location	•	open the appli	cable IDO access pariels.			
		413		IDG Access De		e 1				
		423	AL	IDG Access D	_					
C.	Pro	cedui	re							
	SUBT	ASK 12-1								
	(1)			ck of the IDG oil le						
		NO		o not do a check of the incorrect.	of the oil le	vel on a discor	nnected IDG, because the	indication		
		(a)		e sure the engine cking oil level.	has been s	shutdown for a	minimum of 5 minutes be	fore		
		(b)	Clea	n the sight glass v	with a clear	n, cotton wiper	, G00034, if necessary.			
		CAL	JTION	_			SE AN INCORRECT OIL			
		(c)		n the PUSH-TO-V t glass.	ENT valve	for a minimum	n of 15 seconds before you	ı view the		
			NOT	E: The PUSH-TO	)-VENT va	lve is located r	near the top of the sight gla	ass.		
		(d)	View	v the sight glass fo	or the oil lev	vel.				
			1)		necessary,		ne silver band, the oil level DG Servicing (Oil Fill), AM			
			2)	If the oil level is vis necessary.	within the s	ilver band, the	oil level is correct and no	servicing		
			3)				vel is above the silver band I no servicing is necessary			
			ECTIVITY		SOURCE MRB	LEFT IDG OIL	LEVEL			

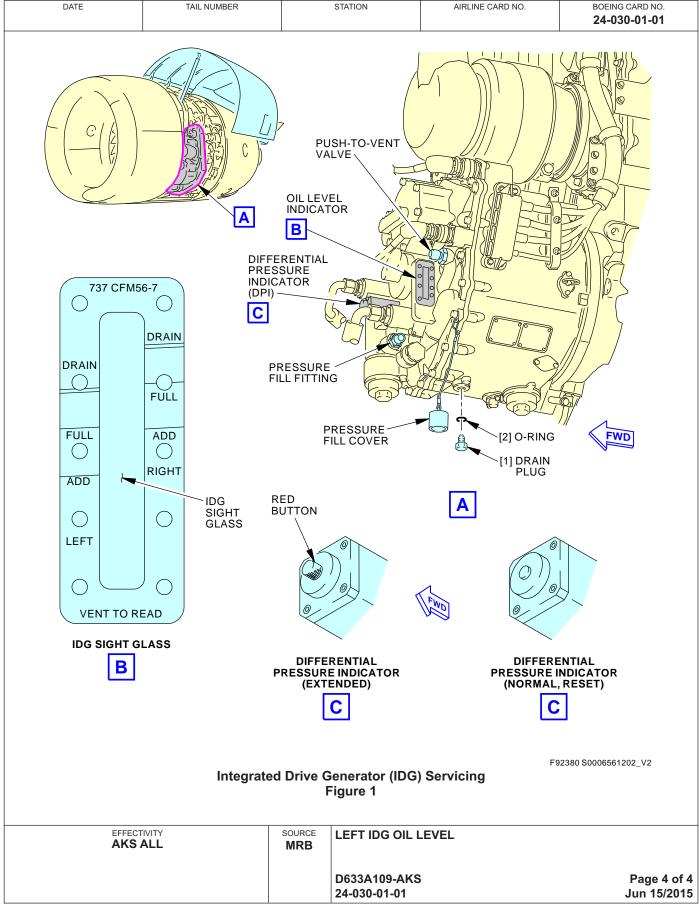
AKS ALL MRB

D633A109-AKS Page 2 of 4
24-030-01-01 Feb 15/2015



DATE	TA	AIL NUMBER		STATION	AIRLINE CARD NO.	BOEING C 24-030		
	DRA drair	AIN line, the II	DG has be oil level is	en overfilled a l	ve the silver band but be title. Some of the oil she silver band. Use the si	ould be	MECH	INSI
	CAUTION				HE FOLLOWING STE			
	,	e oil level is ir	n the black		DRAIN line, the oil lev			
	a)	Do this task TASK 71-11		Fan Cowl Pan 01-F00.	els, AMM			
	WAF	FAIL	URE TO [	OO THIS COUL	E PUSH-TO-VENT VAL D CAUSE HOT OIL TO RY TO PERSONS.			
	b)	Push the Pl	JSH-TO-V	ENT VALVE for	a minimum of 15 seco	nds.		
	c)	Place an oil IDG to catch		container (5 gal)	)(19 Liters), STD-1055	below the		
	d)	Remove the	lockwire	from the case di	rain plug [1] on the IDG	<b>)</b> .		
	e)	Remove the	case drai	n plug [1], and l	et the oil drain into the	container.		
	f)	Remove the	o-ring [2]	from the case of	Irain plug and discard.			
	g)	Apply oil, D	00071 or c	oil, D00068 to ne	ew o-ring [2].			
	h)	Install new	o-ring [2] o	nto case drain p	olug [1].			
	i)	Install case	drain plug	[1] on the IDG.				
	j)	Tighten the	case drain	plug to 65 ±10	in-lb (7 ±1 N·m).			
	k)	Install MS20	0995C32 ld	ockwire, G01048	8.			
	I)			ect oil level. To IM TASK 12-13-	fill the IDG, do this tasl 21-600-801.	k: IDG		
	m)	Do this task TASK 71-11		e Fan Cowl Pan 01-F00.	els, AMM			
D. Put the ai	irplane in i	its usual cor	ndition.					
SUBTASK 12-13	3-21-410-005							
(1) If the	e Fan Cowl	Panels are r	not open, c	lose the applica	able access panels:			
Num		ame/Locatio						
413 <i>A</i> 423 <i>A</i>		G Access Do	-					
4237	AL ID	G Access Do	or, Engine	<del>2</del>				
			- END OF	TASK ———				
	S ALL		SOURCE MRB	LEFT IDG OIL L	EVEL			
				D633A109-AKS 24-030-01-01			Page 3 un 15/	









AIRLINE CARD NO		TITLE RIGHT IDG OIL LEVEL			BOEING CARD NO. <b>24-030-02-01</b>		
DATE	INSPECTION - DETAILED				RELATE	D CARD	
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 800 FH	REPEAT 800 FH	APPLICA AIRPLANE		
STATION	SKILL ENGIN				ALL	ALL ALL	
		ACCESS 423AL			ZONE <b>421</b>		

Detailed Inspection of right IDG oil level.

### A. References

Reference	Title
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A
G01048	Lockwire - MS20995C32, Corrosion Resistant Steel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

### 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
STD-1055	Container - Oil Resistant, 5 Gallon (19 Liters)

EFFECTIVITY	SOURCE	RIGHT IDG OIL LEVEL	
AKS ALL	MRB	KIGHT IDG OIL LEVEL	
		D633A109-AKS	Page 1 of 4
		24-030-02-01	Oct 15/2015

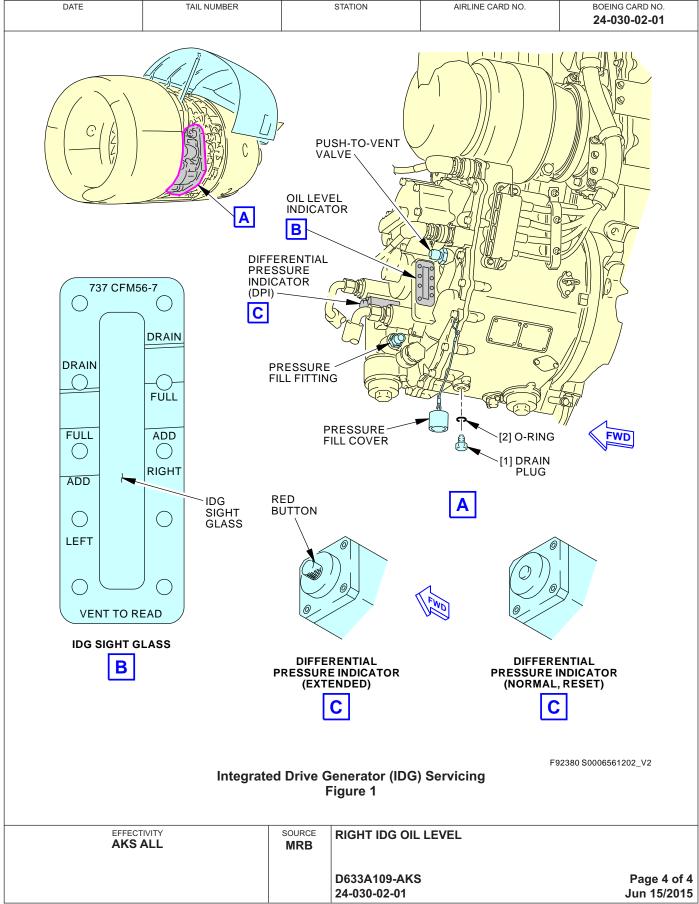


		DATE		TAIL NUMBER	STATION	1	AIRLINE CARD NO.	BOEING CA 24-030-0		
-	TAS	K 12-	·13-21-2	00-801					MECH	II
			evel Ch							
_		ure 1)								
	Α.	Gen	eral							
		(1)	This ta	sk uses the sight glass	on the IDG to	check the oil le	vel.			
		(2)	The oil	volume for the IDG ar	nd external cool	ing circuit is as	follows:			
			(a) II	DG oil volume - 6.84 qt	(6473.05 cc).					
			(b) E	external cooling circuit	oil volume - 2.10	6 qt (2044.12 c	c).			
			(c) T	otal oil volume - 9 qt (8	8517 cc).					
	В.	Prep	oare for	procedure						
		SUBTA	NSK 12-13-21	-010-005						
		(1)	If the F	an Cowl Panels are no	ot open. Open t	he applicable I	DG access panels	:		
			Numbe	<u> </u>						
			413AL		•					
		_	423AL	IDG Access Doo	or, Engine 2					
	C.		cedure							
		(1)	NSK 12-13-21	-210-001 heck of the IDG oil leve	el as follows:					
		(1)		Do not do a check of		a disconnecte	d IDG hecause th	e indication		
			IVOTE.	will be incorrect.	110 011 10 001 011	a disconification	a ibo, because iii	C maioation		
			. ,	lake sure the engine h hecking oil level.	as been shutdo	wn for a minim	um of 5 minutes b	efore		
			(b) C	lean the sight glass wi	th a clean, cotto	on wiper, G000	34, if necessary.			
			CAUTI	ION: FAILURE TO DO INDICATION AN			INCORRECT OIL T DAMAGE TO T			
			` '	rush the PUSH-TO-VE ight glass.	NT valve for a r	ninimum of 15	seconds before yo	ou view the		
				<u>IOTE</u> : The PUSH-TO-		ocated near th	e top of the sight o	glass.		
			(d) V	iew the sight glass for						
			,	<ol> <li>If the oil level is in and servicing is ne TASK 12-13-21-60</li> </ol>	ecessary, do this					
			2	<ol><li>If the oil level is wi is necessary.</li></ol>	thin the silver b	and, the oil lev	el is correct and n	o servicing		
			3	B) When the oil is wa the DRAIN line, th						
			EFFECTI AKS A		SOURCE RIGH	T IDG OIL LEVE	··L			



DATE	TA	AIL NUMBER		STATION	AIRLINE CARD NO.	BOEING 0 24-030		
	DR <i>A</i> drair	AIN line, the II	DG has be oil level is	en overfilled a l	ve the silver band but be title. Some of the oil she silver band. Use the s	ould be	MECH	INS
	CAUTION				HE FOLLOWING STE AGE CAN OCCUR TO			
	,	e oil level is ir	n the black		e DRAIN line, the oil lev			
	a)	Do this task TASK 71-11		Fan Cowl Pan 01-F00.	els, AMM			
	WAI	FAIL	URE TO [	OO THIS COUL	E PUSH-TO-VENT VAL D CAUSE HOT OIL TO RY TO PERSONS.			
	b)	Push the Pl	JSH-TO-V	ENT VALVE for	a minimum of 15 seco	nds.		
	c)	Place an oil IDG to catch		container (5 gal)	)(19 Liters), STD-1055	below the		
	d)	Remove the	lockwire	from the case di	rain plug [1] on the IDG	<b>.</b>		
	e)	Remove the	case drai	n plug [1], and l	et the oil drain into the	container.		
	f)	Remove the	o-ring [2]	from the case of	Irain plug and discard.			
	g)	Apply oil, D	00071 or c	oil, D00068 to ne	ew o-ring [2].			
	h)	Install new	o-ring [2] o	nto case drain p	olug [1].			
	i)	Install case	drain plug	[1] on the IDG.				
	j)	Tighten the	case drain	plug to 65 ±10	in-lb (7 ±1 N·m).			
	k)	Install MS20	0995C32 ld	ockwire, G01048	8.			
	l)			ect oil level. To IM TASK 12-13-	fill the IDG, do this tasl 21-600-801.	k: IDG		
	m)	Do this task TASK 71-11		e Fan Cowl Pan 01-F00.	els, AMM			
D. Put the ai	irplane in i	its usual cor	ndition.					
SUBTASK 12-13	3-21-410-005							
(1) If the			•	lose the applica	able access panels:			
Num		ame/Locatio						
413 <i>F</i> 423 <i>F</i>		G Access Do	-					
423 <i>F</i>	AL IL	G Access Do	or, Engine	<del>2</del>				
			- END OF	TASK ———				
	S ALL		SOURCE MRB	RIGHT IDG OIL	LEVEL			
				D633A109-AKS 24-030-02-01			Page 3 lun 15/	









AIRLINE CARD NO		LEFT IDG CHARGE AND SCAVENGE FILTERS			BOEING CARD NO. <b>24-040-01-01</b>	
DATE	TASK REPLACE				RELATE W-24-01	
TAIL NUMBER	WORK AREA  LEFT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT <b>1800 FH</b>	APPLIC.	ABILITY ENGINE
STATION	SKILL ENGIN				ALL	ALL
		ACCESS 413			ZONE <b>411</b>	

Replace left IDG charge and scavenge filters.

### A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) -
	REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE
	PRACTICES
AMM 71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

### 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
STD-205	Container - Oil Resistant, 5 U.SGal (19 I)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS	
		D633A109-AKS 24-040-01-01	Page 1 of 10 Oct 15/2015



### 737-600/700/800/900 TASK CARDS

	DATE	TAIL NUMBER	STATION	AIRLINE CARD NO. BOEING CARD NO. <b>24-040-01-01</b>						
1	TASK 24-11-41-000-801									
_	<b>DG Scavenge a</b> Figure 1)	nd Charge Filter Remov	<u>/al</u>							

### A. General

- Identify the filter element that came out of the scavenge cavity and the charge cavity on the IDG.
- (2) If the IDG is to be replaced, put the element back into the cavity that it was removed from and install the filter cover finger tight before you send the IDG to the repair shop.
- (3) The IDG Scavenge Filter and Charge Filter elements are the same.

### B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Element	24-11-11-50-105	AKS ALL
3	O-ring	24-11-11-50-100	AKS ALL

### C. Prepare for removal

SUBTASK 24-11-41-010-001

(1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.

### D. Procedure

SUBTASK 24-11-41-020-001

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE

IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS.

HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER

EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT

OIL CAN BURN YOU.

(1) Do the filter removal as follows:

WARNING: MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS.

- (a) Push the PUSH-TO-VENT VALVE on the IDG for a minimum of 15 seconds.
- (b) Remove the lockwire from the filter cover.
- (c) Place an oil resistant 5 gallon container under IDG filter to catch the oil.
- (d) Do these steps to remove the filter:
  - 1) Remove the filter cover [4].

NOTE: Inspect the oil in the cover for bright metal particles before you discard the oil.

- 2) Remove the o-ring [3] from the filter cover and discard.
- 3) Remove the element [2].

NOTE: Do not reinstall a used filter element, even if it looks clean. Always install a new filter element.

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT IDG CHARGE AND SCAVENGE FILTERS	
		D633A109-AKS 24-040-01-01	Page 2 of 10 Jun 15/2015



DATE	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CA <b>24-040-</b>		
(e) I	Do this task: IDG Scaver TASK 24-11-41-200-801	nge and	Charge Filter In	spection/Check,		MECH	INSP
			TASK ———				
AKS	ALL	SOURCE MRB	LEFT IDG CHAP	RGE AND SCAVENGE FIL	TERS		
			D633A109-AKS		Pa	ige 3 d	of 10



	[	DATE		٦	TAIL NUMBER		STATION	AIRLINE CARD NO.			
									MECH	INS	
	IDG	Scav	enge ar	nd Cha	rge Filter In	spection/Cl	neck				
	A.	Pre	oare for	inspec	tion/check						
		SUBT	ASK 24-11-41	-010-002							
	TASK 24-11-41-200-801 IDG Scavenge and Charge Filter Inspection/Check										
		TASK 24-11-41-200-801  IDG Scavenge and Charge Filter Inspection/Check  A. Prepare for inspection/check  SUBTASK 24-11-41-90-902  (1) If the filter is not already removed, do this task: IDG Scavenge and Charge Filter Removal, TASK 24-11-41-90-902  (2) When the differential pressure indicator (DPI) on the IDG is extended, the scavenge filter and the IDG oil must be examined.  SUBTASK 24-11-41-210-903  (3) If the scavenge filter and the IDG oil condition are not satisfactory, or the DPI Resets decal (if installed) shows it is the 4th extension, the IDG must be replaced.  SUBTASK 24-11-41-210-904  (4) If the scavenge filter and the IDG oil condition are satisfactory, and the DPI Resets decal (if installed) shows it is not the 4th extension, the DPI can be reset.  NOTE: The DPI can be reset up to three times without removing the IDG, provided:  1. The filters are removed and the filter and filter covers are examined for metal debris.  2. No other indications of electrical power system problems are present, for example, IDG fault indication or DP (feeder) fault.  3. The filters and oil are changed prior to resetting the DPI.  4. The DPI is inspected every 100 hours.  5. For any given IDG, the IDG is removed upon the discovery of the fourth DPI extension.  6. Prior to implementation of this procedure on a new airplane, operators perform a one-time oil and filter change, at some time between 125 and 500 operating hours.  SUBTASK 24-11-18-90091  (5) Open these circuit breakers and install safety tags:  F/O Electrical System Panel, P6-4  Row Col Number Name  F 8 C01286 GENERATOR DISC 1  F 9 C01287 GENERATOR DISC 2  B. Procedure  SUBTASK 24-11-1-12-10-905  (1) Do these steps to visually examine the differential pressure indicator (DPI):									
		(3) If the scavenge filter and the IDG oil condition are not satisfactory, or the DPI Resets									
	SUBTASK 24-11-41-210-004										
		(4)							esets decal		
			NOTE:			•					
						emoved and	the filter and	filter covers are examine	d for metal		
							•	• •	ent, for		
				3. The	filters and c	il are chang	ed prior to re	setting the DPI.			
		4. The DPI is inspected every 100 hours.									
						OG, the IDG	is removed u	ipon the discovery of the f	ourth DPI		
				a one-	time oil and						
		SUBT	NSK 24-11-41	-860-001							
		(5)	Open t	hese ci	rcuit breaker	s and install	safety tags:				
					-						
	<ul> <li>(5) Open these circuit breakers and install safety tags:</li> <li>F/O Electrical System Panel, P6-4</li> <li>Row Col Number Name</li> </ul>										
										decal I: netal r  DPI erform ing	
	R	Pro	radura								
	F 9 C01287 GENERATOR DISC 2  B. Procedure										
					s to visually	examine the	differential p	ressure indicator (DPI):			
			NOTE:	The D	PI is the red	button adja	cent to the so	cavenge/charge filter on th	e IDG.		
			EFFECTI	VITY		SOURCE	I EET IDG CL	HARGE AND SCAVENGE FI	LTEDS		



DATE	TAIL NU	NUMBER		STATION AIRLINE CARD NO.		BOEING C. <b>24-040</b>		
					enge/charge filter condi sion table below.	tion, the	MECH	INSP
				•	the DPI resets decal (if G must be replaced.	installed)		
	1) If the IDG was replaced, no more work is necessary.							
	,		•		resets decal (if installed of DPI resets that has	,		
			table doe		and if the actions in the replace the IDG, the DI			
		When the light hours		t, an inspection	must occur at an interv	al of 100		
				ve 100 flight ho	ur check without DPI ex ormal interval.	tension, the		
					ows it is the fourth (4th) GEBLOCK 24-11-11/40			
	ext	tension, us	e a blunt	tool to rub out t	ows it is not the fourth ( he next number on the red button down.			
(b)	If the button is	s in the dov	wn positio	on, do these ste	ps:			
	If other necessar	_	S service	maintenance is	not required, no more v	work is		
	2) If other r	egular IDG	service	maintenance ta	sks are required, do tho	ose tasks.		
		Table	1 DPIE	XTENSION				
SCAVENGE/CHAR CONDITIO		IDe	G OIL CO	NDITION	ACTION			
No visible magnetic or non-metallic particles (See NOTE for more scavenge/charge filter data) *[1]		No oil discoloration. No sign of over-heating. No chemical contamination of the oil is suspected.		1. Drain the oil in the 5 U oil resistant container, S 2. Replace the scavenge (AMM PAGEBLOCK 24-3. Service with oil (AMM PAGEBLOCK 12-	TD-205. e/charge filter 11-41/201).			
	ETIIVITY 5 <b>ALL</b>		SOURCE MRB	LEFT IDG CHAF	RGE AND SCAVENGE FII	LTERS		
				D633A109-AKS 24-040-01-01			age 5 e eb 15/2	





DATE	TAIL NU	MBER		STATION	AIRLINE CARD NO.	BOEING 0 24-040		
	Та	ble 1 DP	EXTENS	SION (Continue	d)		MECH	INSF
SCAVENGE/CHARGI CONDITION		ID	G OIL CO	NDITION	ACTION			
No visible magnetic or no particles (See NOTE for I scavenge/charge filter da	more	or chemica	al contami	ns of overheating nation of the oil is c fluid and water)	1. Drain the oil in the 5 to oil resistant container, S 2. Replace the scaveng (AMM PAGEBLOCK 24: 3. Service with oil (AMM PAGEBLOCK 12: 4. Run the engine for 5 raise the temperature of 5. Drain the oil in the 5 to oil resistant container, S 6. Replace the scaveng (AMM PAGEBLOCK 24: 7. Service with oil (AMM PAGEBLOCK 12: 12: 12: 12: 12: 12: 12: 12: 12: 12:	TD-205. e/charge filter -11-41/201)13-21/301). minutes to the oil. J.Sgal (19 I) TD-205. e/charge filter -11-41/201).	er !)	
Visible magnetic or non-r particles in the scavenge and the scavenge/charge breached. (See NOTE fo scavenge/charge filter da	/charge filter e filter is not r more	No oil disc over-heati contamina	ng. No che		1. Replace the IDG (AMM PAGEBLOCK 24	-11-11/401).		
Visible magnetic or non-r particles in the scavenge and the scavenge/charge breached. (See NOTE fo scavenge/charge filter da	/charge filter e filter is not r more	Oil discoloration, signs of overheating or chemical contamination of the oil is suspected (Hydraulic fluid and water)		nation of the oil is	(AMM PAGEBLOCK 24-11-11/401).			
Visible magnetic or non-metallic particles in the scavenge/charge filter and the scavenge/charge filter is breached. (See NOTE for more scavenge/charge filter data)*[1]				1. Remove the IDG (AMM PAGEBLOCK 24-11-11/401). 2. Replace the IDG air/oil cooler (AMM PAGEBLOCK 24-11-21/401). 3. Replace the IDG oil cooler lines. 4. Install the IDG (AMM PAGEBLOCK 24-11-11/401).				
flakes (bronze or sil- replace the IDG. The deposits that can be metallic flakes (bron	ver colored mese products clearly speci ze or silver-c	etal), flakes are normal fied as chu olored meta	s of genera wear durinnks or piece al), replace	ator insulation, blaing IDG operation. The ces caused by breather the IDG. These a	oderately scattered, smack epoxy flakes, or sleevilf the filter element show akage, or a large number indications of IDG intellinaged or missing, or the	Il metallic ng, do not s bright metal r of small rnal damage.		
EFFECTI AKS A			SOURCE MRB	LEFT IDG CHAF	RGE AND SCAVENGE F	ILTERS		
				D633A109-AKS 24-040-01-01			age 6 un 15/	



DATE	TAIL NUMBER	STATION		BOEING CARD NO. <b>24-040-01-01</b>	
SUBTASK 24-11-	-41-860-002	<u> </u>		MECH II	NSP
(2) Remo	ove the safety tags and	I close these circuit brea	kers:		
F/O E	Electrical System Pan	el, P6-4			
Row		<u>Name</u>			
F		GENERATOR DISC 1			
F	9 C01287	GENERATOR DISC 2			
		- END OF TASK	_		
FFFF	CTIVITY	SOURCE   FFT IDG CH	ARGE AND SCAVENGE FILTERS	2	
AKS	SALL	MRB LEFT IDG CH	ANGE AND SCAVENGE FILIERS	,	
		<b>Page 1492</b> 333	<b>10</b>		40
		D633A109-AK 24-040-01-01	<b>15</b>	Page 7 of Oct 15/20	10 14
		ETARY Converget @ Unpublished Work		300 13/20	

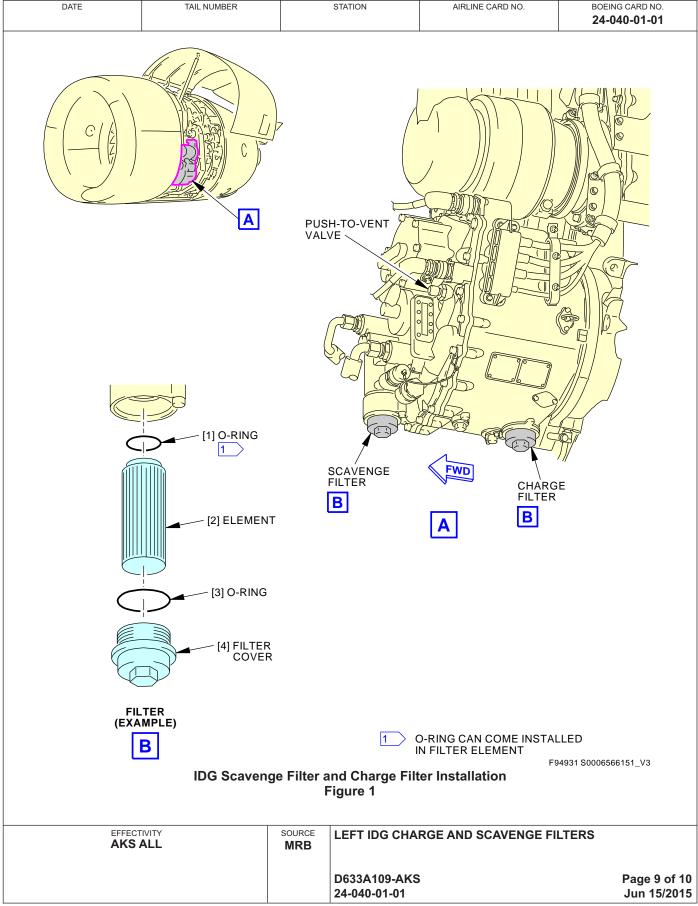


#### 737-600/700/800/900 TASK CARDS

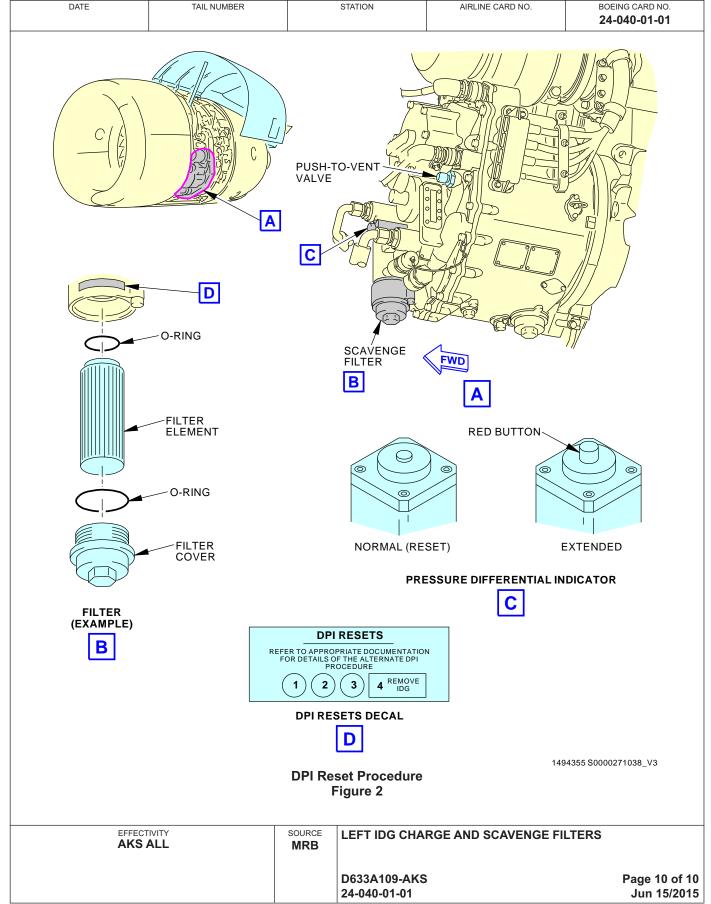
	DATE TAIL NUMBE		TAIL NUMBER		STATION	AIR		OEING CAI 24-040-0		
			-400-801 and Charge Filter Ins	tallation					MECH	IN
Α	Ger	neral								
	(1)	The	IDG Scavenge Filter ar	nd Charge I	Filter elements ar	e the	same.			
	(2)	Do n elem		element, e	even if it looks cle	an. Alv	ways install a new filter	-		
В	Ехр	pendables/Parts								
	AM	IM Iten	n Description		AIPC Refere	nce	AIPC Effectivity			
		2	Element		24-11-11-50-	105	AKS ALL			
		3	O-ring		24-11-11-50-	100	AKS ALL			
C	Pro	cedur	е							
	SUBT	ASK 24-11	-41-420-001							
	(1)	Insta	Il the filter element as t	follows:						
		(a)	Apply oil, D00071 or o	oil, D00068	on the o-ring [3].					
		(b)	Install the o-ring [3] or	n the filter c	over [4].					
		(c)	Apply oil, D00071 or o	oil, D00068	on the o-ring [1].					
			NOTE: The o-ring [1] comes installed in the element [2].							
		(d)	Install the element [2] in the cavity on the IDG until o-ring on filter element makes a seal.							
			NOTE: Make sure that filter element is properly seated into the IDG cavity before you install the filter cover.							
		CAU	EAUTION: DO NOT TIGHTEN THE FILTER COVER TO FORCE THE FILTER ELEMENT INTO THE HOUSING. IF YOU DO, DAMAGE TO THE FILTER ELEMENT CAN OCCUR.							
		(e)	Install the filter cover [	[4].						
		(f)	Tighten the filter cover	r to 156 - 18	80 pound-inches	(17.6 -	- 20.3 Newton meters).			
		(g)	Install a 0.032 inch (0.000) the filter cover (AMM	,		95NC3	32 lockwire, G01912 or	nto		
		(h)	Do this task: IDG Serv	icing (Oil F	ill), AMM TASK 1	2-13-2	21-600-801.			
		<ol> <li>Make sure the drain plug is installed, with a new o-ring, prior to fill the IDG with oil.</li> </ol>						3 with		
	(i) Do this task: Dry Motor the Engine, AMM TASK 71-00-00-700-821-F00.									
	(j) Check for leaks.									
D	. Put	the ai	e airplane in its usual condition.							
	SUBT	ASK 24-11	4-11-41-410-001							
	(1)	(1) Do this task: Close the Fan Cowl Panels, AMM TASK 71-11-02-410-801-F00.								
				– END OF	TASK ———					
		EFFE	CTIVITY	SOURCE	LEFT IDG CHAR	GF AN	D SCAVENGE FILTERS			
		AKS	SALL	MRB						
				1	1			_	_	

D633A109-AKS 24-040-01-01 Page 8 of 10 Jun 15/2015













AIRLIN	AIRLINE CARD NO		TITLE RIGHT IDG CHARGE AND SCAVENGE FILTERS			BOEING CARD NO. <b>24-040-02-01</b>		
DATE	TASK REPLACE				RELATE W-24-01	D CARD   <b>0-02-01</b>		
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 1800 FH	REPEAT <b>1800 FH</b>	APPLIC AIRPLANE	ABILITY ENGINE		
STATION	SKILL ENGIN				ALL	ALL		
		ACCESS 423			ZONE <b>421</b>			

Replace right IDG charge and scavenge filters.

#### A. References

Reference	Title
AMM 12-13-21 P/B 301	INTEGRATED DRIVE GENERATOR (IDG) - SERVICING
AMM 12-13-21-600-801	IDG Servicing (Oil Fill) (P/B 301)
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-11-11 P/B 401	INTEGRATED DRIVE GENERATOR (IDG) -
	REMOVAL/INSTALLATION
AMM 24-11-21 P/B 401	IDG AIR/OIL COOLER - REMOVAL/INSTALLATION
AMM 24-11-41 P/B 201	IDG SCAVENGE/CHARGE OIL FILTER - MAINTENANCE
	PRACTICES
AMM 71-00-00-700-821-F00	Dry Motor the Engine (P/B 201)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

#### B. Consumable Materials

Reference	Description	Specification
D00068	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-23699F Class STD (Standard)
D00071	Oil - Aircraft Turbine Engine, Synthetic Base	MIL-PRF-7808 Grade 3
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

#### 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
STD-205	Container - Oil Resistant, 5 U.SGal (19 I)

EFFECTIVITY SOURCE MRB		RIGHT IDG CHARGE AND SCAVENGE FILTERS		
			D633A109-AKS 24-040-02-01	Page 1 of 10 Oct 15/2015



#### 737-600/700/800/900 TASK CARDS

	DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO.
					24-040-02-01
1					

TASK 24-11-41-000-801

MECH INSP

#### 1. IDG Scavenge and Charge Filter Removal

(Figure 1)

#### A. General

- Identify the filter element that came out of the scavenge cavity and the charge cavity on the IDG.
- (2) If the IDG is to be replaced, put the element back into the cavity that it was removed from and install the filter cover finger tight before you send the IDG to the repair shop.
- (3) The IDG Scavenge Filter and Charge Filter elements are the same.

#### B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
2	Element	24-11-11-50-105	AKS ALL
3	O-ring	24-11-11-50-100	AKS ALL

#### C. Prepare for removal

SUBTASK 24-11-41-010-001

(1) Do this task: Open the Fan Cowl Panels, AMM TASK 71-11-02-010-801-F00.

#### D. Procedure

SUBTASK 24-11-41-020-001

WARNING: DO NOT TOUCH THE COMPONENTS OF THE OIL SYSTEM IF THE ENGINE

IS HOT. THESE COMPONENTS STAY HOTTER THAN OTHER COMPONENTS.

HOT COMPONENTS CAN BURN YOU.

WARNING: DO NOT LET HOT OIL GET ON YOU. PUT ON GOGGLES AND OTHER

EQUIPMENT FOR PROTECTION OR LET THE ENGINE BECOME COOL. HOT

OIL CAN BURN YOU.

(1) Do the filter removal as follows:

WARNING: MAKE SURE YOU PUSH THE PUSH-TO-VENT VALVE. FAILURE TO DO THIS COULD CAUSE HOT OIL TO SPRAY OUT AND CAN CAUSE INJURY TO PERSONS.

- (a) Push the PUSH-TO-VENT VALVE on the IDG for a minimum of 15 seconds.
- (b) Remove the lockwire from the filter cover.
- (c) Place an oil resistant 5 gallon container under IDG filter to catch the oil.
- (d) Do these steps to remove the filter:
  - 1) Remove the filter cover [4].

NOTE: Inspect the oil in the cover for bright metal particles before you discard the oil.

- 2) Remove the o-ring [3] from the filter cover and discard.
- 3) Remove the element [2].

NOTE: Do not reinstall a used filter element, even if it looks clean. Always install a new filter element.

EFFECTIVITY AKS ALL	MRB RIGHT IDG CHARGE AND SCAVENGE FILTERS		
		D633A109-AKS 24-040-02-01	Page 2 of 10 Jun 15/2015



DATE	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CA <b>24-040-</b> (		
(e) [	o this task: IDG Scave	nge and	 Charge Filter Ins	spection/Check,		MECH	INSP
٦ ``	ASK 24-11-41-200-801		· ·				
	——	END OF	TASK ———				
EFFECT <b>AKS</b> A	ALL	SOURCE MRB	RIGHT IDG CHA	RGE AND SCAVENGE FIL	TERS		
			D0004400 41/0		-		
			D633A109-AKS 24-040-02-01		Pa Ju	ge 3 d n 15/2	of 10 2015



	ı	DATE		٦	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING C. 24-040-		
	TAS	K 24	·11-41-2	00-801						MECH	INS
2.	IDG	Scav	enge ar	nd Cha	rge Filter Ins	spection/Cl	<u>neck</u>				
	A.	Pre	oare for	inspec	tion/check						
		SUBT	ASK 24-11-41	-010-002							
		(1)			ot already re SK 24-11-41-0		his task: IDG	Scavenge and Charge Fi	lter		
			ASK 24-11-41								
		(2)			erential press il must be ex		r (DPI) on the	e IDG is extended, the sca	avenge filter		
			ASK 24-11-41								
		(3)		_				ot satisfactory, or the DPI IDG must be replaced.	Resets		
		SUBT	ASK 24-11-41								
		(4)						atisfactory, and the DPI R PI can be reset.	esets decal		
			NOTE:	The D	PI can be re	set up to thr	ee times with	nout removing the IDG, pro	ovided:		
				1. The debris		emoved and	the filter and	filter covers are examined	d for metal		
							rical power s or DP (feeder	ystem problems are prese ) fault.	ent, for		
				3. The	e filters and o	il are chang	ed prior to re	setting the DPI.			
				4. The	DPI is inspe	ected every	100 hours.				
				5. For extens		G, the IDG	is removed ι	ipon the discovery of the f	ourth DPI		
					-time oil and			on a new airplane, opera ne between 125 and 500 c			
		SUBT	ASK 24-11-41	-860-001							
		(5)	Open t	hese ci	rcuit breaker	s and install	safety tags:				
					l System Pa						
			Row	Col	Number	Name	-				
			F F	8 9	C01286 C01287		OR DISC 1 OR DISC 2				
	В.	Dro	cedure			<b>0 .</b>					
	υ.		ASK 24-11-41	-210-006							
		(1)			s to visually	examine the	differential p	ressure indicator (DPI):			
			NOTE:	The D	PI is the red	button adja	cent to the so	cavenge/charge filter on th	e IDG.		
						1					
			AKS A			SOURCE MRB	RIGHT IDG C	CHARGE AND SCAVENGE F	FILTERS		



DATE	TAIL NU	MBER		STATION	AIRLINE CARD NO.	BOEING C. <b>24-040</b>		
					enge/charge filter condi sion table below.	tion, the	MECH	INSP
				•	the DPI resets decal (if G must be replaced.	installed)		
	1) If the ID	G was repl	aced, no	more work is no	ecessary.			
	,		•		resets decal (if installed of DPI resets that has	,		
			table doe		and if the actions in the replace the IDG, the DI			
		When the flight hours		t, an inspection	must occur at an interv	al of 100		
				ve 100 flight ho	ur check without DPI ex ormal interval.	tension, the		
					ows it is the fourth (4th) GEBLOCK 24-11-11/40			
	ex	tension, us	e a blunt	tool to rub out t	ows it is not the fourth ( he next number on the ed button down.			
(b)	If the button is	s in the dov	wn positio	on, do these ste	os:			
	1) If other inecessa	_	S service	maintenance is	not required, no more v	work is		
	2) If other i	egular IDG	service	maintenance ta	sks are required, do tho	ose tasks.		
		Table	1 DPI E	XTENSION				
SCAVENGE/CHAR		IDe	G OIL CO	NDITION	ACTION			
No visible magnetic or particles (See NOTE fo scavenge/charge filter of	or more	No oil disco over-heatir contaminat	ng. No che		1. Drain the oil in the 5 U oil resistant container, S 2. Replace the scavenge (AMM PAGEBLOCK 24-3. Service with oil (AMM PAGEBLOCK 12-	TD-205. e/charge filter 11-41/201).		
	ETIVITY 5 ALL		SOURCE MRB	RIGHT IDG CHA	RGE AND SCAVENGE F	FILTERS		
				D633A109-AKS 24-040-02-01			age 5 e eb 15/2	





DATE	TAIL NU	MBER		STATION	AIRLINE CARD NO.	BOEING 0 24-040		
	Та	ble 1 DP	I EXTENS	SION (Continue	ed)		MECH	INSF
SCAVENGE/CHARG CONDITION		ID	G OIL CO	NDITION	ACTION			
No visible magnetic or no particles (See NOTE for scavenge/charge filter da	more	or chemic	al contamii	ns of overheating nation of the oil is c fluid and water)	1. Drain the oil in the 5 L oil resistant container, S' 2. Replace the scavenge (AMM PAGEBLOCK 24- 3. Service with oil (AMM PAGEBLOCK 12- 4. Run the engine for 5 r raise the temperature of 5. Drain the oil in the 5 L oil resistant container, S' 6. Replace the scavenge (AMM PAGEBLOCK 24- 7. Service with oil (AMM PAGEBLOCK 12-	TD-205. e/charge filter 11-41/201). 13-21/301). minutes to the oil. J.Sgal (19 I) TD-205. e/charge filter 11-41/201).		
Visible magnetic or non- particles in the scavenge and the scavenge/charge breached. (See NOTE for scavenge/charge filter day	/charge filter e filter is not r more	over-heati	coloration. ng. No che ation of the		1. Replace the IDG (AMM PAGEBLOCK 24-	11-11/401).		
Visible magnetic or non- particles in the scavenge and the scavenge/charge breached. (See NOTE fo scavenge/charge filter da	/charge filter e filter is not r more	or chemic	al contamii	ns of overheating nation of the oil is c fluid and water)	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Flush the IDG oil syste (AMM PAGEBLOCK 12- 3. Install the IDG (AMM PAGEBLOCK 24-	em 13-21/301).		
Visible magnetic or non- particles in the scavenge and the scavenge/charge breached. (See NOTE for scavenge/charge filter day	/charge filter e filter is r more	Oil conditi	on is not a	factor	1. Remove the IDG (AMM PAGEBLOCK 24- 2. Replace the IDG air/o (AMM PAGEBLOCK 24- 3. Replace the IDG oil co 4. Install the IDG (AMM PAGEBLOCK 24-	il cooler 11-21/401). poler lines.		
flakes (bronze or sil replace the IDG. Th deposits that can be metallic flakes (bror	ver colored m ese products e clearly speci nze or silver-c	etal), flakes are normal fied as chu olored meta	s of genera wear durir nks or pied al), replace	ator insulation, bla ng IDG operation. ces caused by bre the IDG. These a	looderately scattered, small ck epoxy flakes, or sleeving of the filter element shows that age, or a large number are indications of IDG interpretaged or missing, or the formal of the flag of the fl	ng, do not s bright metal of small rnal damage.		
EFFECTI AKS A			SOURCE MRB	RIGHT IDG CHA	ARGE AND SCAVENGE F	FILTERS		
				D633A109-AKS 24-040-02-01			age 6 un 15/	



DATE		1	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CA <b>24-040-</b>		
SUBTA	ASK 24-11-41	-860-002		'				MECH	INSP
(2)	Remov	ve the s	afety tags ar	nd close the	se circuit breake	ers:			
	F/O EI	ectrical	l System Pa	nel, P6-4					
	Row		Number	<u>Name</u>					
	F	8			FOR DISC 1				
	F	9	C01287	GENERA	FOR DISC 2				
				— END OF	TASK ———				
	EFFECT <b>AKS</b>	IVITY <b>ALL</b>		SOURCE MRB	RIGHT IDG CHA	ARGE AND SCAVENGE FI	LTERS		
					D633A109-AKS	6	Pa	ige 7	of 10
					24-040-02-01		0	ct 15/	2014



#### 737-600/700/800/900 TASK CARDS

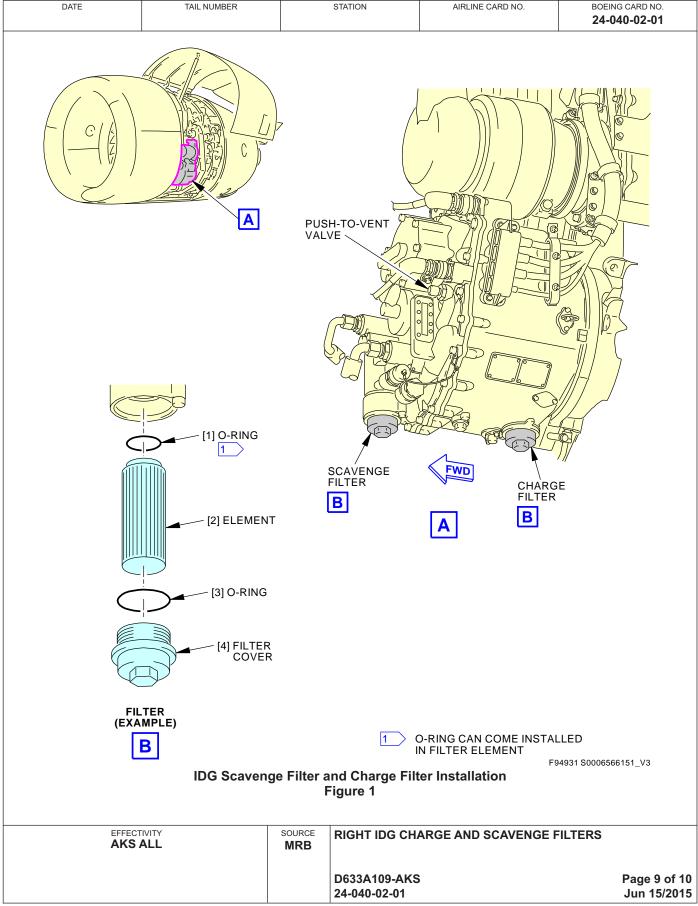
	DATE		TAIL NUMBER		STATION	AIRLINE	E CARD NO.	BOEING C 24-040		
Τ.	SK 24	11 11	-400-801					24-040	MECH	T
			and Charge Filter Inst	tallation						
		neral	and one go i mor mor							
A.	(1)		IDG Scavenge Filter an	d Charge	Filter elements are	the sar	me			
	(2)		ot reinstall a used filter	_				w filter		
	(-)	elem					, сс.			
В.	Ехр	endal	oles/Parts							
	AM	IM Iter	m Description		AIPC Referen	ice A	IPC Effectivi	ty		
		2	Element		24-11-11-50-1		KS ALL			
		3	O-ring		24-11-11-50-1	00 A	KS ALL			
C.	Pro	cedur	е							
			-41-420-001	-11						
	(1)		all the filter element as fo		on the evine [2]					
		(a)	Apply oil, D00071 or o		0.1.1					
		(b)	Install the o-ring [3] on							
		(c)	Apply oil, D00071 or o			nt [0]				
		(4)	NOTE: The o-ring [1]				n filtar alamar	at makaa a		
		(d)	Install the element [2] is seal.	in the cavit	ly on the IDG until	o-ring o	ii iiilei eleiilei	ii iiiakes a		
			NOTE: Make sure that you install the			ated into	the IDG cav	ity before		
		CAU	ITION: DO NOT TIGHT ELEMENT INTO ELEMENT CAN	OH BHT C	FILTER COVER TO USING. IF YOU D					
		(e)	Install the filter cover [4	4].						
		(f)	Tighten the filter cover	to 156 - 18	80 pound-inches (	17.6 - 20	0.3 Newton m	eters).		
		(g)	Install a 0.032 inch (0.5 the filter cover (AMM T			5NC32	lockwire, G01	912 onto		
		(h)	Do this task: IDG Serv	icing (Oil F	Fill), AMM TASK 12	2-13-21-	600-801.			
			<ol> <li>Make sure the dr oil.</li> </ol>	ain plug is	installed, with a ne	ew o-rin	g, prior to fill t	he IDG with		
		(i)	Do this task: Dry Moto	r the Engir	ne, AMM TASK 71-	00-00-7	00-821-F00.			
		(j)	Check for leaks.							
D.	Put	the a	irplane in its usual cor	ndition.						
	SUBT	ASK 24-11	I-41-410-001							
	(1)	Do tl	his task: Close the Fan	Cowl Pane	els, AMM TASK 71	-11-02-4	110-801-F00.			
				- END OF	TASK ——					
			S ALL	SOURCE MRB	RIGHT IDG CHAR	GE AND	SCAVENGE F	ILTERS		

D633A109-AKS

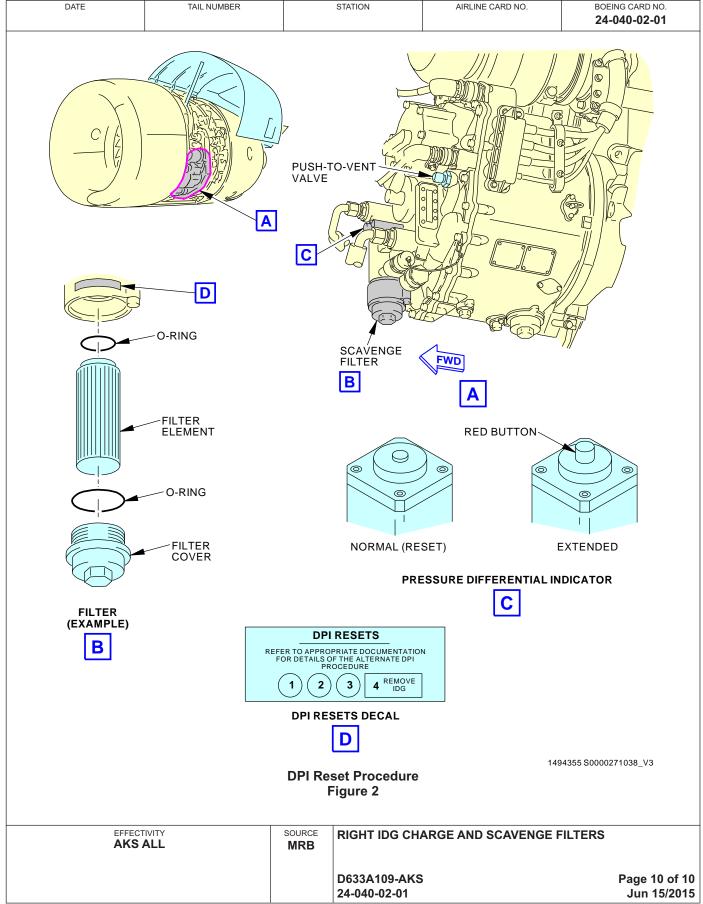
24-040-02-01

Page 8 of 10 Jun 15/2015













AIRLINE	CARD NO		TITLE <b>LEFT QAD</b>		BOEING 0 24-050	
DATE	TASK FUNCTIONAL				RELATE	D CARD
TAIL NUMBER	WORK AREA LEFT ENGINE	VERSION 1.1	THRESHOLD 3600 FH	REPEAT <b>3600 FH</b>	APPLIC AIRPLANE	ABILITY ENGINE
STATION	SKILL ENGIN				ALL	ALL
		ACCESS 413			ZONE <b>411</b>	

Torque check the left engine IDG quick attach/detach (QAD) coupling.

#### A. References

Reference	Title
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

#### B. Consumable Materials

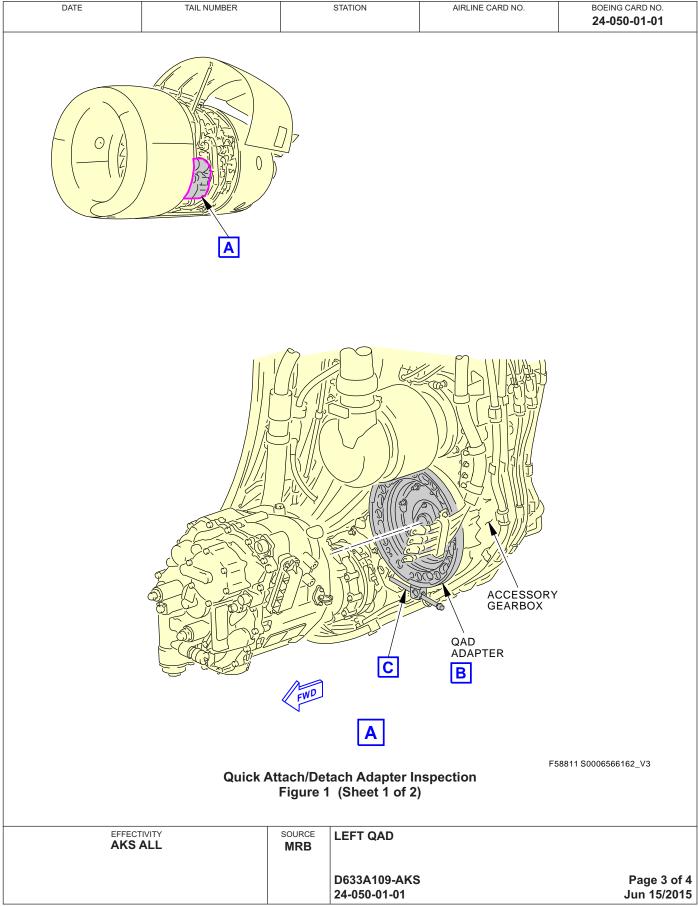
Reference	Description	Specification
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT QAD	
		D633A109-AKS 24-050-01-01	Page 1 of 4 Jun 15/2015

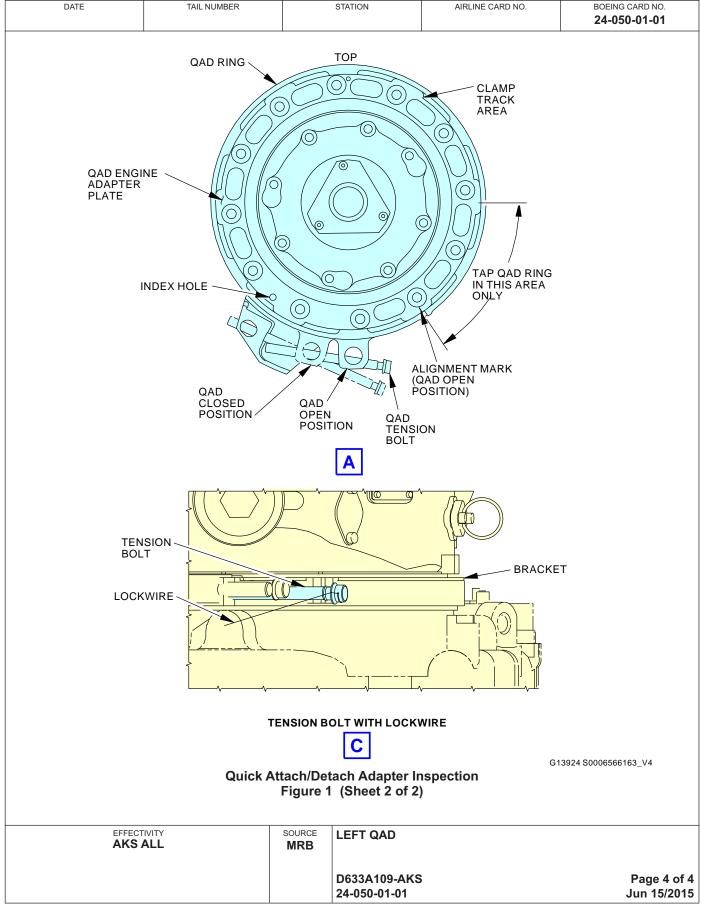


A. (Figure A. (C. F. F. S. (C. F. S. C. F. F. S. C. F. F. S. C. F. F. S. C. F. F. S. C. F. S.	Adapter Ire 1)  General (1) This inst  Prepare SUBTASK 24- (1) Do  Procedu SUBTASK 24-	the steps that follow the steps that follow the Remove the lockwing Tap the QAD in the prevent an incorrect Do a check of the to	k an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	MM TASK 71-11. e of the QAD ada bolt on the QAE	-02-010-801-F00. upter tension bolt:	MECH	INS
(Figure A. ( B. F s ( C. F	General (1) This inst Prepare SUBTASK 24- (1) Do Procedu SUBTASK 24- (1) Do (a) (b)	s procedure does a challed.  for the Torque Checker.  Inter-010-004  this task: Open the Factoric  Inter-011-61-200-001  the steps that follow the steps that follow the lockwing Tap the QAD in the prevent an incorrect Do a check of the total challenge.	k an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	MM TASK 71-11. e of the QAD ada bolt on the QAE	-02-010-801-F00. opter tension bolt: O adapter.		
A. ( ( B. F s ( C. F	General (1) This inst Prepare SUBTASK 24- (1) Do Procedu SUBTASK 24- (1) Do (a) (b)	talled.  for the Torque Check  11-61-010-004  this task: Open the Falle  11-61-200-001  the steps that follow to Remove the lockwing  Tap the QAD in the prevent an incorrect Do a check of the to	k an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	MM TASK 71-11. e of the QAD ada bolt on the QAE	-02-010-801-F00. opter tension bolt: O adapter.		
B. F s ( C. F	(1) This inst  Prepare  SUBTASK 24- (1) Do  Procedu  SUBTASK 24- (1) Do  (a) (b)	talled.  for the Torque Check  11-61-010-004  this task: Open the Falle  11-61-200-001  the steps that follow to Remove the lockwing  Tap the QAD in the prevent an incorrect Do a check of the to	k an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	MM TASK 71-11. e of the QAD ada bolt on the QAE	-02-010-801-F00. opter tension bolt: O adapter.		
B. F s ( C. F	Inst Prepare SUBTASK 24- (1) Do Procedu SUBTASK 24- (1) Do (a) (b)	talled.  for the Torque Check  11-61-010-004  this task: Open the Falle  11-61-200-001  the steps that follow to Remove the lockwing  Tap the QAD in the prevent an incorrect Do a check of the to	k an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	MM TASK 71-11. e of the QAD ada bolt on the QAE	-02-010-801-F00. opter tension bolt: O adapter.		
C. F	SUBTASK 24- (1) Do  Procedu SUBTASK 24- (1) Do (a) (b)	this task: Open the Faure  Ire  11-61-200-001  the steps that follow to Remove the lockwing  Tap the QAD in the prevent an incorrect Do a check of the to	an Cowl Panels, A o check the torque re from the tension area shown on Fiç t torque value.	e of the QAD ada bolt on the QAE	pter tension bolt: Dadapter.		
( C. F	(1) Do  Procedu  SUBTASK 24- (1) Do  (a)  (b)	this task: Open the Faure  11-61-200-001 the steps that follow to Remove the lockwing Tap the QAD in the prevent an incorrect Do a check of the to	o check the torque re from the tension area shown on Fiq t torque value.	e of the QAD ada bolt on the QAE	pter tension bolt: Dadapter.		
C. F	Procedu SUBTASK 24- (1) Do (a) (b)	the steps that follow the steps the lockwing the QAD in the prevent an incorrect Do a check of the total transfer to the transfer transfer to the total transfer trans	o check the torque re from the tension area shown on Fiq t torque value.	e of the QAD ada bolt on the QAE	pter tension bolt: Dadapter.		
S	SUBTASK 24- (1) Do (a) (b)	the steps that follow the steps that follow the Remove the lockwing Tap the QAD in the prevent an incorrect Do a check of the to	re from the tension area shown on Fiç t torque value.	bolt on the QAD	o adapter.		
	(1) Do (a) (b)	the steps that follow the Remove the lockwing Tap the QAD in the prevent an incorrect Do a check of the total control of the total cont	re from the tension area shown on Fiç t torque value.	bolt on the QAD	o adapter.		
(	(a) (b)	Remove the lockwing Tap the QAD in the prevent an incorrect Do a check of the to	re from the tension area shown on Fiç t torque value.	bolt on the QAD	o adapter.		
	(b)	Tap the QAD in the prevent an incorrect Do a check of the to	area shown on Fiç t torque value.				1
		prevent an incorrect Do a check of the to	t torque value.	gure 1 with a sof	t mallet or brass drift to		
	(c)		1 60				
		roo podria morico (	orque value of the 20 Newton-meters		t. If the torque is less than steps:		
		<ol> <li>Tighten the Quality</li> <li>Newton-meter</li> </ol>	AD tension bolt to s).	240-264 pound-i	nches (27-30		
		until the torque		on bolt does not	nches (27-30 Newton-meters drop below 180 pound-inche		
		3) Tighten the Qa Newton-meter	AD tension bolt to	240-264 pound-i	nches (27-30		
	(d)	If first check of the the Newton-meters), the	•		bove 180 pound-inches (20		
		above 180 po	•	wton-meters), tig	second check of the torque is ghten the QAD tension bolt to		
	(e)		(0.8128 mm) diam	eter MS20995N	C32 lockwire, G01912 on		
D. F	Put the A	Airplane Back to Its	Usual Condition				
		-11-61-410-003					
(	(1) Do	this task: Close the F	an Cowl Panels, A	MM TASK 71-11	-02-410-801-F00.		
			— END OF TAS	к ——			













AIRLIN	E CARD NO		TITLE RIGHT QAD			CARD NO. <b>)-02-01</b>
DATE	TASK FUNCTIONAL				RELATE	D CARD
TAIL NUMBER	WORK AREA RIGHT ENGINE	VERSION 1.1	THRESHOLD 3600 FH	REPEAT <b>3600 FH</b>	APPLIC AIRPLANE	ABILITY ENGINE
STATION	SKILL ENGIN				ALL	ALL
		ACCESS 423			ZONE <b>421</b>	

Torque check the right engine IDG quick attach/detach (QAD) coupling.

#### A. References

Reference	Title
AMM 20-10-44-400-801	Lockwire, Cotter Pins, and Lockrings - Installation (P/B 401)
AMM 71-11-02-010-801-F00	Open the Fan Cowl Panels (P/B 201)
AMM 71-11-02-410-801-F00	Close the Fan Cowl Panels (P/B 201)

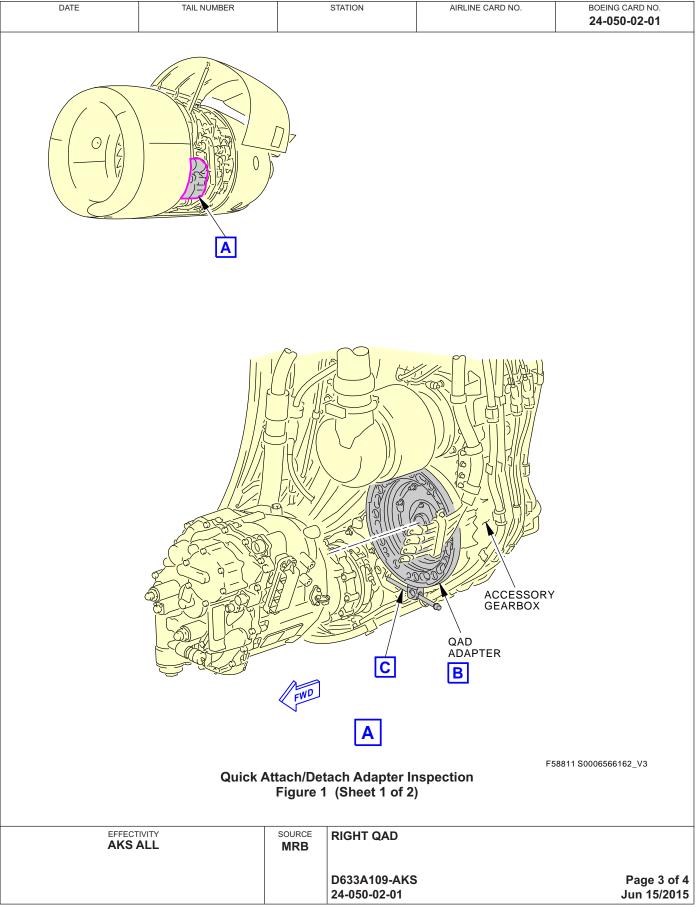
#### B. Consumable Materials

Reference	Description	Specification
G01912	Lockwire - MS20995NC32, Monel - 0.032 Inch (0.8128 mm) Diameter	NASM20995

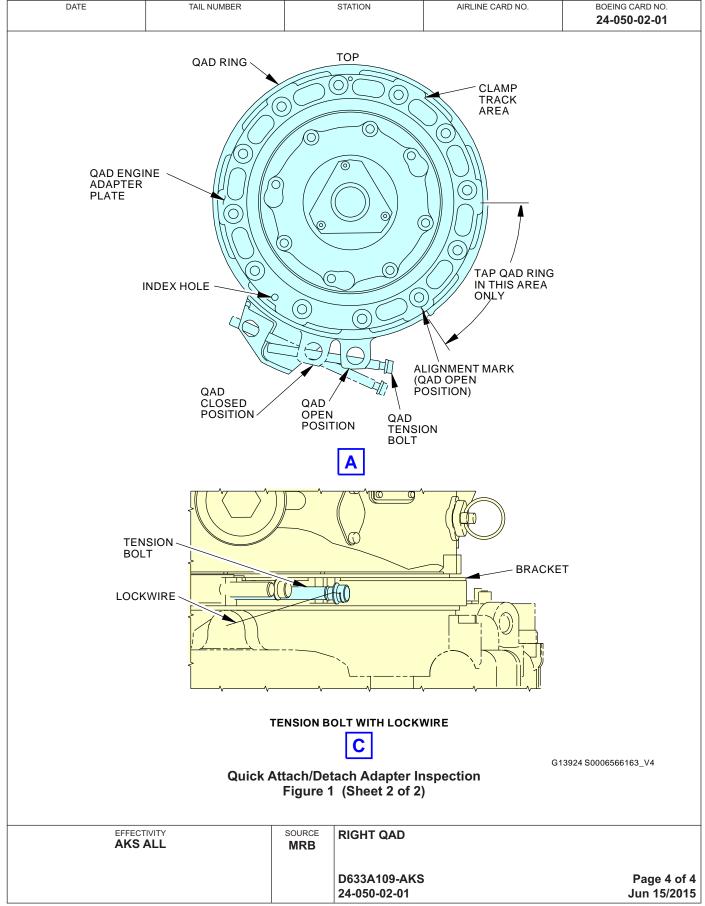
EFFECTIVITY	SOURCE	RIGHT QAD	
AKS ALL	MRB	Non QAD	
		D633A109-AKS	Page 1 of 4
		24-050-02-01	Jun 15/2015



	I	DATE			TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING C 24-050		
	TAC	W 24	44 64 9	200	904				2.000	MECH	INSP
1.			11-61-: nter To		-ou'i ue Check						
٠.		ure 1)		<u> </u>	de Officer						
	Α.	Gen									
	A.	(1)		roc	edure does a chec	k of the to	oralle on the OAI	D tension bolt with the I	DG		
		(1)	install		cadio docs a chec	or the te	rque on the QA	5 tension bolt with the 1	ьо		
	В.	Prep	are fo	r th	e Torque Check						
		SUBTA	SK 24-11-6								
		(1)	Do thi	is ta	sk: Open the Fan	Cowl Pan	els, AMM TASK	71-11-02-010-801-F00.			
	C.	Proc	edure								
			SK 24-11-6								
		(1)			•		•	D adapter tension bolt:			
			` '		nove the lockwire t			·			
					the QAD in the are rent an incorrect to		-	a soft mallet or brass d	rift to		
					a check of the torq pound-inches (20			on bolt. If the torque is I these steps:	ess than		
				1)	Tighten the QAD Newton-meters).		olt to 240-264 po	ound-inches (27-30			
				2)				ound-inches (27-30 New es not drop below 180 p	,		
					(20 Newton-meter	ers) after t	apping on the Q	AD.			
				3)	Tighten the QAD Newton-meters).		olt to 240-264 po	ound-inches (27-30			
					st check of the toro			lt is above 180 pound-i	nches (20		
	<ol> <li>Tap on the QAD ring and check torque again. If second check of the torque is above 180 pound-inches (20 Newton-meters), tighten the QAD tension bolt to 240-264 pound-inches (27-30 Newton-meters).</li> </ol>										
					•	8128 mm)	) diameter MS20	995NC32 lockwire, G0	1912 on		
	D.	Put	the Air	pla	ne Back to Its Us	ual Condi	ition				
			SK 24-11-6			Cowl Don		71 11 02 410 901 E00			
		(1)	ווו טט	is la	sk. Close the Fan			71-11-02-410-801-F00.			
						- END OF	TASK ———				
			EFFEC	TIVITY	· · · · · · · · · · · · · · · · · · ·	SOURCE	RIGHT QAD				
			AKS			MRB	RIGITI QAD				
							D633A109-AKS			Page 2 un 15/	











AIRLINE CARD NO		STANDBY P	OWER CONTROL	BOEING CARD NO. <b>24-100-00-01</b>		
DATE	TASK OPERATIONAL				RELATEI	D CARD
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD  15 DY	REPEAT 15 DY	APPLIC/	ABILITY ENGINE
STATION	SKILL ELEC				ALL NOTE	ALL
		ACCESS			ZONE <b>210</b>	

Operational check of the standby power control unit (SPCU).

AIRPLANE NOTE: Applies to airplanes with dual battery installation only.

#### A. References

Reference	Title
AMM 24-22-00-860-811	Supply Electrical Power (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	STANDBY POWER CONTROL UNIT (SPCU)	
		D633A109-AKS 24-100-00-01	Page 1 of 4 Jun 15/2015



### 737-600/700/800/900 TASK CARDS

		DATE		TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING CARD NO <b>24-100-00-0</b>	
	ΤΛ (	SK 24-34-0	0.710	902				MECI	
				-ouz est of the Standby	Power St	ıstam			
•		ure 1)	iai ic	st of the otanaby	1 OWEI O	/310111			
		,							
	Α.	General	nroo	adura daas an One	rational T	act of the Stan	dby Power System.		
	_	` '	•	•	ralional i	esi oi ille siali	uby Power System.		
	В.	Prepare							
		(1) Do		<sub>-007</sub> ısk: Supply Electric	al Power	ΔΜΜ ΤΔ <b>Ϛ</b> Κ΄ <i>2</i> Λ	-22-00-860-811		
	_	` '			ai Fowei, i	AIVIIVI TASK 24	-22-00-000-011.		
	C.	The Ope							
		(1) Do		erational check of t	he Standh	ov Power syste	m as follows:		
		(1) B3				•	s set to the ON position.		
		(b)				•	e P5-5 panel is set to the	ALITO	
		(b)		ition.	DI I OWL	in switch on th	e i 0-0 pariei is set to trie	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
		(c)	Mak	ce sure the STAND	BY PWR (	OFF light on th	e P5-5 panel is off.		
		(d)	Set	both the AC meter	selector s	witch and the [	DC meter selector switch	on the	
	P5-13 panel to the STBY PWR position.								
		(e) Make sure the AC meter shows these values:							
			1)	AC VOLTS = 110	-120				
			2)	CPS FREQ = 395	5-405				
		(f)	Mak	ce sure the DC met	er shows t	this value:			
			1)	DC VOLTS = 22-3	30				
		(g)	Set	the STANDBY PO	NER switch	ch on the P5-5	panel to the OFF position	n.	
			NO.	TE: Ignore the fligh	nt deck effe	ects that are no	ot specified in this test pro	ocedure.	
		(h)	Mak	ce sure the STAND	BY PWR (	OFF light on the	e P5-5 panel comes on.		
		(i)	Mak	ce sure the AC mete	er shows t	hese values:			
			1)	AC VOLTS = 0					
			2)	CPS FREQ = BL	ANK				
					e AC volta II become		approximately 12 VAC, t	he CPS	
		(j)	Mak	ce sure the DC met	er shows t	this value:			
1) DC VOLTS = 0									
(k) Set the STANDBY POWER switch on the P5-5 panel to the BAT position.							١.		
(I) Make sure the STANDBY PWR OFF light on the P5-5 panel goes off.									
		(m)	Mak	ce sure the AC mete	er shows t	hese values:			
			1)	AC VOLTS = 110	-120				
			2)	CPS FREQ = 395	5-405				
			ECTIVIT		SOURCE	STANDBY PO	WER CONTROL UNIT (SP	CU)	
		Ar	NO ALI	-	MRB				
				1		I DOGGO A 400 A 17	C		•

D633A109-AKS

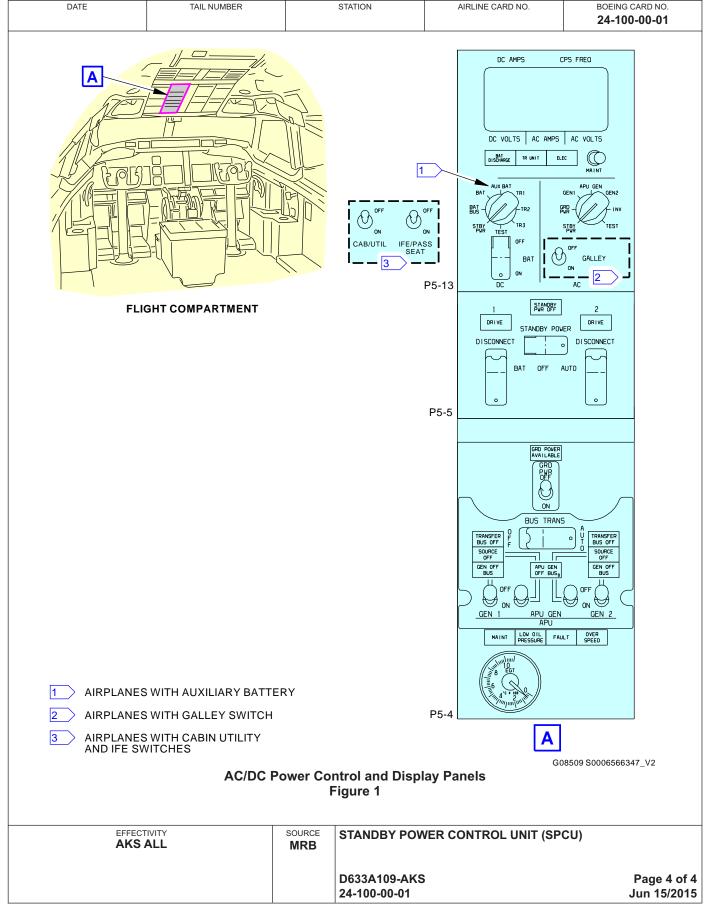
24-100-00-01

Page 2 of 4 Jun 15/2015



DATE		TAIL NUMBER		STATION	AIRLINE CARD NO.		CARD NO. 0-00-01	
(r	n) M	ake sure the DC mete	r shows t	this value:			MECH	INSI
`	<i>'</i>	) DC VOLTS = 22-3	0					
(c	) Se	,		ch on the P5-5 p	panel to the AUTO posit	ion.		
(p	•	et the applicable switc	h(es) on	the P5-4 panel t	to the OFF position:			
		OTE: This step is to re	emove po	ower from the 1	15 VAC Transfer Buses			
	1	) GRD POWER con	trol switc	:h				
	2	) APU GEN control	switches					
	3	) GEN 1 and GEN 2	control s	switches				
(c	q) M	ake sure both TRANS	FER BUS	S OFF lights on	the P5-4 panel are on.			
(1	r) Se	et the DC meter select	or switch	on the P5-13 p	anel to the BAT position	٦.		
(s	s) M	ake sure the DC mete	r shows t	these values:				
	1	) DC VOLTS = 22-2	8					
	2	) DC AMPS = a neg	ative valu	ue				
		NOTE: A negative	DC AME	o value indicates	s that the battery is disc	harging.		
(1	t) Se	et the DC meter select	or switch	on the P5-13 p	anel to the AUX BAT po	osition.		
(ι	ı) M	ake sure the DC mete	r shows t	these values:				
	1	) DC VOLTS = 22-2	8					
	2	) DC AMPS = a neg	ative valu	ue				
		NOTE: A negative	DC AMF	o value indicates	s that the battery is disc	harging.		
(\	(v) Make sure the BAT DISCHARGE light on the P5-13 panel comes on. The light will come on when any of these conditions are met:							
	1	) The battery curren	t is great	er than 5 Amps	for more than 95 secon	ıds.		
	2	) The battery curren	t is great	er than 15 Amp	s for more than 25 seco	nds.		
	3	) The battery curren	t is great	er than 100 Am	ps for more than 1.2 se	conds.		
(w	/) Se	et the applicable switc	h(es) on	the P5-4 panel	back to the ON position	:		
	1	) GRD POWER con	trol switc	:h				
	2	) APU GEN control	switches					
	3	) GEN 1 and GEN 2	control s	switches				
(>	() M	ake sure the BAT DIS	CHARGE	E light on the P5	-13 panel goes off.			
D. Put the	airp	lane in its usual cond	dition.					
SUBTASK	24-34-00-	860-008						
` '		ical power is not need 4-22-00-860-812.	ed, do th	is task: Remove	e Electrical Power, AMN	1		
N	OTE:	Leave electrical power	er on, if th	ne batteries nee	d charging.			
			END OF	TASK ———				
	EFFECTI\		SOURCE	STANDBY POW	VER CONTROL UNIT (SP	CU)		
1	AKS A	LL	MRB			- /		
				D633A109-AKS 24-100-00-01	3		Page 3 Jun 15/	







### 737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		REMOTE (	TITLE CONTROL CIRCUIT	BOEING CARD NO. <b>24-110-00-01</b>		
DATE	TASK OPERATIONAL				RELATE	D CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1	THRESHOLD 15000 FC	15000 FC	APPLICABILITY  AIRPLANE ENGINE	
STATION	SKILL ELEC				ALL NOTE	ALL
		ACCESS 117A			ZONE 117 118	

Check remote control circuit breaker.

AIRPLANE NOTE: Applies to airplanes with dual battery installation only.

#### A. References

Reference	Title
AMM 24-22-00-860-813	Supply External Power (P/B 201)
AMM 24-22-00-860-814	Remove External Power (P/B 201)

AKS ALL SOURCE MRB		REMOTE CONTROL CIRCUIT BREAKER	
		D633A109-AKS 24-110-00-01	Page 1 of 5 Jun 15/2015



#### 737-600/700/800/900 TASK CARDS

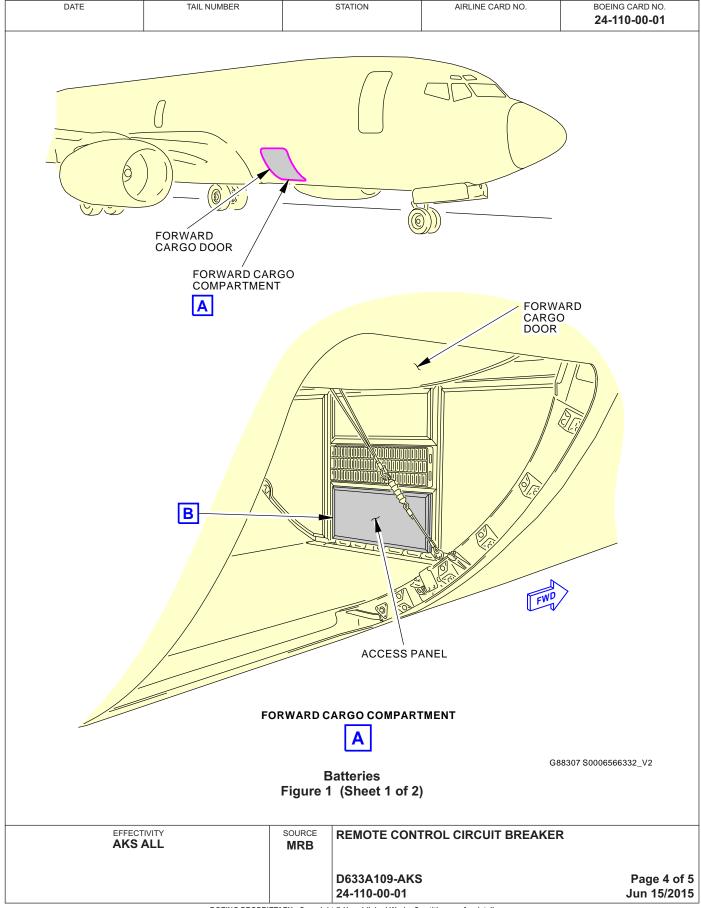
	DATE			TAIL NUN	IBER		STATION	AIRLINE CARD NO.	BOEING C 24-110			
Оре		nal Te	1-710-8 est for		l Battery	RCCB				MECH	INS	
			<b></b>									
A.		Prepare for Test SUBTASK 24-31-41-860-005										
	(1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813.											
	(1) Do triis task. Supply External Power, Alvilvi TASK 24-22-00-000-013.											
	(2) Set the STANDBY POWER switch on the P5-5 panel to the OFF position.											
	SUBTASK 24-31-41-860-007											
	(3) Set the BAT switch on the P5-13 panel to the OFF position.											
	SUBTASK 24-31-41-010-002											
	(4)			access pa								
			<u>iber</u>		/Locatio		5					
		117/	-		•	pment Acc						
		(a)	break		ccess co	ver on top	of the J39 shi	eld to get access to the	ne circuit			
		(b)	Open	this circ	uit break	er and inst	all safety tag:					
			Batte	ry Shiel	d, J9							
			Row		Numbe		_					
			Α	3	C01209	9 AUX	BAT CHARGE	ĒR				
	SUBTASK 24-31-41-020-003											
	(5) Disconnect the battery connector from the auxiliary battery per the steps that follow:											
	NOTE: Do not disconnect the battery connector from the main battery. The applicable connector can be access through the Electrical and Electronics compartment Bay) or the forward cargo access panel.								• •			
		(a)			o the forv (EE Bay)	•	area or the El	lectrical and Electroni	cs			
			,	-	cess in the ne batteri		cargo area, th	nen remove the acces	s panel that			
		(b)	Disco	nnect the	e battery	connector	from the auxil	liary battery.				
			NOTE	E: Do no	t let the t	erminals o	on the connector	or rest against the air	plane structure.			
B.	Ope	ratio	nal Tes	st								
			1-41-710-0									
	(1)					•	per the steps t					
		(a)						panel to the AUX BA	T position.			
	(b) Set the BAT switch on the P5-13 panel to the ON position.											
		(c)				er on the F	25-13 panel sh	nows this value:				
		/ IN	,	DC VOL		MED :	b					
		(d)		ne STANI	DRX 50/		I	panel to the BAT pos				
			S ALL			SOURCE MRB	REMOTE CON	ITROL CIRCUIT BREA	KER			
								_				

D633A109-AKS



	DATE			TAIL NUMBER		STATION	AIRLINE CARD NO.		BOEING CARD NO. <b>24-110-00-01</b>				
		(e)				P5-13 panel sho	ws this value:	1	MECH	INSP			
			,	C VOLTS = 22-2				_					
		. ,				•	anel to the AUTO posit	ion.					
		(g)			er on the F	P5-13 panel sho	ws this value:						
			1) D(	C VOLTS = 0									
C.	Put	the Air	plane I	Back to Its Usu	ıal Condit	tion							
	SUBTASK 24-31-41-420-003												
	(1)		Re-connect the battery connector to the auxiliary battery per the steps that follow:										
			,										
		(b)	Re-coni	nect the battery	connecto	r to the auxiliary	battery.						
			If you access in the forward cargo area, then install the access panel that covers the batteries.										
	SUBT	SUBTASK 24-31-41-860-008											
	(2)	Remo	ve the	safety tag and c	lose this	circuit breaker:							
		Batte	ry Shie	ld, J9									
		Row			<u>Name</u>								
		Α	3	C01209	AUX BAT	CHARGER							
	subtask 24-31-41-860-013 (3) Install the access cover on top of the J39 shield.												
	SUBTASK 24-31-41-410-003												
	(4)	Close	Close this access panel:										
		Numb	<u>oer</u>	Name/Location	<u>n</u>								
		117A		Electronic Equi	pment Aco	cess Door							
	SUBTASK 24-31-41-860-009												
	(5) Do this task: Remove External Power, AMM TASK 24-22-00-860-814.												
	SUBTASK 24-31-41-860-010												
	(6) Set the BAT switch on the P5-13 panel to the OFF position.												
	——————————————————————————————————————												
		EFFEC <b>AKS</b>			SOURCE MRB	REMOTE CONT	ROL CIRCUIT BREAKE	R					
						D633A109-AKS 24-110-00-01			Page 3 un 15/				







### 737-600/700/800/900 TASK CARDS

STATION DATE TAIL NUMBER AIRLINE CARD NO. BOEING CARD NO. 24-110-00-01 **AUXILIARY BATTERY** BATTERY -CONNECTORS **FWD** MAIN BATTERY **BATTERIES** G88308 S0006566334\_V2 **Batteries** Figure 1 (Sheet 2 of 2) EFFECTIVITY SOURCE REMOTE CONTROL CIRCUIT BREAKER **AKS ALL MRB** D633A109-AKS Page 5 of 5 Jun 15/2015 24-110-00-01





AIRLIN	E CARD NO	RESTORE THE	TITLE MAIN AND AUXILI	BOEING CARD NO. <b>24-120-00-01</b>		
DATE	TASK RESTORE				RELATE	D CARD
TAIL NUMBER	WORK AREA E/E COMPARTMENT	VERSION 1.1 NOTE	THRESHOLD 1000 FH	REPEAT <b>1000 FH</b>	APPLIC/	ABILITY ENGINE
STATION	SKILL ELEC				ALL NOTE	ALL
		ACCESS 117A			ZONE 117 118	

Restore the main and auxiliary batteries.

INTERVAL NOTE: Restore interval for 36 AMP/HR (small) battery is 1000 FH. 48 AMP/HR (large) is 2000 FH.

AIRPLANE NOTE: Applies to airplanes with dual battery installations only.

#### A. References

Reference	Title
AMM 20-30-51-910-801	Miscellaneous Materials (P/B 201)
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 24-22-00-860-813	Supply External Power (P/B 201)
AMM 49-11-00-860-801	APU Starting and Operation - Activation (P/B 201)
AMM 49-11-00-860-802	APU Usual Shutdown (P/B 201)
FIM 24-31 TASK 801	P5-13 ELEC Light Message BITE Procedure

#### B. Consumable Materials

Reference	Description	Specification
G02479	Lockwire - MS20995CY20, Copper - 0.020 Inch	NASM20995
	(0.508 mm) Diameter	

#### 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-1633	Equipment - Battery Installation
	Part #: C24003-1 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES	3
		D633A109-AKS 24-120-00-01	Page 1 of 10 Jun 15/2015



						TAS	K CARDS						
	[	DATE		7	TAIL NUMBER		STATION	AIRLINE CARD NO.	BOEING 0 24-120				
1.	TASK 24-31-11-000-802-002  . Battery Removal (Figure 1)												
		,											
	Α.	(1) (2)	area. The auxiliary battery, M3054 is located just forward of the main battery.										
		(3)	·										
	В.	Pre	Prepare for the removal										
		SUBTASK 24-31-11-860-009-002  (1) Make sure the BAT switch on the P5-13 panel is set to the OFF position.											
		SUBTASK 24-31-11-860-010-002  (2) Make sure the STANDBY POWER switch on the P5-5 panel is set to the AUTO position.											
		subtask 24-31-11-860-052-002 (3) Open this circuit breaker and install safety tag:											
			Standb Row B	y Pow Col 1	er Control U Number C01410	Jnit, M0172 Name SPCU NO							
			ASK 24-31-11-				( 1 (1						
		(4)	•			equipment c	enter, do this	step:					
			Number to		ess panel: <b>lame/Locati</b>	on							
			117A				cess Door						
		117A Electronic Equipment Access Door  SUBTASK 24-31-11-020-006											
		(5) Remove the access cover on top of the J39 shield to get access to the circuit breakers.											
		SUBTA	SUBTASK 24-31-11-860-011-002										
		(6)	Open t	nese ci	rcuit breaker	s and install	safety tags:						
			Battery	/ Shiel	d, <b>J</b> 9								
			Row	Col	<u>Number</u>	<u>Name</u>							
			Α	3	C01209		CHARGER						
			A A	4 5	C00142 C01340	BATTERY	CHARGER						
		CUDT				D/ (I I LI(I	200						
		(7)	.sк 24-31-11 Get ac			cargo area t	hrough the for	ward cargo door.					
		\· /				•	•	ss to the battery					
			EFFECTIV			SOURCE MRB	RESTORE TH	E MAIN AND AUXILIARY E	BATTERIES				
							D633A109-AK 24-120-00-01	S		age 2 o Oct 15/			
					POEING PROPI	DIETARY Conveigh	t @ Hansahliahad Wards	See title name for details					



	DATE		TAIL NUMBER		STATION	AIRLINE CARD NO.		CARD NO. <b>0-00-01</b>			
C.	Batt	attery Removal									
		_	1-11-020-002-002								
	(1)	Rem	nove the main battery [1]	as follows	s:						
		(a)									
		(b)	Disconnect the electrical connector from the battery.								
		(c)	Remove the six bolts [2	2] and was	shers [3] from th	e battery mounting bra	ckets.				
		(d)	Slide the skid plate, eq	uipment, S	SPL-1633 under	the battery.					
			NOTE: The skid plate below it.	is used so	that the battery	will not touch the caps	strip just				
		CAU	CAPSTRIP, IT C	INTING RA	ACK. IF THE BA	E CAPSTRIP JUST BE ATTERY TOUCHES TH AUSE DAMAGE TO TH PANEL IS INSTALLED	E IE SEAL				
		(e)	Slide the battery out fro	om the bat	tery rack to the	forward cargo area.					
	SUBTA		1-11-020-003-002								
	(2)	Rem	nove the auxiliary battery	/ [1] as foll	ows:						
		(a)	Disconnect the battery	connector	from the batter	ry.					
		(b)	Disconnect the electric	al connect	tor from the batt	ery.					
		(c)	Remove the six bolts [2	2] and was	shers [3] from th	e battery mounting bra	ckets.				
		(d)	Slide the skid plate, eq	uipment, S	SPL-1633 under	the battery.					
			NOTE: The skid plate below it.	is used so	that the battery	/ will not touch the caps	strip just				
		CAU	CAPSTRIP, IT C	INTING RA	ACK. IF THE BA	E CAPSTRIP JUST BE ATTERY TOUCHES TH AUSE DAMAGE TO TH PANEL IS INSTALLED	E IE SEAL				
		(e)	Slide the battery out fro	om the bat	tery rack to the	forward cargo area.					
				- END OF	TASK ———						
				0.							
			ECTIVITY S ALL	SOURCE MRB	RESTORE THE	MAIN AND AUXILIARY I	BATTERIES				
		AIN	O ALL	IVI C	D633A109-AKS			Page 3 Oct 15/			



# 737-600/700/800/900

D	DATE		TAIL NUMBER		STATION	Al	RLINE CARD NO.	BOEING 0 24-120		
Batt		ıstalla	400-802-002 tion						MECH	IN
Α.	Gen									
A.	(1)	The r	nain battery, M6 is lo The auxiliary battery				•	uipment		
	(2)	not h	nain battery must be ave to remove the au ame part number.							
	(3)		oatteries are removed t breakers for both ba er.							
В.	Ехр	endab	les/Parts							
	AM	M Iten	n Description		AIPC Refe	erence	AIPC Effective	rity		
		1	Battery		24-31-11-0	)2-105	AKS ALL			
C.	Batt	ery In	stallation							
	SUBTA		-11-420-002-002							
	(1)	Insta	Il the auxiliary battery	[1] as follow	/s:					
		(a)	Put the skid plate, ed	quipment, SF	PL-1633 in pos	ition as	shown in (Figure	<del>:</del> 1).		
		CAU	CAPSTRIP, IT	OUNTING RA	ACK. IF THE B ATCH IT AND (	ATTER	STRIP JUST BE Y TOUCHES TH DAMAGE TO TH . IS INSTALLED	E IE SEAL		
		` '	Have two persons he plate. Slide the batte		•	dles and	lift the battery o	nto the skid		
			NOTE: Make sure the	ne terminals	point left.					
		(c)	Remove the skid pla	te.						
			NOTE: You may have	e to tilt the l	oattery back so	me to re	emove the skid p	olate.		
		(d)	Install the six bolts [2	?] and washe	ers [3] on the b	attery m	ounting brackets	S.		
		(e)	Connect the electrical	al connector	to the battery.					
		(f)	Connect the battery	connector to	the battery.					
			<ol> <li>Safetywire the lockwire, G024</li> </ol>				pper MS209950 ).	CY20		
			11-420-003-002							
	(2)		Il the main battery [1]							
		(a)	Put the skid plate, ed	quipment, SF	7L-1633 in pos	ition as	snown in (Figure	9 1).		
			CTIVITY 5 <b>ALL</b>	source MRB	RESTORE TH	E MAIN A	AND AUXILIARY I	BATTERIES		
					D633A109-AK	•		_	age 4	of



#### 737-600/700/800/900 TASK CARDS

DATE TAIL NUMBER STATION AIRLINE CARD NO. BOEING CARD NO. 24-120-00-01 MECH INSP CAUTION: DO NOT LET THE BATTERY TOUCH THE CAPSTRIP JUST BELOW THE BATTERY MOUNTING RACK. IF THE BATTERY TOUCHES THE CAPSTRIP, IT CAN SCRATCH IT AND CAUSE DAMAGE TO THE SEAL THAT FORMS WHEN THE CLOSE-OUT PANEL IS INSTALLED. Have two persons hold each of the battery handles and lift the battery onto the skid plate. Slide the battery into position. NOTE: Make sure the terminals point left. (c) Remove the skid plate. NOTE: You may have to tilt the battery back some to remove the skid plate. Install the six bolts [2] and washers [3] on the battery mounting brackets. (e) Connect the electrical connector to the battery. Connect the battery connector to the battery. Safetywire the battery connector with a 0.020 inch (0.5080 mm) diameter MS20995CY20 lockwire, G02479, (AMM TASK 20-30-51-910-801). SUBTASK 24-31-11-860-040-002 Remove the safety tags and close these circuit breakers: Battery Shield, J9 Row Col Number Name 3 C01209 **AUX BAT CHARGER** Α Α C00142 4 BATTERY CHARGER Α 5 C01340 **BATTERY BUS** SUBTASK 24-31-11-420-006 (4) Install the access cover on top of the J39 shield. SUBTASK 24-31-11-860-053-002 Remove the safety tag and close this circuit breaker: Standby Power Control Unit, M01720 Row Col Number Name В C01410 SPCU NORMAL **Battery Installation Test** SUBTASK 24-31-11-860-041-002 (1) Do this task: Supply External Power, AMM TASK 24-22-00-860-813. SUBTASK 24-31-11-860-042-002 (2) Make sure the STANDBY POWER switch on the P5-5 panel is in the AUTO position. SUBTASK 24-31-11-210-003-002 Make sure the ELEC light on the P5-13 panel is OFF. To clear ELEC light messages, do this task: P5-13 ELEC light Message BITE Procedure (FIM 24-31 TASK 801). SUBTASK 24-31-11-710-008-002 (4) Do these steps to test the main battery: **FFFFCTIVITY** SOURCE **RESTORE THE MAIN AND AUXILIARY BATTERIES AKS ALL MRB** 

D633A109-AKS

Page 5 of 10

Oct 15/2014



### 737-600/700/800/900 TASK CARDS

DATE		TA	AL NUMBER		STATION	AIRLINE CARD NO.	BOEING C 24-120				
(	a) Set	the G	RD PWR swi	tch on the	P5-4 panel to the	ne OFF position.		MECH	INSF		
(	b) Mak	Make sure the BAT switch on the P5-13 panel is set to the ON position.									
(	c) Set	Set the DC meter selector switch on the P5-13 panel to the BAT position.									
(	d) Mak	e sur	e the DC met	er on the F	P5-13 panel sho	ws these values:					
	1)	DC '	VOLTS = 22-	28							
	2)	DC /	AMPS = a ne	gative valu	ıe						
		NOT	E: The batte	ery current	is negative whe	en the battery is discha	ging.				
(	•				light on the P5 litions are met:	-13 panel comes on. Th	nis light will				
	1)	The	battery curre	nt is great	er than 5 Amps	for more than 95 secor	ıds.				
	2)	The	battery curre	nt is great	er than 15 Amps	s for more than 25 seco	nds.				
	3)	The	battery curre	nt is great	er than 100 Am	os for more than 1.2 se	conds.				
(	(f) Set	the G	RD PWR swi	tch to the	ON position.						
(	- /		e the DC AMI IPS within 18	-		MPS and then goes do	own to less				
	NOT		80 minutes is ne battery.	the maxin	num. It can take	less time depending th	ne state of				
(	h) Mak	Make sure the DC VOLTS value goes to 30 ±3 VOLTS.									
	(i) Mak	e sur	e the BAT DIS	SCHARGE	light goes off.						
	1)	If the	BAT DISCH	ARGE ligh	nt stays on, ther	n do these steps:					
		a)	Set the GRI	PWR sw	itch on the P5-4	panel to the OFF posi	tion.				
		b)	Do this task TASK 49-11			tion - Activation, AMM					
		c)	Do this task	: APU Usu	ıal Shutdown, A	MM TASK 49-11-00-86	0-802.				
		d)	Do the above	e test aga	in.						
	24-31-11-710										
(5)		•	to test auxilia								
(	•				•	ne OFF position.					
(	•				•	set to the ON position.					
(	c) Set	Set the DC meter selector switch on the P5-13 panel to the AUX BAT position.									
(	d) Mak	e sur	e the DC met	er on the F	P5-13 panel sho	ws these values:					
	1)	DC '	VOLTS = 22-	28							
	2)	DC /	AMPS = a ne	gative valu	ie						
		NOT	E: The batte	ery current	is negative whe	en the battery is dischar	ging.				
(		Make sure the BAT DISCHARGE light on the P5-13 panel comes on. This light will come on when any of these conditions are met:									
	1)	The	battery curre	nt is great	er than 5 Amps	for more than 95 secor	ıds.				
	2)	The	battery curre	nt is great	er than 15 Amps	s for more than 25 seco	nds.				
	EFFECTIVITY AKS ALL			SOURCE MRB	RESTORE THE	MAIN AND AUXILIARY E	BATTERIES				
					D00004400 AKO						

D633A109-AKS

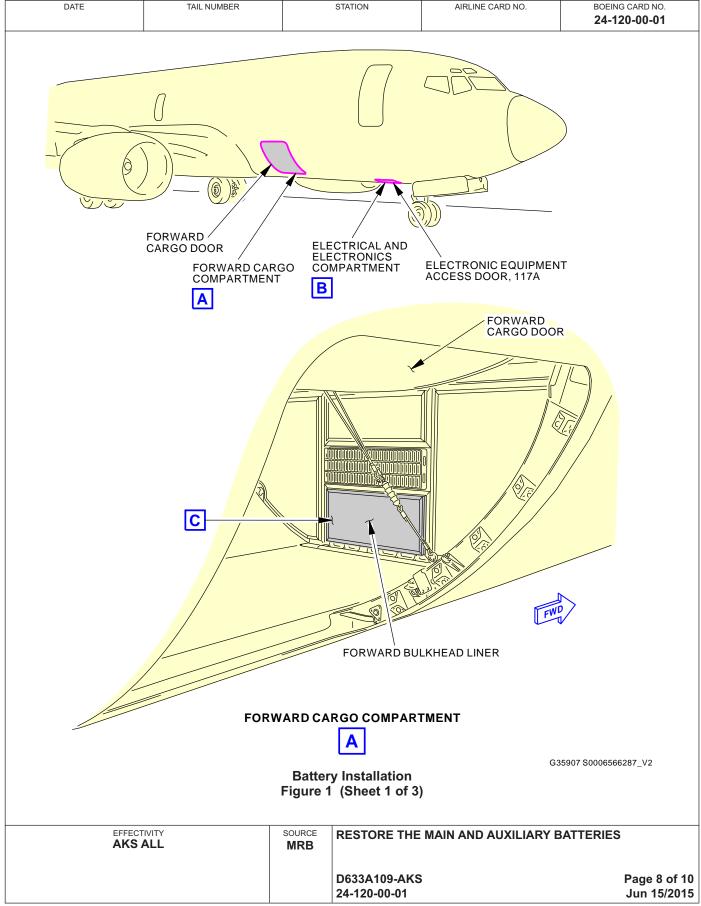
24-120-00-01

Page 6 of 10 Feb 15/2015



DATE			TAIL NUMBER STATION		STATION			EING CARD NO. -120-00-01		
			3) T	he battery curre	ent is great	er than 100 Amr	os for more than 1.2 se	conds.	MECH	INS
		(f)	•	e GRD PWR sw	•	•				
		(g)	Make	sure the DC AM	IPS value g	oes to 45 ±10 A	MPS and then goes de	own to less		
				AMPS within 18						
			NOTE	the battery.	s the maxin	num. It can take	less time depending t	he state of		
		(h)	Make	sure the DC VO	LTS value	goes to 30 ±3 V	OLTS.			
		(i)	Make	sure the BAT DI	SCHARGE	light goes off.				
			1) If	the BAT DISCI	HARGE ligh	nt stays on, then	do these steps:			
			;	a) Set the GR	D PWR sw	itch on the P5-4	panel to the OFF pos	ition.		
			l	b) Do this task TASK 49-1			tion - Activation, AMM			
				c) Do this tasl	k: APU Usu	ıal Shutdown, Al	MM TASK 49-11-00-86	60-802.		
			(	d) Do the abo	ve test aga	in.				
	SUBTA	SK 24-31	-11-860-043	3-002						
	(6)	Make	e sure t	hat the clock GI	MT and the	date are correc	t.			
	SUBTA		-11-860-044							
	(7)			•	•		he BATTERY and CHA liary battery charger a			
E.	Put t	the Ai	irplane	Back to its Us	ual Condit	ion				
	SUBTA		-11-410-003							
	(1)	Insta	II the fo	rward bulkhead	l liner.					
			-11-410-004							
	(2)			ccess panel:						
		<u>Num</u> 117A		Name/Location Electronic Equ		coss Door				
				·	притент Асс	Cess Dool				
	(3)		-11-860-015 nie taek		rical Power	· AMM TASK 24	-22-00-860-812.			
	(5)	DO II	iio task	. Remove Licet			-22-00-000-012.			
					– END OF	TASK ———				
			CTIVITY S ALL		SOURCE MRB	RESTORE THE	MAIN AND AUXILIARY	BATTERIES		
						D633A109-AKS			Page 7	- 5

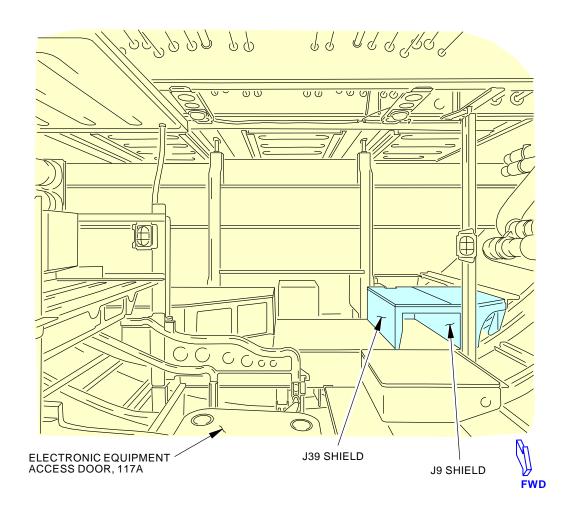






### 737-600/700/800/900 TASK CARDS

DATE TAIL NUMBER STATION AIRLINE CARD NO. BOEING CARD NO. 24-120-00-01



#### **ELECTRICAL AND ELECTRONICS COMPARTMENT**

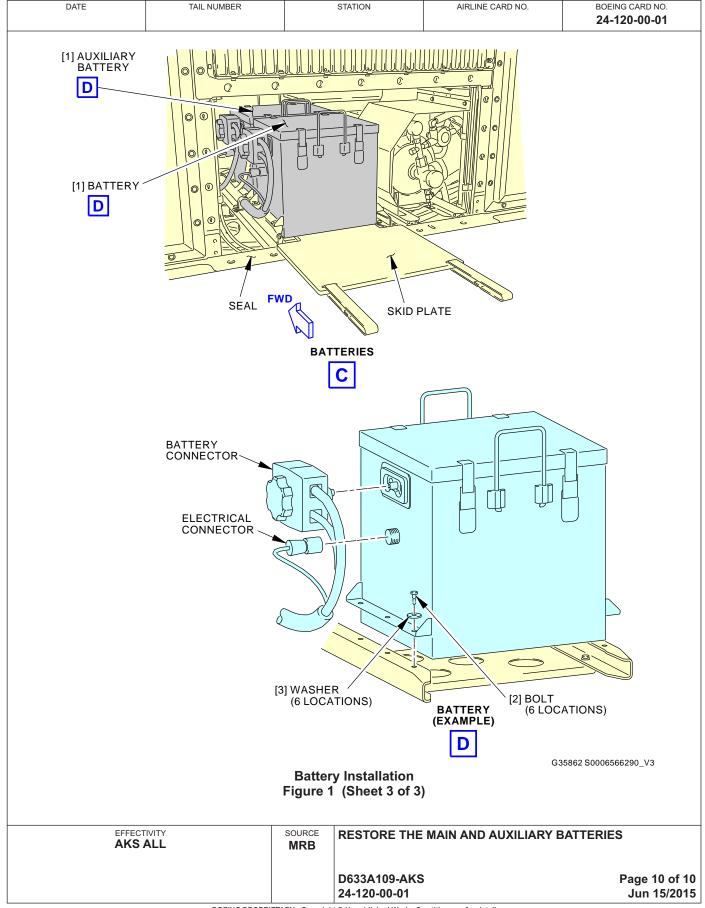


1494797 S0000270991\_V2

# Battery Installation Figure 1 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE THE MAIN AND AUXILIARY BATTERIES	3
		D633A109-AKS 24-120-00-01	Page 9 of 10 Feb 15/2015









#### 737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		EXTERNAL POV	TITLE VER RECEPTACLE	BOEING CARD NO. <b>24-130-00-01</b>		
DATE	TASK FUNCTIONAL				RELATE	D CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1	THRESHOLD 5000 FC	REPEAT 5000 FC	APPLIC,	ABILITY ENGINE
STATION	SKILL AIRPL				ALL	ALL
		ACCESS 114AR			ZONE 116	

Functional check of the external power receptacle pins for excessive wear.

#### A. References

Reference	Title
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)
AMM 24-41-11-000-803-002	External Power Receptacle Removal (P/B 401)
AMM 24-41-11-400-803-002	External Power Receptacle Installation (P/B 401)

#### 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-1625	Wear Gage Set - Ground Power Plug and Receptacle
	Part #: F70284-1 Supplier: 81205

EFFECTIVITY SOURCE MRB		EXTERNAL POWER RECEPTACLE (WEAR CHECK)			
		D633A109-AKS 24-130-00-01	Page 1 of 6 Jun 15/2015		



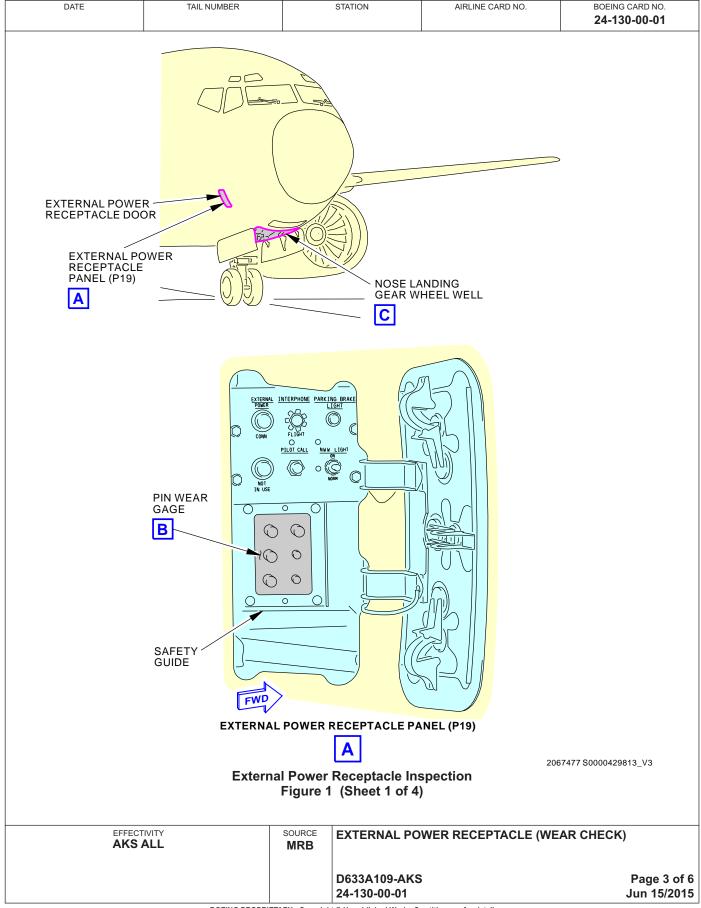
#### 737-600/700/800/900 TASK CARDS

DATE TAIL NUMBER STATION AIRLINE CARD NO BOEING CARD NO. 24-130-00-01 MECH INSP TASK 24-41-11-200-802 **External Power Receptacle Pin Inspection** (Figure 1) A. General The external power receptacle is located on the lower right hand side of the airplane. It is installed forward of the nose gear wheel well. The external power receptacle pin Inspection uses a GO/NO-GO gauge to make sure that the pins are not worn. If the pins are worn, the external power receptacle should be replaced. B. **Procedure** SUBTASK 24-41-11-860-007 (1) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812. SUBTASK 24-41-11-010-008 (2) Open this access panel: Number Name/Location 114AR External Power Receptacle Door SUBTASK 24-41-11-010-009 (3) Remove external power plug from receptacle, if it is installed. SUBTASK 24-41-11-220-001 (4) Inspect the external power receptacle pins for wear as follows: **CAUTION:** DO NOT USE TOO MUCH FORCE WHEN PUSHING THE WEAR GAGE ONTO THE PINS. THE WEAR GAGE IS A GO/NO GO TOOL AND SHOULD NOT FIT OVER THE PINS. THE USE OF TOO MUCH FORCE COULD CAUSE DAMAGE TO PINS. Try to slide the wear gage set, SPL-1625 over the external power receptacle pins NOTE: The F70284-1 is a gage set. Use the -2 on the four large pins A, B, C and N. Use the -3 on the two small pins E and F. Make sure the gage does not slide over the pins. If the gage slides over the pins to within 0.50 inch of the face of the receptacle, do the applicable tasks: External Power Receptacle Removal, AMM TASK 24-41-11-000-803-002 External Power Receptacle Installation, AMM TASK 24-41-11-400-803-002 SUBTASK 24-41-11-410-005 (5) Close this access panel: Number Name/Location 114AR External Power Receptacle Door – END OF TASK ——— **FFFFCTIVITY** SOURCE **EXTERNAL POWER RECEPTACLE (WEAR CHECK) AKS ALL MRB** D633A109-AKS Page 2 of 6

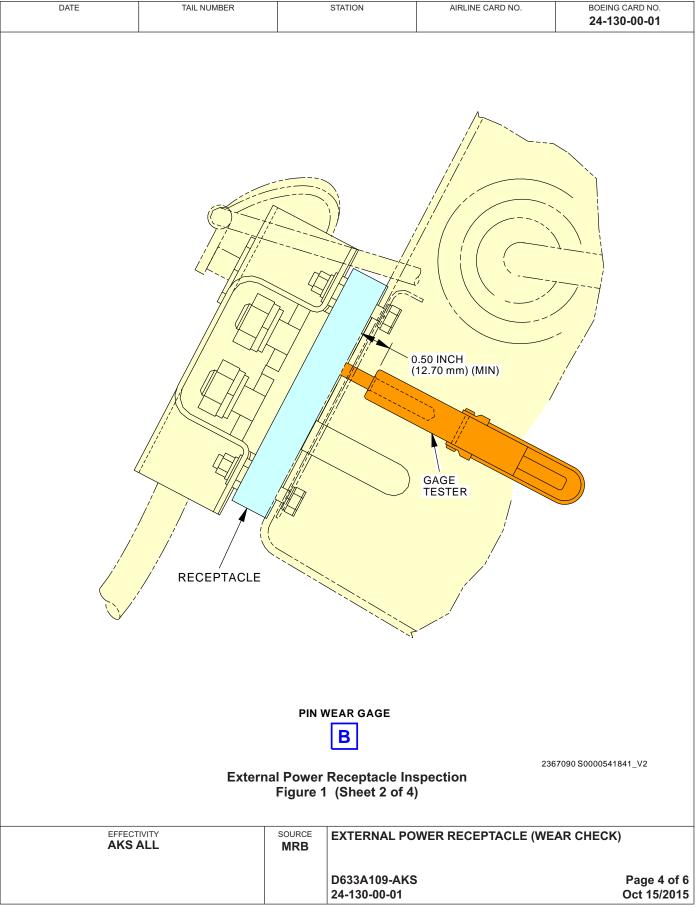
24-130-00-01

Jun 15/2015

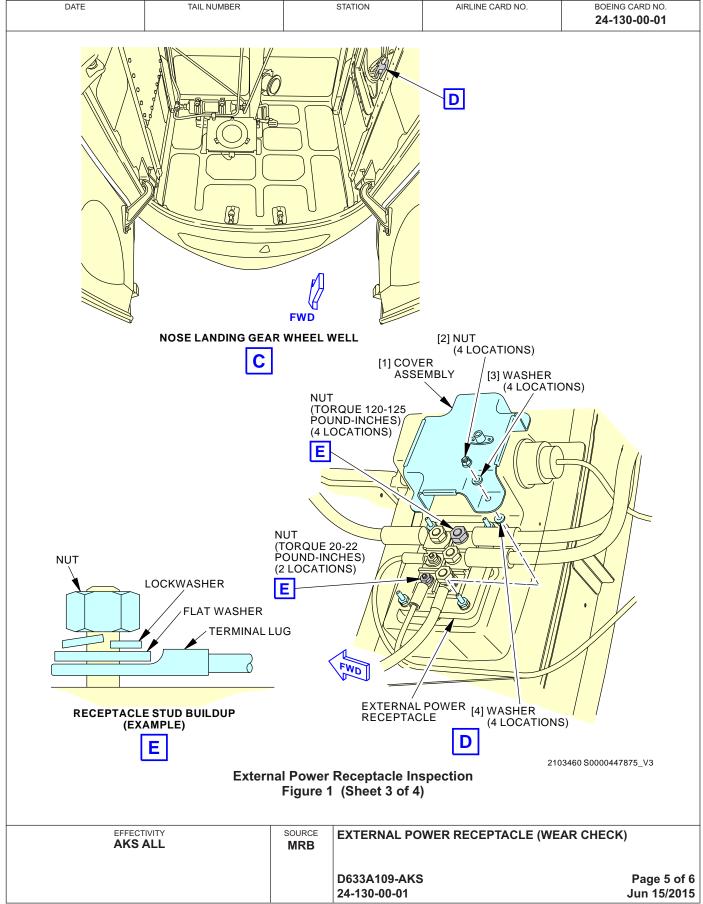




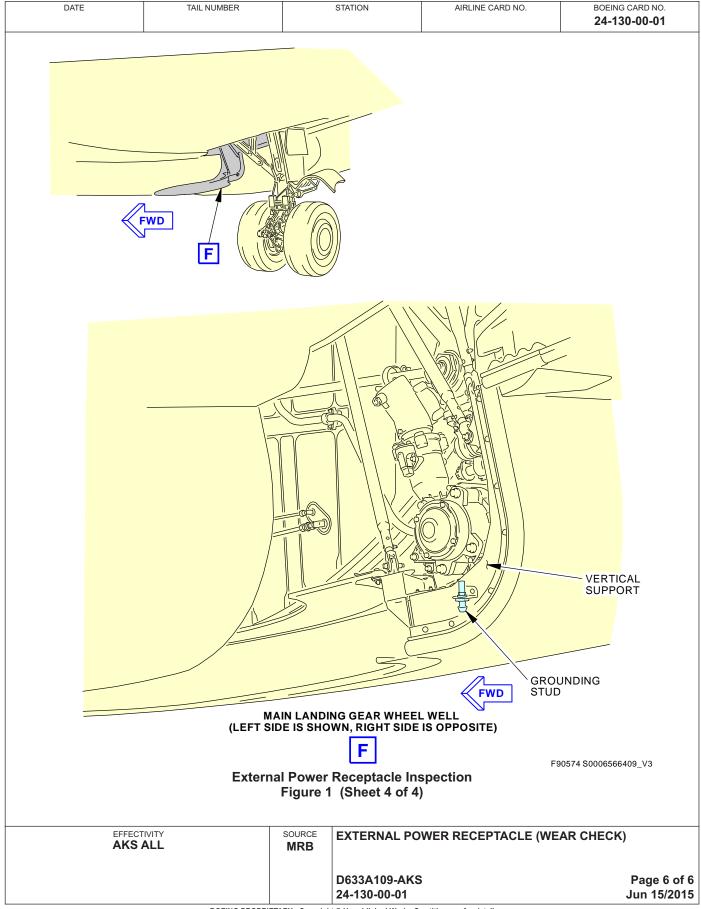














### 737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		EXTERNAL POWER RECEPTACLE (INSPECTION)			BOEING CARD NO. <b>24-140-00-01</b>		
DATE	INSPECTION - DETAILED				RELATE	D CARD	
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT			
	LWR FUSELAGE	1.1	5000 FC	5000 FC	APPLICA AIRPLANE	ABILITY ENGINE	
STATION	SKILL AIRPL				ALL	ALL	
		ACCESS 114AR			ZONE 116		

Detailed inspection of the external power receptacle pins for signs of overheat and security of installation.

<b>A</b> . I	Ref	ere	nces
--------------	-----	-----	------

Reference	Title
AMM 24-22-00-860-812	Remove Electrical Power (P/B 201)

EFFECTIVITY AKS ALL	SOURCE MRB	EXTERNAL POWER RECEPTACLE (INSPECTION)	
		D633A109-AKS 24-140-00-01	Page 1 of 6 Jun 15/2015



	DATE				TAIL NUMBER	STATION		AIRLINE CARD NO.		BOEING CARD NO. 24-140-00-01	
	TAS	K 24-	41-11	-200-8	04	•			-	MECH	INS
1.	External Power Receptacle - External Inspection										
	(Figure 1)										
	Α.	General									
	7	(1) The external power receptacle is located on the lower right hand side of the airplane. It is									
		( · )			ward of the nose			ga orac or are c	p		
	В.	Procedure									
		SUBTASK 24-41-11-860-009									
		(1) Do this task: Remove Electrical Power, AMM TASK 24-22-00-860-812.									
		SUBTASK 24-41-11-010-012									
		(2)	Ope	n this a	ccess panel:						
		` ,	Nun	<u>nber</u>	Name/Location	<u>1</u>					
			114	AR	External Power	Receptad	cle Door				
		SUBTASK 24-41-11-860-010									
		(3) Remove external power plug from receptacle, if it is installed.									
		SUBTASK 24-41-11-210-003									
		(4)	Do these steps to examine the receptacles from the outer side of the airplane:								
			(a)	) Make sure the pins are not loose.							
			(b) Look for pins that are bent or have a crack.								
			(c)	Look f	or damage or cra	cks on th	e base insulatio	n.			
			(d) Look for discolored, burned, or pitted pins.								
		SUBTASK 24-41-11-410-007									
		(5)	Close this access panel:								
			Nun	<u>nber</u>	Name/Location	<u>1</u>					
			114AR External Power Receptacle Door								
							T				
				S ALL		SOURCE MRB	EXTERNAL PO	WER RECEPTACLE (INS	SPECTION)		
						-					
							D633A109-AKS			Page 2	
	24-140-00-01									Jun 15/	/201



