# CHAPTER 78 EXHAUST



### CHAPTER 78 EXHAUST

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A = Added, R = Revised, D = Deleted, O = Overflow

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### CHAPTER 78 EXHAUST

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	THRUST REVERSER SYSTEM						
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1	ENGINE 2 THRUST REVERSER SYNCHRONOUS SHAFT LOCKS	78-32-61		101		Jun 21/2016	ALL
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	<b>ENGINE THRUST REVERSER POSITION / THRUST LEVE</b>	R INTERLOC	<u> </u>				
ı	ENGINE 1 THRUST REVERSER POSITION / THRUST LEVER INTERLOCK	78-35-11		101		Jun 21/2016	ALL
I	ENGINE 2 THRUST REVERSER POSITION / THRUST LEVER INTERLOCK	78-35-21		101		Jun 21/2016	ALL
	THRUST REVERSER INDICATING SYSTEM						
ı	ENGINE 1 THRUST REVERSER FLIGHT DECK INDICATION	78-36-11		101		Jun 21/2016	ALL
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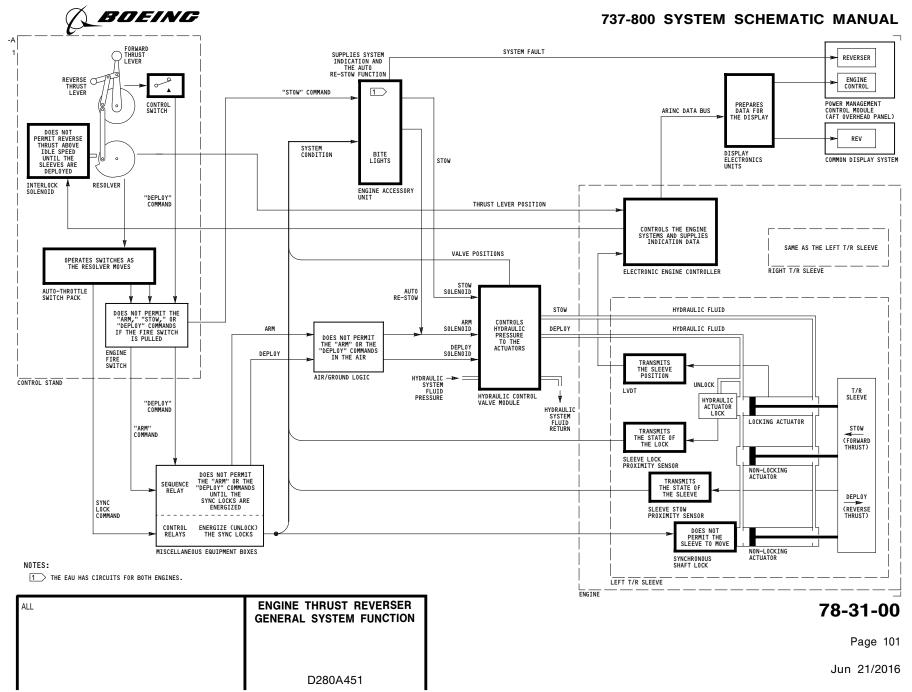


### CHAPTER 78 EXHAUST

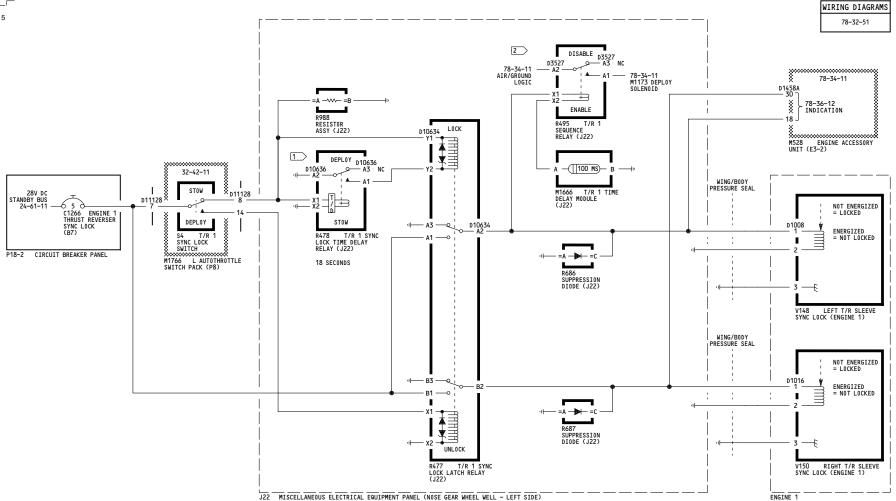
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78-34-11	ENGINE 1 THRUST REVERSER CONTROL
78-36-11	ENGINE 1 THRUST REVERSER FLIGHT DECK INDICATION
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### NOTES:

THE 18 SECOND TIME DELAY PERMITS THE THRUST REVERSER SLEEVES TO CLOSE BEFORE THE SYNC LOCKS DE-ENERGIZE AND LOCK.

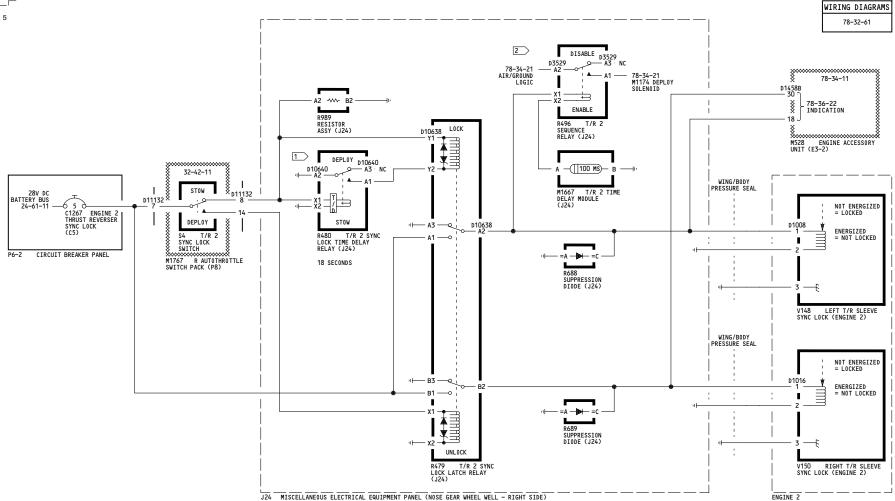
THE 100 MS TIME DELAY PERMITS THE SYNC LOCK TO UNLOCK BEFORE THE DEPLOY VALVE OPENS.

ALL	ENGINE 1 THRUST REVERSER SYNCHRONOUS SHAFT LOCKS
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### NOTES:

- THE 18 SECOND TIME DELAY PERMITS THE THRUST REVERSER SLEEVES TO CLOSE BEFORE THE SYNC LOCKS DE-ENERGIZE AND LOCK.
- THE 100 MS TIME DELAY PERMITS THE SYNC LOCK TO UNLOCK BEFORE THE DEPLOY VALVE OPENS.

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### BOEING 737-800 SYSTEM SCHEMATIC MANUAL -L WIRING DIAGRAMS 26-21-11 (SH 1) 78-34-21 78-36-11 78-36-12 78-36-21 78-36-22 78-34-11 (10.5 s) START NORMAL | D576 28V DC 29-00-00 HYDRAULIC RETURN PRESSURE STANDBY BUS 24-61-11 0UT HYDRAULIC PRESSURE D576 C276 ENGINE 1 THRUST REVERSER ONE-SHOT (PULSE) 78-36-12 RESET 90 06 RETURN INDICATION FIRE | CONT (B5) BUTTON S8 ENGINE 1 78-36-11 LEFT SLEEVE NOT STOWED 3 78-36-11 P18-2 CIRCUIT BREAKER PANEL FIRE SWITCH •<u>••••••</u> P8-1 ENGINE AND APU FIRE CONTROL MODULE (P8) 78-36-11 LEFT SLEEVE NOT LOCKED RESET 28V DC 1=RE-STOW NORMAL 0UT m:W <u>pa•booooo</u>a 78-36-11 RIGHT SLEEVE NOT STOWED D3052 PRESSURE D1458A D11130 \* STOW ARM SOLENOID SET <sup>8</sup> <sub>D11130</sub> LATCH 78-36-11 22-11-75 RIGHT SLEEVE NOT LOCKED HYDRAULIC ISOLATION VALVE RE-STOW DEPLOY STOW XD11130 D1458A ----- 15 ----- 67 ---S5 T/R ARM SWITCH T/R 1 ALTITUDE < 10 FEET 000000 - 13 NC NORMAL 0.11 s) M1766 L AUTOTHROTTLE SWITCH PACK (P8) DEPLOY | | 28V DC ARINC 429 DECODER S6 T/R 1 M1875 FCC A (E1-1) STOW M1766 L AUTOTHROTTLE SWITCH PACK (P8) SOLENOID 1 POWER FOR CONTROL RE-STOW LOGIC 27-62-11 (SH 2) 78-36-11 78-36-12 INDICATION AIR D10571 28V DC 2— D3 NC CONTROL GROUND \_\_\_ D1 PRESSURE PRESSURE < 10 FEET 🕺 DEPLOY ENGINE ACCESSORY UNIT (E3-2) SOLENOID STOW | D10171 <10 FT B RELAY (J22) DIRECTIONAL D10171 CONTROL VALVE DEPLOY M1173 T/R 1 CONTROL VALVE MODULE (MAIN LANDING GEAR WHEEL WELL) (THE MANUAL SHUT-OFF VALVE IS NOT SHOWN) 32-09-11 (SH 1) S828 T/R 1 CONTROL SWITCH (P8 THRUST LEVER) 78-32-51 X 78-32->1 ^ DISABLE D3527 ---- A3 NC D11002 GROUND A3 —Q D11002 ΄ J. Δ...... Δ1 ENABLE X AIR 2 ACTUATOR LOCKS (HYDRAULIC R584 AIR SENSING RELAY (J22) SEQUENCE RELAY (J22) LEFT SLEEVE RIGHT SLEEVE PRESSURE = UNLOCK) NOTES: STOW STOW 1 THE RADIO ALTIMETERS PROVIDE ALTITUDE DATA TO THE FCC ON THE ARINC 429 BUS. WHEN THE ALTITUDE IS LESS THAN 10 FEET (3 METERS), THE FCC PROVIDES A GROUND. THE GROUND FROM FCC B EMERGIZES R709. THE SEQUENCE RELAY CLOSES 100 MS AFTER THE SYNC LOCK IS ENERGIZED. DEPLOY SYNC LOCKS (28V DC = UNLOCK) DEPLOY $\equiv$ $\equiv$ WHEN THE T/R IS DEPLOYED AND "STOW" IS COMMANDED, THE TIMER PERMITS 10.5 SECONDS FOR THE SLEEVES TO STOW, AFTER THAT, THE LATCH IS RESET. THEN, IF A SLEEVE OR LOCK MOVES, THE LATCH IS SET AND STAYS SET.

TRUST REVERSER CONTROL

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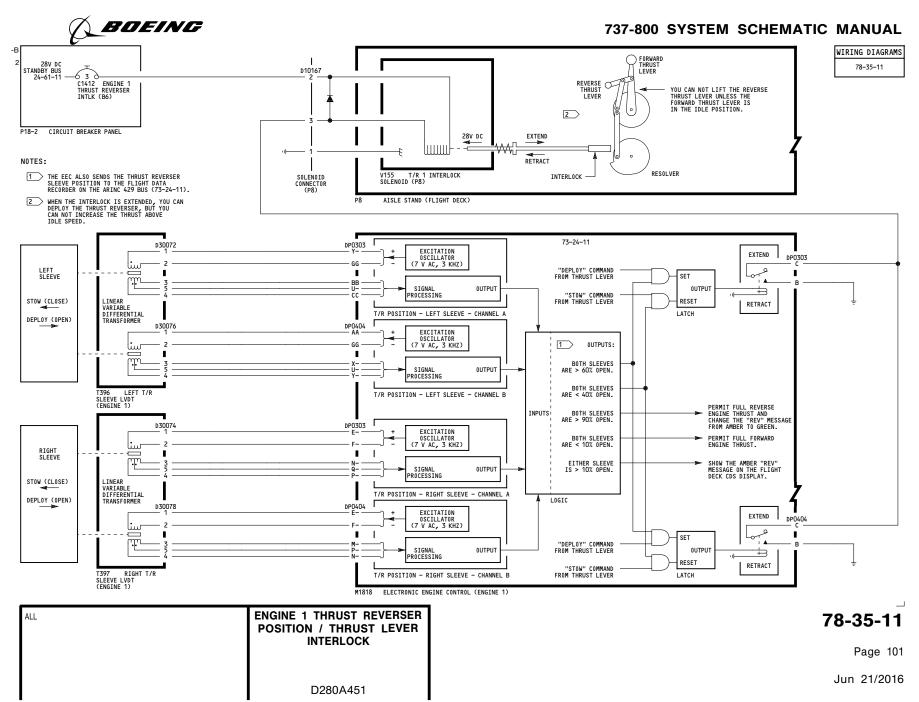
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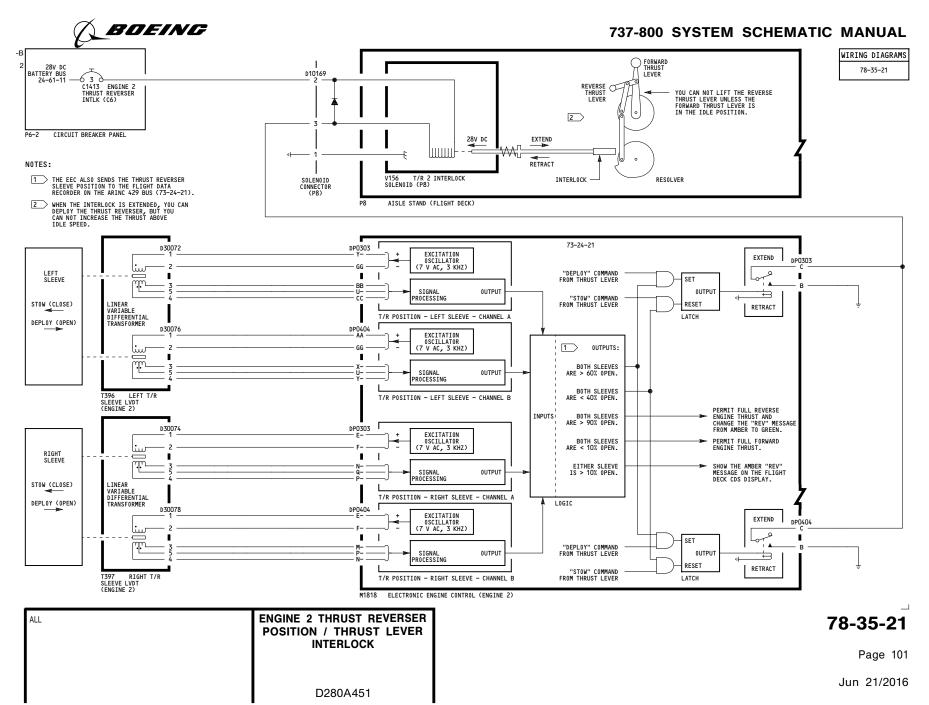
### BOEING 737-800 SYSTEM SCHEMATIC MANUAL -L WIRING DIAGRAMS 26-21-11 (SH 1) 78-34-11 78-34-21 (10.5 s) START NORMAL ╌ 28V DC BATTERY BUS 29-00-00 HYDRAULIC RETURN PRESSURE 0UT HYDRAULIC W PRESSURE -6 3 2 C277 ENGINE 2 THRUST REVERSER CONT (C7) ONE-SHOT (PULSE) 78-36-22 RESET 90 08 RETURN INDICATION FIRE BUTTON S9 ENGINE 2 78-36-21 LEFT SLEEVE NOT STOWED 3 78-36-21 CIRCUIT BREAKER PANEL P6-2 FIRE SWITCH P8-1 ENGINE AND APU FIRE CONTROL MODULE (P8) 78-36-21 LEFT SLEEVE NOT LOCKED RESET 28V DC 1=RE-STOW NORMAL 0UT 0<u>000000</u> 78-36-21 RIGHT SLEEVE NOT STOWED D3056 PRESSURE STOW ARM SOLENOID D1458B D11134 X SET 27-62-11 (SH 2) ×<sub>D11134</sub> 78-36-21 LATCH RIGHT SLEEVE NOT LOCKED AIR D10573 HYDRAULIC ISOLATION RE-STOW DEPLOY D10573 — D3 NC , , , , , , , , S5 T/R 2 T/R 2 < 10 FEET X R710 R/A 000000 - 13 NC NORMAL M1767 R AUTOTHROTTLE SWITCH PACK (P8) 0.11 s DEPLOY 28V DC <10 FT A RELAY (J20) S6 STOW SWITCH STOW M1767 R AUTOTHROTTLE SWITCH PACK (P8) **■ 本**: SOLENOID RE-STOW CONTROL 22-11-75 D10137A LOGIC 78-36-21 78-36-22 [<del>-----</del> | | | LINDICATION ALTITUDE < 10 FEET CONTROL mW. GROUND ARINC 429 PRESSURE PRESSURE DECODER DEPLOY M528 ENGINE ACCESSORY UNIT (E3-2) SOLENOID M1876 FCC B (E1-4) STOW **■** D10173 1 DIRECTIONAL D10173 CONTROL VALVE DEPLOY M1174 T/R 2 CONTROL VALVE MODULE (MAIN LANDING GEAR WHEEL WELL) (THE MANUAL SHUT-OFF VALVE IS NOT SHOWN) 32-09-12 (SH 1) S829 T/R 2 78-32-61 X CONTROL SWITCH (P8 THRUST LEVER) 78-32-01 \( \) DISABLE D3529 \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) \( \) D11004 GROUND — A3 ——Q D11004 J. Δ. Δ1 AIR R585 AIR ENABLE 2 K496 T/R 2 SEQUENCE RELAY (J24) ACTUATOR LOCKS (HYDRAULIC R585 AIR SENSING RELAY (J24) LEFT SLEEVE PRESSURE = UNLOCK) SI FEVE NOTES: STOW STOW 1 THE RADIO ALTIMETERS PROVIDE ALTITUDE DATA TO THE FCC ON THE ARINC 429 BUS. WHEN THE ALTITUDE IS LESS THAN 10 FEET (3 METERS), THE FCC PROVIDES A GROUND. THE GROUND FROM FCC A EMERGIZES R710. THE SEQUENCE RELAY CLOSES 100 MS AFTER THE SYNC LOCK IS ENERGIZED. 78-32-61 DEPLOY SYNC LOCKS (28V DC = UNLOCK) DEPLOY $\equiv$ $\equiv$ WHEN THE T/R IS DEPLOYED AND "STOW" IS COMMANDED, THE TIMER PERMITS 10.5 SECONDS FOR THE SLEEVES TO STOW. AFTER THAT, THE LATCH IS RESET. THEN, IF A SLEEVE OR LOCK MOVES, THE LATCH IS SET AND STAYS SET. **ENGINE 2 THRUST REVERSER** ALL 78-34-21 CONTROL

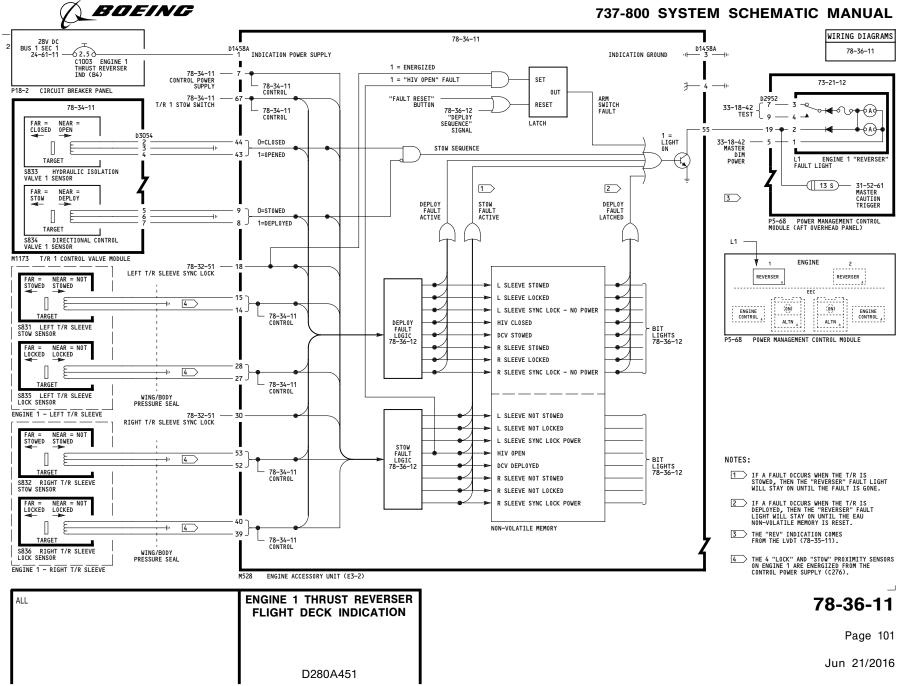
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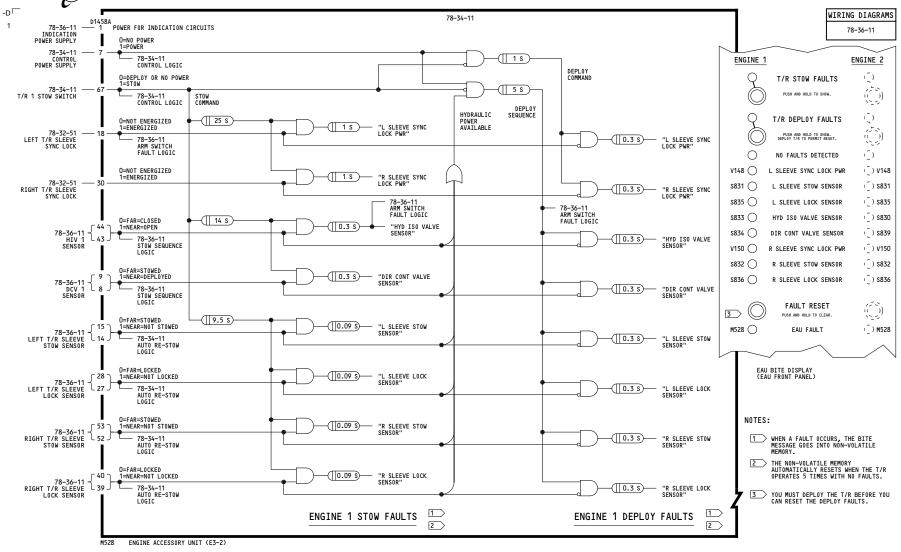






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### 737-800 SYSTEM SCHEMATIC MANUAL

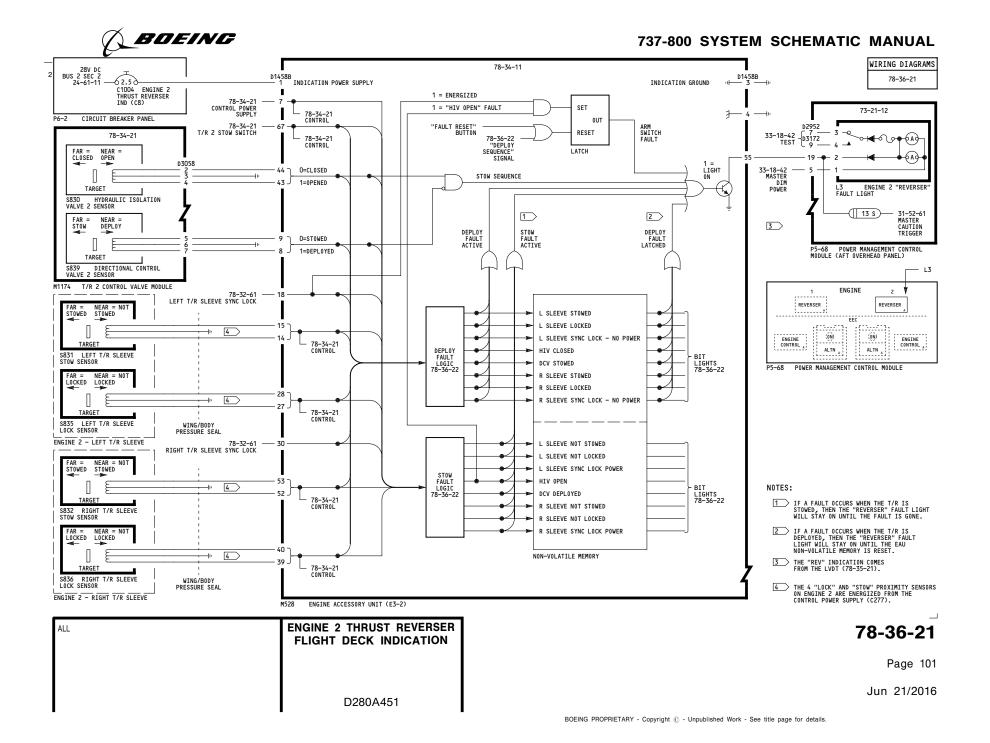


ENGINE 1 THRUST REVERSER MAINTENANCE INDICATION

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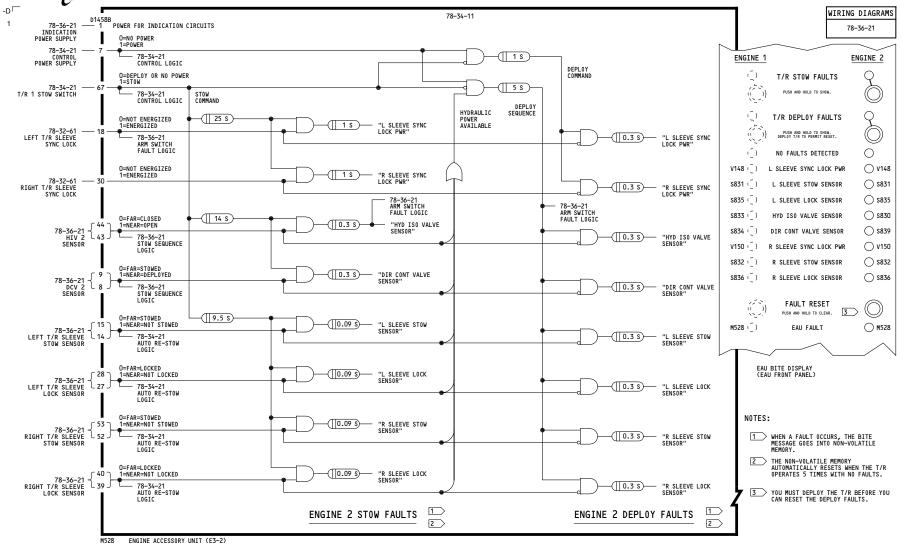
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# BOEING

### 737-800 SYSTEM SCHEMATIC MANUAL



ENGINE 2 THRUST REVERSER MAINTENANCE INDICATION

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